



Rutland County Council

Catmose, Oakham, Rutland, LE15 6HP.
Telephone 01572 722577 Email governance@rutland.gov.uk

Meeting: CABINET

Date and Time: Tuesday, 16 July 2019 at 10.00 am

Venue: COUNCIL CHAMBER, CATMOSE

Governance Officer to contact: Jo Morley 01572 758271
email: governance@rutland.gov.uk

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A G E N D A

1) APOLOGIES FOR ABSENCE

2) ANNOUNCEMENTS FROM THE CHAIRMAN AND/OR HEAD OF THE PAID SERVICE

3) DECLARATIONS OF INTEREST

In accordance with the Regulations, Members are required to declare any personal or prejudicial interests they may have and the nature of those interests in respect of items on this Agenda and/or indicate if Section 106 of the Local Government Finance Act 1992 applies to them.

4) RECORD OF DECISIONS

To confirm the Record of Decisions made at the meeting of the Cabinet held on 18 June 2019.

5) ITEMS RAISED BY SCRUTINY

To receive items raised by members of scrutiny which have been submitted to the Leader (copied to Chief Executive and Democratic Services Officer) by 4.30 pm on Friday 12 July 2019.

REPORT OF THE CHIEF EXECUTIVE

6) ST GEORGE'S BARRACKS PROGRESS REPORT

Report No.111/2019
(Pages 5 - 10)

REPORT OF THE STRATEGIC DIRECTOR FOR PEOPLE

7) AMENDED RUTLAND S75 PARTNERSHIP BOARD TERMS OF REFERENCE

Report No.105/2019
(Pages 11 - 18)

REPORT OF THE STRATEGIC DIRECTOR FOR RESOURCES

8) ANNUAL REPORT ON TREASURY MANAGEMENT AND ACTUAL PRUDENTIAL INDICATORS 2018/19

Report No.88/2019
(Pages 19 - 38)

REPORTS OF THE STRATEGIC DIRECTOR FOR PLACES

9) RUTLAND COUNTY MUSEUM & COTTAGE ROOF WORKS (KEY DECISION)

Report No.113/2019
(Pages 39 - 44)

10) FUTURE MAINTENANCE - OPERATIONAL PROPERTIES (KEY DECISION)

Report No.112/2019
(Pages 45 - 52)

11) MOVING RUTLAND FORWARD AND ASSOCIATED DOCUMENTS (KEY DECISION)

Report No.99/2019
(Pages 53 - 614)

12) EXCLUSION OF THE PRESS AND PUBLIC

Cabinet is recommended to determine whether the public and press be excluded from the meeting in accordance with Section 100(A)(4) of the Local Government Act 1972, as amended, and in accordance with the Access to Information provisions of Procedure Rule 239, as the following item of business is likely to involve the disclosure of exempt information as defined in Paragraph 2 of Part 1 of Schedule 12A of the Act.

Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).

13) HOME TO SCHOOL TRANSPORT TENDERS (KEY DECISION)

Report No.95/2019
(Pages 615 - 622)

14) ANY ITEMS OF URGENT BUSINESS

To receive items of urgent business which have previously been notified to the person presiding.

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MEMBERS OF THE CABINET: Mr O Hemsley Chairman
Mr G Brown
Mr A Walters
Mr D Wilby
Mrs L Stephenson

SCRUTINY COMMISSION:

Note: Scrutiny Members may attend Cabinet meetings but may only speak at the prior invitation of the person presiding at the meeting.

**ALL CHIEF OFFICERS
PUBLIC NOTICEBOARD AT CATMOSE
GOVERNANCE TEAM**

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CABINET

16th July 2019

PROGRESS UPDATE ON ST GEORGE'S BARRACKS

Report of the Chief Executive

Strategic Aim:	All	
Key Decision: No	Forward Plan Reference: FP19/0718	
Exempt Information	No	
Cabinet Member(s) Responsible:	Mr O Hemsley, Leader and Portfolio Holder for Rutland One Public Estate & Growth, Tourism & Economic Development, Resources (other than Finance)	
Contact Officer(s):	Helen Briggs, Chief Executive	01572 758201 hbriggs@rutland.gov.uk
Ward Councillors	Normanton - Mr K Bool and Miss G Waller	

DECISION RECOMMENDATIONS

That Cabinet:

1. Notes the progress update in respect of the St George's Project.
2. Supports the St George's project joining the MHCLG Garden Communities Programme and accepts the terms of conditions of £150k of funding [Should terms not be available at the time of the meeting, a delegated decision will be made in line with para 12.2]

1 PURPOSE OF THE REPORT

- 1.1 The purpose of this report is to provide Cabinet with a progress report on the St George's project further to the report of March 2018.

2 BACKGROUND AND MAIN CONSIDERATIONS

- 2.1 The St George's Barracks project is a significant project for the County Council and the County as a whole. This report provides a summary of progress to date. It includes updates on:

- Housing Infrastructure Fund
- Master planning and viability
- The St George's Advisory Group
- The Officers Mess project
- The Governments Garden Community programme
- Greater Cambridgeshire Greater Peterborough Local Enterprise Partnership Growth Fund

3 HOUSING INFRASTRUCTURE FUND

- 3.1 Work on the HIF submission is now complete and the business case has been submitted.
- 3.2 Homes England and the Ministry of Housing, Communities and Local Government (MHCLG) are now reviewing the submission. A site visit and review of the project took place on 5th April 2019. Weekly progress calls are taking place and the Project Team have been responding to clarification queries relating to the project on an on-going basis.
- 3.3 Homes England are not able to indicate at this point when a grant offer might be forthcoming.

4 MASTER PLANNING AND VIABILITY

- 4.1 Work on the Evolving Masterplan will continue during 2019. This is expected to include further work on:
- Design and layout
 - Highways and transport infrastructure
- 4.2 Work will be supported by the creation of a Project Board sub group specifically to support on-going design work. Terms of Reference are currently being drafted for consideration by the Project Board. The sub group will include representatives from the Advisory Group and a representative affected ward councillor.

5 ST GEORGE'S ADVISORY GROUP

- 5.1 No meetings have taken place since the March 2019 progress report. The next meeting is planned for 24th July 2019.

6 THE OFFICERS MESS PROJECT

- 6.1 Discussions have taken place between RCC and the MOD in relation to the Officers Mess site. The delay to the withdrawal of the 1 Military Working Dog Regiment for a year has introduced a level of risk to the project which is significantly concerning for RCC to re-consider bringing it forward as a separate project.

- 6.2 The Officers Mess Project Board has now been suspended and it is anticipated that the St George's Project Board (11th July 2019) will be asked to endorse this view. The MOD will then review their options in relation to the site. It should be noted that the MOD are still committed to bringing the Officers Mess site forward for residential development.

7 THE GARDEN COMMUNITIES PROGRAMME

- 7.1 We are delighted to have been advised that our submission has been successful and we have been invited to join the Garden Communities programme. In addition we have been allocated £150,000 funding for 2019/20 to support the work outlined in our submission. This is less than we anticipated. However, the fund was significantly over subscribed.
- 7.2 The announcement was made by the Secretary of State at the 2019 Housing Conference where he referenced positively our ambition and, in particular, our aspiration to create a Dementia Friendly Community. Clearly our submission was much wider than this but it is very positive that our forward thinking has been recognised.
- 7.3 We are awaiting for the terms and conditions of funding. If available, these will be provided by addendum or a verbal update at the Cabinet meeting. If acceptable Cabinet will be requested to endorse acceptance of the funding at the meeting.
- 7.4 At this stage Cabinet are requested to support the St George's project joining the Garden Communities programme. Joining the programme will provide access to expert advice to support delivery against Garden community principles, peer support and cross-government brokerage.

8 GREATER CAMBRIDGESHIRE GREATER PETERBOROUGH LOCAL ENTERPRISE PARTNERSHIP (GCGPLEP) – GROWTH FUND

- 8.1 At its meeting of 16th October 2018 Cabinet supported the submission of an expression of interest to the GCGP Growth Fund. An expression of Interest was made on behalf of the St George's project. Meetings have now taken place with GCGP LEP and we have agreed we will now prepare a detailed business case for GCGP to consider. This will be reviewed by the St George's Project Board at a future meeting. This work will also be supported by the creation of a new Employment sub group. Terms of Reference are currently being drafted for consideration by the Project Board. The sub group will include representatives from the Advisory Group and a representative affected ward councillor.

9 CONSULTATION

- 9.1 Non-statutory consultation in relation to the High Level Master Plan for St George's has now finished. The analysis of the responses and all of the responses have been shared and are available on our web site. These responses will be considered as part of the work towards completing the Local Plan.
- 9.2 The St George's Advisory Group will also support on-going engagement with Parish

Councils and be represented on the soon to be established sub-groups.

- 9.3 There is significant engagement on-going with the local business community, the education sector and a wider stakeholder group including utilities, neighbouring councils and developers.

10 ALTERNATIVE OPTIONS

- 10.1 This is a progress report so this element is not relevant to most of the report.
- 10.2 Cabinet could choose not to accept funding. Non acceptance of funding may require the Council to find funding elsewhere to promote dementia friendly housing etc.

11 FINANCIAL IMPLICATIONS

- 11.1 The acceptance of funding has no direct financial implications for the Council. However, not accepting the funding would impact on the Council's ability to influence key elements of the project – e.g. Dementia Friendly Community, Garden Village principles of design, and appropriate innovative governance solutions for the future of the site.

12 LEGAL AND GOVERNANCE CONSIDERATIONS

- 12.1 The Finance Procedure Rules (FPRs) state "If the Council receives grant funding from Government or other sources, then acceptance of the terms of conditions is the responsibility of Cabinet (where the amount exceeds £1m acceptance will be for Council) unless, in the cases of emergency/short notice, the Council would be at risk of losing funding OR the amount of funding is less than £500k. In these cases, the Chief Executive, Leader/Portfolio Holder for Finance and Chief Finance Officer may agree to the acceptance of terms and conditions but must report back to Cabinet at the next available opportunity".
- 12.2 In this case, the Chief Executive and Chief Finance Officer in consultation with Members have agreed not to exercise those powers to ensure that Cabinet is able to fully consider matters and have a full picture when considering whether or not to accept the terms and conditions. Should terms and conditions not be available at the time of the meeting, then officers and Members will use their delegated authority as per the FPRs.

13 DATA PROTECTION IMPLICATIONS

- 13.1 A data protection impact assessment has not been completed as there are no data protection implications.

14 EQUALITY IMPACT ASSESSMENT

- 14.1 Not relevant for a progress report.

15 COMMUNITY SAFETY IMPLICATIONS

15.1 None

16 HEALTH AND WELLBEING IMPLICATIONS

16.1 None

17 CONCLUSION AND SUMMARY OF REASONS FOR THE RECOMMENDATIONS

17.1 Progress on the project is in line with the programme.

18 BACKGROUND PAPERS

18.1 None

19 APPENDICES

19.1 None

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CABINET

16 July 2019

AMENDED RUTLAND S75 PARTNERSHIP BOARD TERMS OF REFERENCE

Report of the Strategic Director for People

Strategic Aim:	Safeguarding	
Key Decision: No	Forward Plan Reference: FP/240519	
Exempt Information	No	
Cabinet Member(s) Responsible:	Mr A Walters, Portfolio Holder for Safeguarding - Adults, Public Health, Health Commissioning & Community Safety	
Contact Officer(s):	Mark Andrews, Strategic Director for People (DAS/DCSS)	01572 758339 mandrews@rutland.gov.uk
	Saverio Della Rocca, Strategic Director for Resources (s.151 Officer)	01572 758159 sdrocca@rutland.gov.uk
Ward Councillors	All	

DECISION RECOMMENDATIONS

That Cabinet:

1. Approves proposed membership and quoracy changes to the Rutland Section 75 Partnership Board, as set out in its Terms of Reference.
2. Authorises the Partnership Board to approve minor changes to the Terms of Reference and operation of the Partnership Board under delegated authority from Cabinet.

1 PURPOSE OF THE REPORT

1.1 The purpose of this report is:

- a) to seek Cabinet approval for modest streamlining changes to the Terms of Reference for the East Leicestershire and Rutland Clinical Commissioning Group (ELRCCG) and Rutland County Council (RCC) Section 75 Agreement Partnership Board and,
- b) to request that henceforth authority to approve minor changes to the Section 75 Agreement and Terms of Reference for the Partnership Board are delegated by Cabinet to the Partnership Board. As the Portfolio Holder for Health is a member of the Partnership Board, it will be them to assess whether any proposed changes are minor.

2 BACKGROUND AND MAIN CONSIDERATIONS

- 2.1 East Leicestershire and Rutland Clinical Commissioning Group (ELRCCG) and Rutland County Council (RCC) together manage pooled funds out of which payment may be made towards expenditure incurred in the exercise of prescribed Health Related Functions and prescribed NHS Functions. The primary pooled fund that is managed is the Rutland Better Care Fund allocation of, currently, £2.2m per year.
- 2.2 The pooled funds are managed via an Agreement drawn up under Section 75 of the National Health Service Act 2006 (the 'Section 75 Agreement'), which in turn is managed by a Partnership Board consisting of senior representatives of ELRCCG and RCC who meet on a quarterly basis.
- 2.3 Minor amendments have recently been agreed in principle by the Partnership Board to the Terms of Reference for the Section 75 Partnership Board which, under the terms of the Section 75 Agreement, must now be approved at RCC by Cabinet.
- 2.4 The aim of these changes is to streamline the governance of the Board.
- 2.5 The national requirements of Section 75 Partnership Boards are described in **the national BCF operating guidance** and in additional dedicated **Risk Sharing / s75 Agreement guidance**. In terms of participation, the minimum national requirement for quoracy is one representative from each signatory organisation, with decisions requiring the agreement of all.

3 PROPOSED CHANGES TO THE SECTION 75 AGREEMENT TERMS OF REFERENCE

- 3.1 Currently, the Rutland Partnership Board Terms of Reference require two representatives per organisation to attend, one of whom for RCC must be the Chief Executive or their nominated deputy.
- 3.2 In order to streamline the Board, the following recommendations were approved in principle by the Partnership Board on 30 April 2019, for presentation to Cabinet for decision.

- a) To retain the membership of two senior representatives per organisation, then to require the attendance of one representative per organisation for quorum.

Rationale: This will help to sustain an appropriate breadth of representation, without impeding decision-making if full attendance is not possible.

- b) In the member list, to replace the RCC Chief Executive with the Director for People.

Rationale: This offers an improved balance of participation across the two organisations and is reflective of the maturity of this well-established partnership mechanism.

- c) To request approval from Cabinet to delegate decision-making on minor amendments to the Section 75 agreement and Section 75 Partnership Board Terms of Reference to the Partnership Board.

Rationale: To protect Cabinet time for significant decision-making.

- 3.3 If the changes are approved by Cabinet, the Terms of Reference and Section 75 Agreement will be updated accordingly (as set out in Appendix 1), with the Section 75 Agreement updated via an addendum pending its next significant revision.

4 CONSULTATION

- 4.1 Partnership Board members are in agreement with the changes. No further consultation has been undertaken.

5 ALTERNATIVE OPTIONS

- 5.1 The alternative option is to sustain the Terms of Reference as they are now.
 - a) Requiring the attendance of two members of the CCG and Council for quoracy risks delay to decision-making by the Board.
 - b) Requiring the attendance of RCC's Chief Executive at the Board embeds an imbalance in the seniority of representation between the CCG and Council, and is not felt to be warranted by the Chief Executive as this Board and the partnership it embodies are mature and operating effectively.

6 FINANCIAL IMPLICATIONS

- 6.1 The proposed change increases the certainty that the Partnership Board will be quorate to take decisions relating to pooled funds as required at its quarterly meetings.

7 LEGAL AND GOVERNANCE CONSIDERATIONS

- 7.1 If approved, the amended terms of reference will be appended to the current Section 75 Agreement, and fully integrated the next time the Agreement is renewed or significantly amended.

8 DATA PROTECTION IMPLICATIONS

8.1 There are no Data Protection implications of the proposed amendments.

9 EQUALITY IMPACT ASSESSMENT

9.1 The proposed amendments have no equality related implications.

10 COMMUNITY SAFETY IMPLICATIONS

10.1 The proposed amendments have no community safety implications.

11 HEALTH AND WELLBEING IMPLICATIONS

11.1 The proposed amendments better enable the Partnership Board to manage pooled funds which has a positive impact on health and wellbeing.

12 CONCLUSION AND SUMMARY OF REASONS FOR THE RECOMMENDATIONS

12.1 The proposed changes to the governance of the Section 75 Partnership Board Agreement are recommended:

- a) To sustain an appropriate breadth of representation on the Board, without impeding decision-making if full attendance is not possible.
- b) To improve the balance of participation across the two participating organisations, reflecting the maturity of this well-established partnership mechanism.

12.2 The delegation of authority to make minor amendments to the Section 75 Agreement is requested to protect Cabinet time for significant decision-making.

13 BACKGROUND PAPERS

13.1 The National Better Care Fund Operating Guidance:
<https://www.england.nhs.uk/wp-content/uploads/2018/07/better-care-fund-operating-guidance-v1.pdf>

13.2 National Section 75 and risk sharing guidance:
<https://www.england.nhs.uk/ourwork/part-rel/transformation-fund/bcf-plan/risk-sharing/>

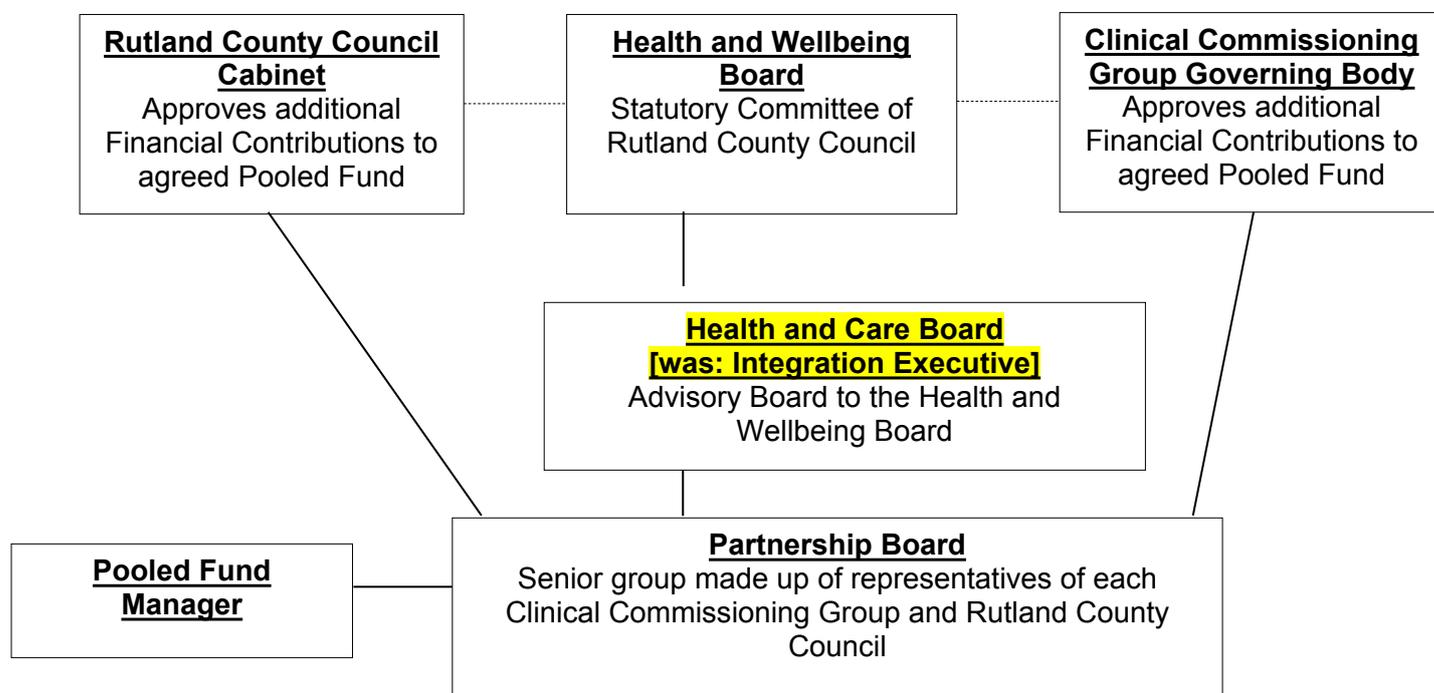
14 APPENDICES

14.1 Appendix 1: Amended Terms of Reference.

A Large Print or Braille Version of this Report is available upon request – Contact 01572 722577.

Appendix 1: Terms of Reference – Better Care Fund s.75 Partnership Board (Rutland)

1. Overall governance arrangements:



2. Partnership Board Governance Role:

To ensure that the Better Care Fund Plan achieves its aims and outcomes within the Financial Contributions agreed by the Partners and operating in accordance with its Terms of Reference.

3. Membership:

Partnership Board will be made up of two senior officer members from each of the Council and CCG as follows:

CCG representatives (2):

- i. The Chief Operating Officer or a deputy to be notified to the other members in advance of any meeting; and
- ii. The Chief Strategy and Planning Officer or a deputy to be notified to the other members in advance of any meeting.

Council representatives (2):

- i. The **Strategic Director for People [was: Chief Executive]** or deputy to be notified to the other members in advance of any meeting; and
- ii. The Council's Leader or a deputy to be notified to the other members in advance of any meeting.

4. Chairperson:

At the first meeting of the Partnership Board the members will elect from their number, by unanimous agreement, a Chairperson. Thereafter, there will be a re-election at the next meeting following each anniversary of the first meeting of the Partnership Board.

5. Role of Partnership Board

- i. The Partnership Board shall:
- ii. receive financial and activity information regarding the performance of the Individual Schemes on a Quarterly basis or at a frequency otherwise agreed between the Partners and shall take decisions on the delivery of the Individual Schemes and the Better Care Fund Plan based on that information, provided that, no decision shall be taken or acted upon without prior consultation with the Health and Wellbeing Board where such decision could have an impact on the delivery of the health and care integration programme as set out in the Better Care Fund Plan;
- iii. review the operation of the s.75 Agreement and make variations where appropriate, subject to any implications that would have an impact on the health and care integration programme being reported to the Health and Wellbeing Board;
- iv. review and agree at least annually a financial risk assessment in relation to the Better Care Fund;
- v. review at least annually the Performance Payment Arrangements and amend those as appropriate, subject to any implications that would have on the health and care integration programme and report any such implications to the Health and Wellbeing Board;
- vi. agree such protocols and guidance as it may consider necessary in order to enable each Pooled Fund Manager to approve expenditure from a Pooled Fund;
- vii. receive reports from and consider any recommendations from the Health and Wellbeing Board.
- viii. approve, under direction from the Health and Wellbeing Board, any changes to funding for Individual Schemes, withholding of funding, use of underspends or contingency, cessation or variation to Individual Schemes.
- ix. agree the share of any liabilities in relation to the termination of individual schemes or overall Better Care Fund.
- x. appoint the Pooled Fund Manager
- xi. The Partnership Board shall operate within the lines of accountability set out in section 1 of these terms of reference.

6. Partnership Board Support

The Partnership Board will be supported by officers from the Partners' organisations, as may be agreed by the Partners from time to time.

7. Meetings

- i. The Partnership Board will meet at least quarterly unless otherwise agreed by the Partners; this will be to discuss the Quarterly forecast with the Pooled Fund Manager.
- ii. The quorum for meetings of the Partnership Board shall be a minimum of **one** **[was: two]** representative from each of the Partner organisations. If a quorum is not present, the meeting shall be adjourned and reconvened as soon as possible. The Partners shall ensure that their respective representatives or their nominees are enabled to attend.
- iii. Decisions of the Partnership Board shall be made unanimously. Where unanimity is not reached then the item in question will in the first instance be referred to the next meeting of the Partnership Board. If no unanimity is reached on the second occasion it is discussed then the matter shall be dealt with, in accordance with the dispute resolution procedure set out in the Agreement.
- iv. Minutes of all decisions shall be kept and copied to the Authorised Officers within seven (7) days of every meeting.

8. Delegated Authority

The members of the Partnership Board are authorised as individuals within the limitation of the delegated authority granted to them by their respective Partner organisations (such delegation to be in accordance with the relevant Partner organisation's own financial scheme of delegation) to authorise commitments which exceed or are reasonably likely to exceed the agreed Financial Contributions of the Partners to the Pooled Fund.

9. Information and Reports

The Pooled Fund Manager shall supply to the Partnership Board on a Quarterly basis the financial and activity information as required under the Agreement.

10. Post-termination

The Partnership Board may continue to operate following any termination of the s.75 Agreement but shall endeavour to ensure that the benefits of any contracts are received by the Partners in the same proportions as their respective contributions at that time.

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CABINET

16 July 2019

**ANNUAL REPORT ON TREASURY MANAGEMENT AND
ACTUAL PRUDENTIAL INDICATORS 2018/19**

Report of the Strategic Director for Resources

Strategic Aim:	Sound Financial and Workforce Planning	
Key Decision: No	Forward Plan Reference: FP/030519	
Cabinet Member(s) Responsible:	Mr G Brown, Deputy Leader and Portfolio Holder for Planning, Environment, Property and Finance.	
Contact Officer(s):	Saverio Della Rocca, Strategic Director for Resources (s.151 Officer)	01572 758159 sdrocca@rutland.gov.uk
	Andrew Merry, Finance Manager	01572 758152 amerry@rutland.gov.uk
Ward Councillors	All	

DECISION RECOMMENDATIONS

That Cabinet:

1. Notes the actual 2018/19 prudential indicators within the report.
2. Notes that the treasury management stewardship for 2018/19 was in compliance with the treasury management strategy.

1 PURPOSE OF THE REPORT

- 1.1 Report 06/2018 set the Treasury Management Strategy for 2018/19 linked to the Council's Budget, Medium Term Financial Plan and Capital Plans. It is inextricably linked to delivering the Council's aims and objectives.
- 1.2 This report sets out how the Council has performed against the Strategy.

2 BACKGROUND AND MAIN CONSIDERATIONS

- 2.1 The Council's annual treasury report in Appendix A includes information on the performance of the treasury management service. The key points to note in year are:

- The Council has only invested with approved institutions and within approved limits (Appendix A, paragraph 2.2.3 refers) ;
- The Councils made a return on investment of 0.83% compared to the LIBOR rate of 0.91% (Appendix A, paragraph 2.3.1 refers) ;
- The Council did not undertake any external borrowing in year and therefore did not breach the operational boundary for borrowing (£28m) (Appendix A, paragraph 3.4.3 refers); and
- No external debt was repaid early as there was not a financial business case to do so (Appendix A, paragraph 3.4.3 refers).

3 CONSULTATION

3.1 No formal consultation is required.

4 ALTERNATIVE OPTIONS

4.1 This report is for noting, there are no alternative options.

5 FINANCIAL IMPLICATIONS

5.1 There are no financial implications arising from this report.

6 LEGAL AND GOVERNANCE CONSIDERATIONS

6.1 The report meets the requirements of both the CIPFA Code of Practice on Treasury Management, the CIPFA Prudential Code for Capital Finance in Local Authorities and the Council's Financial Procedure Rules. The Council is required to comply with both Codes through Regulations issued under the Local Government Act 2003.

6.2 The Council's treasury management activities for 2018/19 were regulated by a variety of professional codes, statutes and guidance (which have been updated for 2018/19):

- The Local Government Act 2003 (the Act), which provides the powers to borrow and invest as well as providing controls and limits on this activity;
- The Act permits the Secretary of State to set limits either on the Council or nationally on all local authorities restricting the amount of borrowing which may be undertaken;
- Statutory Instrument (SI) 3146 2003, as amended, develops the controls and powers within the Act;
- The SI requires the Council to undertake any borrowing activity with regard to the CIPFA Prudential Code for Capital Finance in Local Authorities;

- The SI also requires the Council to operate the overall treasury function with regard to the CIPFA Code of Practice for Treasury Management in the Public Services;
- Under the Act MHCLG has issued Investment Guidance to structure and regulate the Council's investment activities; and
- Under Section 238(2) of the Local Government and Public Involvement in Health Act 2007 the Secretary of State has taken powers to issue guidance on accounting practices. Guidance on Minimum Revenue Provision was issued under this section on 8 November 2007.

6.3 The Council's Treasury Management Strategy explains how it will comply with the legal framework and this annual report confirms compliance.

7 DATA PROTECTION IMPLICATIONS

7.1 A Data Protection Impact Assessments (DPIA) has not been completed because there are no risks/issues to the rights and freedoms of natural persons.

8 EQUALITY IMPACT ASSESSMENT

8.1 An Equality Impact Assessment (EqIA) has not been completed because there are no service, policy or organisational changes being proposed.

9 COMMUNITY SAFETY IMPLICATIONS

9.1 There are no community safety implications.

10 HEALTH AND WELLBEING IMPLICATIONS

10.1 There are no health and wellbeing implications.

11 CONCLUSION AND SUMMARY OF REASONS FOR THE RECOMMENDATIONS

11.1 The report summarises treasury management performance in the year and meets the requirements set out in section 6.

12 BACKGROUND PAPERS

12.1 Statement of Accounts 2018/19

13 APPENDICES

13.1 Appendix A - Treasury Management Annual Report

13.2 Appendix B - Link Commentary on 2018/19

13.3 Appendix C - Glossary

A Large Print or Braille Version of this Report is available upon request – Contact 01572 722577.

Appendix A.

TREASURY MANAGEMENT ANNUAL REPORT 2018-19

1 OVERVIEW OF STRATEGY

1.1 What is Treasury Management?

1.1.1 Treasury management is the term used to describe the way a Council manages the cash it needs to meet both its day-to-day running costs and borrowing for capital expenditure. The treasury management function for a Council will make the arrangements to borrow and invest money either over the short or the longer term in order to ensure that it has money available when it needs it.

1.1.2 CIPFA defines treasury management as“...the management of the organisation’s investments and cash flows, its banking, money market and capital market transactions; the effective control of the risks associated with those activities; and the pursuit of optimum performance consistent with those risks”.

1.2 What framework or rules do we need to follow?

1.2.1 In making arrangements for treasury management, a Council is required to follow CIPFA’s Treasury Management Code. The Code aims to help ensure that Councils manage the significant risks associated with the function while also ensuring the Council receives value for money.

1.2.2 The Council approved a Strategy in February 2018 (report 06/2018) which covered;

- borrowing strategy, including capital plans (including prudential indicators);
- a minimum revenue provision (MRP) policy (how residual capital expenditure is charged to revenue over time); and
- the treasury management strategy (strategy guidelines for choosing and placing investments, the principles to be used to determine the maximum periods for which funds can be committed, what specified and non specified investments will be considered how the investments and borrowings are to be organised) including treasury indicators.

1.2.3 Councils need to prove that they are complying with the Prudential Code and this is done through a series of prudential indicators that are set locally and approved at the same time as the Council sets its budget for the following year.

2 TREASURY PERFORMANCE

2.1 How much did we have to invest during 2018/19?

2.1.1 The Council receives lots of income from council tax, business rates and central government. The majority of council tax and business rates payments are received between April and January, with expenditure being fairly static throughout the year.

2.1.2 At any point of time in the year, the Council had between £30m - £40m available to invest. The table below shows the level of investments held during the year, the average level of investments during the year was £35.785m.

2017/18 Actual £000	2018/19 Quarter 1 as at 30-Jun-18 £000	2018/19 Quarter 2 as at 30-Sep-18 £000	2018/19 Quarter 3 as at 31-Dec-18 £000	2018/19 Quarter 4 as at 31-Mar-19 £000
30,001	31,976	34,603	36,787	34,505

2.2
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we achieve our investment objectives? Did we invest in line within approved rules?

2.2.1 Like us as individuals, the Council will invest surplus money in various ways to get a return on balances thus generating extra income. As per our overall objectives, we ensure that these surplus balances are managed in a way to maximise the income potential whilst having regard to security risk.

2.2.2 The Council's investment strategy primary objectives, in order of importance are:

- safeguarding the re-payment of the principal and interest of its investments on time – losing any funds like in the case of Icelandic banks would be very significant in this financial climate;
- adequate liquidity – the Council does not want to run short of money so it cannot pay its bills or does not have money available to make investments in capital expenditure;
- Maximising the investment return – this is clearly important but the Council does not want to maximise returns at the expense of the first two objectives.

2.2.3 All of the Council's investments during the financial year were made with approved institutions within the agreed limits contained within the Treasury Management Strategy 2018/19 (06/2018). These limits are:

- £5m for a maximum of 3 years for institutions within the upper limit of the credit ratings;
- £5m for a maximum of 364 days for institutions within the middle limit of credit ratings; other local authorities and Money Market Funds;

- £1m for a maximum of 6 months those institutions without a credit rating, normally certain Building Societies whose operation does not require a credit rating.

2.2.4 Following the principles set out in paragraph 2.2.2, the Council made investment returns as shown below.

	Original Estimate 2018/19	Revised Estimate 2018/19 Q2	Actuals 2018/19
	£000	£000	£000
Investment Income	194	224	296
Other Interest Received *	16	16	16
Total	210	240	312

* The Council also receives interest from sources other than investments. A Housing Association has been recharged £12k for the principal and interest of loans that the Council has made to it, the final payment will be in 2051/52. In 2018/19 £4k was received from the sale of buses.

2.3 How did the Council investments perform?

2.3.1 The Code of Practice on Treasury Management requires the Council to set performance indicators to assess the adequacy of the treasury function over the year. An example of a performance indicator often used for the investment treasury function is internal returns above the 6 month LIBOR rate (the average interbank interest rate at which a selection of banks on the London money market are prepared to lend to one another). The Council monitored performance against the LIBOR rate during 2018/19 and the results are shown below.

	2017/18	2018/19 (Q2)	2018/19 (Q4)
RCC Returns (%)	0.66	0.75	0.83
LIBOR (%)	0.49	0.90	0.91

2.3.2 The average rate achieved is an improvement on the performance from 2017/18, however the rate is lower than LIBOR. One of the main reasons was that the Council investment strategy was geared towards a rate rise in November that did not materialise. The Council did change its approach when it became aware that the rate rise was not materialising and this is reflected in the increase in rate from Q2. A further reason the investment rate being below LIBOR was due to the Council holding some shorter term investments (which achieve lower returns) so that it could respond should a Commercial investment opportunity have materialised. In terms of the budgetary performance the Council outperformed the budget by c£100k. The rate of returned achieved by the Council is in line with other council's performance.

3 PRUDENTIAL (BORROWING AND DEBT) INDICATORS

3.1 Why do we borrow?

3.1.1 Council's borrow to fund capital expenditure or refinance/reschedule existing borrowings e.g. replace one loan with one at a lower rate.

3.1.2 Effectively, the Council works out its capital expenditure plans and then calculates how much it needs to borrow having considered whether it should fund capital expenditure using other options.

3.2 What was our Capital Expenditure and how did we fund it?

3.2.1 The Council's capital expenditure during 2018/19 was £4.479m. The outturn report (79/2019) contains detailed analysis of the capital programme and financing.

3.2.2 The £4.479m was financed as per the table below. The financing need represents an increase in borrowing requirements.

	2017/18 Actual*	2018/19 Revised Estimate**	2018/19 Actual***
	£000	£000	£000
Capital Expenditure	4,199	23,223	4,479
Financed by:			
Capital Receipts/s106	341	1,488	394
Capital Grants & Contributions	3,858	9,098	3,931
Revenue Contributions	0	25	154
Net financing need for the year	0	12,612	0

*Audited Statement of Accounts 2017/18

** Revised Estimate per Mid-Year Treasury Report (197/2018)

*** Note 20 - Statement of Accounts 2018/19 (unaudited) and outturn report (79/2019).

3.3 What was the Council's borrowing need (the Capital Financing Requirement)?

3.3.1 Any unsupported borrowing in a given year is added to the Council's Capital Financing Requirement. There is no unsupported borrowing for 2018/19.

3.3.2 The Council's Capital Financing Requirement (CFR) is simply the total capital expenditure which has not yet been paid for from either revenue or capital resources. It is essentially a measure of the Council's underlying borrowing need. The CFR is reduced every year as the Council incurs a 'borrowing charge' in the Revenue Account which reduces it (this is called Minimum Revenue Provision).

3.3.3 The Council's CFR for the year is shown below, and represents a key prudential indicator.

	2017/18 Actual*	2018/19 Revised Estimate**	2018/19 Actual***
	£000	£000	£000
CFR – 1 April	22,756	21,859	21,859
Movement in Year - CFR	(897)	11,999	(613)
CFR – 31 March	21,859	33,858	21,246
Movement in CFR Represented by			
Net financing need for the year (from table at para 3.2.2)	0	12,613	0
MRP	(897)	(614)	(613)
Voluntary Revenue Provision (VRP)	-	-	-
Movement in CFR	(897)	11,999	(613)

* Audited Statement of Accounts 2017/18

** Revised Estimate per Mid-Year Treasury Report (197/2018)

*** Note 20 - Statement of Accounts 2018/19 (unaudited) and outturn report (79/2019).

3.4 What is the current level of debt and how might it change?

3.4.1 The Council currently has loans outstanding of £22.436m of which £21.386m are long term loans with the Public Works Loans Board (PWLB). The remainder comprises a Salix Loan of £420k repayable in 2020 and a Local Enterprise Partnership loan (LEP) of £630k, which matures in 2023. The Salix and LEP loans are shown in the accounts at concessionary rates which increases year on year until the final year where the full value is recognised. Details of the outstanding loans can be found in the table in paragraph 3.4.3.

3.4.2 All PWLB loans have been borrowed on a maturity basis. Interest payments will be made every six months on equal instalments throughout the term of the loan, with the principal being repaid on the maturity date.

3.4.3 The overall debt position is monitored continuously and advice provided by Link Asset Services to identify opportunities for the repayment or restructuring of debt. No such opportunities were identified as cost effective in the year. Repayment of debt is subject to either a premium or dividend equating to the difference in interest payable for the remainder of the term of the loan and that which could be earned by the lender on a new loan for the same period. The debt position at the 31 March 2019 compared to the previous year is shown in the following table:

3.5

	31 March 2018		31 March 2019	
	Principal	Average rate	Principal	Average rate
Long Term Debt Public Works Loan Board (all fixed rate debt)	£21.386m	4.83%	£21.386m	4.83%
Local Enterprise Partnership (LEP)	£0.572m*	0.00%	£0.583m*	0.00%
Salix Loan	£0.361m*	0.00%	£0.281m*	0.00%
Total long term debt (all fixed rate debt)	£22.319m		£22.250m	
Operational Boundary	£23.000m		£28.000m	
Capital Financing Requirement	£21.858m		£21.246m	
Over/(under) borrowing	(£0.461m)		(£1.004m)	
Total investments	(£30.001m)	0.66%	(£34.505m)	0.83%
Net borrowing position	(£7.682m)		(£12.255m)	
* The Council has not increased its LEP loan but the actual loan (£630k over 10 years) is shown in the accounts at a concessionary rate which increases year on year until the final year where the full value is recognised. The Salix (£420k over 5 Years) is also shown in the accounts at a concessionary rate until the final year where the full value is recognised, this loan is repaid in instalments and not on maturity.				

What borrowing limits did we set and how did we comply?

3.5.1 The Council cannot simply borrow indefinitely. There are a number of prudential indicators to ensure the Council operates its activities within well-defined limits. The indicators focus on two key aspects:

- Setting limits to control borrowing; and
- Assessing the affordability of the capital investment plans.

3.5.2 In addition, we also set limits on interest rate exposure.

3.5.3 Controlling borrowing prudential indicators

3.5.4 The Council needs to ensure that its gross debt does not, except in the short term, exceed the total of the CFR in the preceding year plus the estimates of any additional CFR for 2018/19 and the following two financial years. This indicator is important as it effectively measures whether your actual external debt exceeds your need to borrow. If it does, then it could suggest that Councils have been borrowing when they do not need to do so or for inappropriate purposes. It could also mean that the Council has made a

reduction to its CFR by undertaking VRP. This is the case for the Council, with additional VRP's being made in 2013/14 for £1.414m and 2015/16 £0.597m.

3.5.5 The table below shows that the Council has complied with this indicator for 2018/19.

	2018/19 Actual £000	2019/20 Estimate £000	2020/21 Estimate £000	2021/22 Estimate £000
Gross Debt	22,436	27,436	27,436	27,436
Capital Financing Requirement (CFR)	21,246	33,067	32,098	31,128
Under / (Over) borrowing	(1,190)	5,631	4,662	3,692

3.5.6 In 2018/19, the Council was in an “overborrowed” position, which can be explained as follows:

- The position did not materialise from borrowing for revenue purposes, which this indicator is a key test of. Since 2008 when the Council borrowed £4m PWLB for the by-pass, the Council has taken only two loans i) an interest free loan from the Local Enterprise Partnership to contribute to the purchase and renovation of Oakham Enterprise Park (£630k); and ii) a Salix loan at 0% for Street Lighting upgrades (£420k). This borrowing is for capital purposes and not to fund revenue.
- The Council has also made voluntary contributions to reduce its CFR as a means of reducing the capital financing charge on the revenue account. In 2013/14 the application of unused Capital Receipts was used to reduce the CFR by £1.4m and in 2015/16 to repay the advance borrowing in relation to Adult Soccer a reduction of £597k. If the Council had not done this, the CFR would be £2m higher and the revenue account would receive a higher capital financing charge.

3.5.7 Ideally, to reduce interest costs, the Council would have preferred to use capital receipts etc to repay external debt. However, there has not been a viable business case to do so. The Council would have to pay a premium to repay early, which would cost the Council in the long term more than repaying in line with the current loan on maturity.

3.5.8 A further key prudential indicator represents a control on the maximum level of borrowing. The Council approved the Authorised Limit of £33m. This represents a limit beyond which external borrowing is prohibited, and this limit needs to be set or revised by the full Council. It reflects the level of external borrowing which, while not desired, could be afforded in the short term, but is not sustainable in the longer term

3.5.9 The table in paragraph 3.4.3 shows that Council did not breach this limit for 2018/19.

3.5.10 An additional indicator is the Operational Boundary – this is the maximum amount of money a Council expects to borrow during the year. This is lower than the Authorised Limit and acts as a useful warning sign if it is breached during the year, which could mean that underlying spending may be higher or income lower than budgeted. The Council approved an Operational Boundary of £28m within the 2018/19 Treasury Strategy. The table in paragraph 3.4.3 shows that Council did not breach this limit for 2018/19.

3.5.11 **Affordability Prudential Indicators**

3.5.12 The previous section covered the overall capital and control of borrowing prudential indicators, but within this framework prudential indicators are required to assess the affordability of the capital investment plans. These provide an indication of the impact of the capital investment plans on the Council's overall finances.

3.5.13 One of the key affordability indicators is the ratio of financing costs to net revenue stream. This indicator helps a Council identify if borrowing costs become too high as a proportion of its budget. This is important as borrowing costs always have to be paid and are very hard to cut if resources fall.

	Budgeted £000	Actual £000	
Capital Financing Costs	1,644	1,644	
Interest Receivable	(0,210)	(0,312)	
	1,434	1,332	A
Revenue Stream			
Government Grants	4,779	5,444	
Retained Business Rates	4,963	4,881	
Council Tax	24,870	24,870	
	34,612	35,195	B
Ratio (A divided by B as a percentage)	4.14%	3.78%	

3.5.14 The table above shows that the Council complied with this indicator. The net financing costs (A) were lower than budgeted, due to the additional interest earned on investments and the Revenue Stream (B) being higher due to additional income from government grants.

Appendix B. Link Asset Services Commentary on The Economy and Interest Rates

1 UK.

- 1.1 After weak economic growth of only 0.2% in quarter one of 2018, growth picked up to 0.4% in quarter 2 and to a particularly strong 0.7% in quarter 3, before cooling off to 0.2% in the final quarter. Given all the uncertainties over Brexit, this weak growth in the final quarter was as to be expected. However, some recovery in the rate of growth is expected going forward. The annual growth in Q4 came in at 1.4% y/y confirming that the UK was the third fastest growing country in the G7 in quarter 4.
- 1.2 After the Monetary Policy Committee raised Bank Rate from 0.5% to 0.75% in August 2018, it is little surprise that they have abstained from any further increases since then. We are unlikely to see any further action from the MPC until the uncertainties over Brexit clear. If there were a disorderly exit, it is likely that Bank Rate would be cut to support growth. Nevertheless, the MPC has been having increasing concerns over the trend in wage inflation which peaked at a new post financial crisis high of 3.5%, (excluding bonuses), in the three months to December before falling only marginally to 3.4% in the three months to January. British employers ramped up their hiring at the fastest pace in more than three years in the three months to January as the country's labour market defied the broader weakness in the overall economy as Brexit approached. The number of people in work surged by 222,000, helping to push down the unemployment rate to 3.9 percent, its lowest rate since 1975. Correspondingly, the total level of vacancies has risen to new highs.
- 1.3 As for CPI inflation itself, this has been on a falling trend since peaking at 3.1% in November 2017, reaching a new low of 1.8% in January 2019 before rising marginally to 1.9% in February. However, in the February 2019 Bank of England Inflation Report, the latest forecast for inflation over both the two and three year time horizons remained marginally above the MPC's target of 2%.
- 1.4 The rise in wage inflation and fall in CPI inflation is good news for consumers as their spending power is improving in this scenario as the difference between the two figures is now around 1.5%, i.e. a real terms increase. Given the UK economy is very much services sector driven, an increase in household spending power is likely to feed through into providing some support to the overall rate of economic growth in the coming months.

2 BREXIT

- 2.1 The Conservative minority government has so far, (as at 8.4.19), been unable to muster a majority in the Commons over its Brexit deal. The EU has set a deadline of April 12 for the House of Commons to propose what form of Brexit it would support. If another form of Brexit, other than the proposed deal, does get a majority by April 12, then it is likely there will need to be a long delay to Brexit to allow time for negotiations with the EU. It appears unlikely that there

would be a Commons majority which would support a disorderly Brexit or revoking article 50, (cancelling Brexit). There would also need to be a long delay if there is no majority for any form of Brexit. If that were to happen, then it increases the chances of a general election in 2019; this could result in a potential loosening of monetary policy and therefore medium to longer dated gilt yields could rise on the expectation of a weak pound and concerns around inflation picking up.

3 USA

- 3.1 President Trump's massive easing of fiscal policy in 2018 fuelled a (temporary) boost in consumption in 2018 which generated an upturn in the strong rate of growth; this rose from 2.2%, (annualised rate) in quarter 1 of 2018 to 4.2% in quarter 2, 3.5% in quarter 3 and then back to 2.2% in quarter 4. The annual rate came in at 2.9% for 2018, just below President Trump's aim for 3% growth. The strong growth in employment numbers has fed through to an upturn in wage inflation which hit 3.4% in February, a decade high point. However, CPI inflation overall fell to 1.5% in February, a two and a half year low, and looks to be likely to stay around that number in 2019 i.e. below the Fed's target of 2%. The Fed increased rates another 0.25% in December to between 2.25% and 2.50%, this being the fourth increase in 2018 and the ninth in the upward swing cycle. However, the Fed now appears to be edging towards a change of direction and admitting there may be a need to switch to taking action to cut rates over the next two years. Financial markets are now predicting two cuts of 25 bps by the end of 2020.

4 EUROZONE.

- 4.1 The European Central Bank (ECB) provided massive monetary stimulus in 2016 and 2017 to encourage growth in the EZ and that produced strong annual growth in 2017 of 2.3%. However, since then the ECB has been reducing its monetary stimulus measures and growth has been weakening - to 0.4% in quarters 1 and 2 of 2018, and then slowed further to 0.2% in quarters 3 and 4; it is likely to be only 0.1 - 0.2% in quarter 1 of 2019. The annual rate of growth for 2018 was 1.8% but is expected to fall to possibly around half that rate in 2019. The ECB completely ended its programme of quantitative easing purchases of debt in December 2018, which means that the central banks in the US, UK and EU have all ended the phase of post financial crisis expansion of liquidity supporting world financial markets by purchases of debt. However, the downturn in growth, together with inflation falling well under the upper limit of its target range of 0 to 2%, (but it aims to keep it near to 2%), prompted the ECB to take new measures to stimulate growth. With its refinancing rate already at 0.0% and the deposit rate at -0.4%, it has probably reached the limit of cutting rates. At its March 2019 meeting it said that it expects to leave interest rates at their present levels "at least through the end of 2019", but that is of little help to boosting growth in the near term.

5 CHINA

- 5.1 Economic growth has been weakening over successive years, despite repeated rounds of central bank stimulus; medium term risks are increasing. Major progress still needs to be made to eliminate excess industrial capacity and the stock of unsold property, and to address the level of non-performing loans in the banking and credit systems.

6 JAPAN

- 6.1 Japan has been struggling to stimulate consistent significant GDP growth and to get inflation up to its target of 2%, despite huge monetary and fiscal stimulus. It is also making little progress on fundamental reform of the economy.

7 WORLD GROWTH

- 7.1 Equity markets are currently concerned about the synchronised general weakening of growth in the major economies of the world: they fear there could even be a recession looming up in the US, though this fear is probably overdone.

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Appendix C: Treasury Management Glossary of Terms

Authorised Limit (Also known as the Affordable Limit):

A statutory limit that sets the maximum level of external borrowing on a gross basis (i.e. not net of investments) for the Council. It is measured on a daily basis against all external borrowing items on the Balance Sheet (i.e. long and short term borrowing, overdrawn bank balances and long term liabilities).

Balances and Reserves:

Accumulated sums that are maintained either earmarked for specific future costs or commitments or generally held to meet unforeseen or emergency expenditure.

Bank Rate:

The official interest rate set by the Bank of England's Monetary Policy Committee and what is generally termed at the "base rate". This rate is also referred to as the 'repo rate'.

Basis Point:

A unit of measure used in finance to describe the percentage change in the value or rate of a financial instrument. One basis point is equivalent to 0.01% (1/100th of a percent). In most cases, it refers to changes in interest rates and bond yields. For example, if interest rates rise by 25 basis points, it means that rates have risen by 0.25% percentage points. If rates were at 2.50%, and rose by 0.25%, or 25 basis points, the new interest rate would be 2.75%.

Bond:

A certificate of debt issued by a company, government, or other institution. The bond holder receives interest at a rate stated at the time of issue of the bond. The price of a bond may vary during its life.

Capital Expenditure:

Expenditure on the acquisition, creation or enhancement of capital assets.

Capital Financing Requirement (CFR):

The Council's underlying need to borrow for capital purposes representing the cumulative capital expenditure of the local authority that has not been financed.

Capital Receipts:

Money obtained on the sale of a capital asset.

Credit Rating:

Formal opinion by a registered rating agency of a counterparty's future ability to meet its financial liabilities; these are opinions only and not guarantees.

Counterparty List:

List of approved financial institutions with which the Council can place investments with.

Debt Management Office (DMO):

The DMO is an Executive Agency of Her Majesty's Treasury and provides direct access for local authorities into a government deposit facility known as the DMADF. All deposits are guaranteed by HM Government and therefore have the equivalent of a sovereign triple-A credit rating.

Gilts:

Gilts are bonds issued by the UK Government. They take their name from 'gilt-edged'. Being issued by the UK government, they are deemed to be very secure as the investor expects to receive the full face value of the bond to be repaid on maturity.

LIBID:

The London Interbank Bid Rate (LIBID) is the rate bid by banks on Eurocurrency deposits (i.e. the rate at which a bank is willing to borrow from other banks).

LIBOR:

The London Interbank Offered Rate (LIBOR) is the rate of interest that banks charge to lend money to each other. The British Bankers' Association (BBA) work with a small group of large banks to set the LIBOR rate each day. The wholesale markets allow banks who need money to be more fluid in the marketplace to borrow from those with surplus amounts. The banks with surplus amounts of money are keen to lend so that they can generate interest which it would not otherwise receive.

Maturity:

The date when an investment or borrowing is repaid.

Money Market Funds (MMF):

Pooled funds which invest in a range of short term assets providing high credit quality and high liquidity.

Minimum Revenue Provision (MRP):

An annual provision that the Council is statutorily required to set aside and charge to the Revenue Account for the repayment of debt associated with expenditure incurred on capital assets.

Voluntary Revenue Provision (VRP):

An additional contribution over and above the MRP that the Council can choose to make to reduce the CFR which in turn will reduce the MRP for future years.

Non Specified Investment:

Investments which fall outside the CLG Guidance for Specified investments (below).

Operational Boundary:

This linked directly to the Council's estimates of the CFR and estimates of other day to day cash flow requirements. This indicator is based on the same estimates as the Authorised Limit reflecting the most likely prudent but not worst case scenario but without the additional headroom included within the Authorised Limit.

Prudential Code:

Developed by CIPFA and introduced on 01/4/2004 as a professional code of practice to support local authority capital investment planning within a clear, affordable, prudent and sustainable framework and in accordance with good professional practice.

Prudential Indicators:

Prudential indicators are a set of financial indicators and limits that are calculated in order to demonstrate that Councils' capital investment plans are affordable, prudent and sustainable.

They are outlined in the CIPFA Prudential Code of Practice. They are indicators that must be used to cover the categories of affordability, prudence, capital spending, external debt/borrowing and treasury management. They take the form of limits, ratios or targets which are approved by Council before 1 April each year and are monitored throughout the year on an on-going basis. A Council may also choose to use additional voluntary indicators.

Public Works Loans Board (PWLB):

The PWLB is a statutory body operating within the United Kingdom Debt Management Office, an Executive Agency of HM Treasury. The PWLB's function

is to lend money from the National Loans Fund to local authorities and other prescribed bodies, and to collect the repayments.

Revenue Expenditure:

Expenditure to meet the continuing cost of delivery of services including salaries and wages, the purchase of materials and capital financing charges.

(Short) Term Deposits:

Deposits of cash with terms attached relating to maturity and rate of return (Interest).

Specified Investments:

Term used in the CLG Guidance and Welsh Assembly Guidance for Local Authority Investments. Investments that offer high security and high liquidity, in sterling and for no more than one year. UK government, local authorities and bodies that have a high credit rating.

Supported Borrowing:

Borrowing for which the costs are supported by the government or third party.

Temporary Borrowing:

Borrowing to cover peaks and troughs of cash flow, not to fund capital spending.

Unsupported Borrowing:

Borrowing which is self-financed by the local authority. This is also sometimes referred to as Prudential Borrowing.

Yield:

The measure of the return on an investment.

CABINET

16th July 2019

RUTLAND COUNTY MUSEUM & COTTAGE ROOF WORKS

Report of the Strategic Director for Places

Strategic Aim:	Sustainable Growth	
Key Decision: Yes	Forward Plan Reference: FP/240519	
Reason for Urgency:	N/A	
Exempt Information	No	
Cabinet Member(s) Responsible:	Mr G Brown, Deputy Leader and Portfolio Holder for Planning, Environment, Property and Finance.	
Contact Officer(s):	Christine Traill- Strategic Director of Places	01572 758426 ctrail@Rutland.gov.uk
	Andrew Edwards, Head of Property Services	01572 758391 aedwards@rutland.gov.uk

DECISION RECOMMENDATIONS

That Cabinet:

1. Approves the release of up to £86,750 of (which includes £10,410 contingency and £6,940 of management costs) of Capital Receipts to replace the roof at Rutland County Museum and Catmose Cottage during summer 2019.
2. Approves the appointment of A J Bryan Construction Ltd. for the sum of £69,400 to repair and replace the roof at Rutland County Museum and Catmose Cottage.
3. Authorises the Head of Property Services to commit the contingency of up to £10,410 to cover additional expenses that could arise as a result of the project.

1 PURPOSE OF THE REPORT

- 1.1 The purpose of this report is to obtain authority from Cabinet to release up to £86,750 of Capital Receipts and the appointment of A J Bryan Construction Ltd for the contract sum of £69,400 to allow the repair/replacement of major components of the museum roof.

2 BACKGROUND AND MAIN CONSIDERATIONS

- 2.1 On the 16th October 2018 (Report No.181/2018) Cabinet delegated authority to the Head of Property Services and The Portfolio Holder for Property to issue tenders for the repair and replacement of the roof at Rutland County Museum and Catmose Cottage.
- 2.2 Following approval from Cabinet further work was undertaken to fully ascertain the scope of the works. After a full appraisal of the works it became clear that the majority of leaks were confined to the central valley. Whilst there were occasional leaks elsewhere their extent could not justify a complete replacement of the roof.
- 2.3 This revised scope formed the basis of the tender documents issued on the 10th May 2019, with tenders being received on the 7th June 2019.

3 PROGRAMME

- 3.1 To prevent further damage to the roof, works will be completed in summer 2019. A full programme of works will be determined when the contractor is engaged.
- 3.2 It is anticipated the contractor will be on site for 6 weeks to complete the work.

4 TENDER EVALUATION AND PROPOSAL

- 4.1 A total of 4 tenders ranging in value of between £58,431 and £87,988 were returned. They were evaluated using the Welland Procurement tender evaluation schedule (an evaluation panel of 3 team members, along with support from Welland Procurement carried out the assessment). The technical assessment is set out in the table below.

Question	Max. Score	Bidder Score			
		Bidder 1	Bidder 2	Bidder 3	Bidder 4
Understanding of Contract Documentation	10	5	7	2	3
Method Statement	10	6	6	2	3
Health and Safety	10	6	6	2	2
Work Programme	10	6	5	2	2
Workforce (key personnel)	10	5	6	1	1

- 4.2 In assessing the technical proposals from the contractors the quality of the submission is assessed. Where a technical bid fails to meet an acceptable standard it is discounted. Scores of less than 5 indicated that the response is below expectations. Both bidders 3 and 4 submitted bids that fell far short of the required standard with one in particular failing to demonstrate, via a credit check, suitable financial stability. Due to their inability to meet the technical requirements both were discounted.

4.3 A financial assessment was then carried out. This considered the bids submitted and included a review of the costs and an arithmetical check. The tenders received from the compliant bidders are set out below:

Bidder 1: £69,400

Bidder 2: £82,988

4.4 In accordance with good practice the proposal is weighted. 70% of the marks are allocated to the tender costs and 30% to the technical proposals. When this weighting is taken into account the bids are as follows:

Bidder 1: 71.48%

Bidder 2: 67.79%

4.5 Due diligence was carried out on the tender including the suitability and quality submissions, and a winning bidder has been identified. The proposal is to award the contract to A J Bryan Construction Ltd (Bidder 1) for the tendered sum of £69,400 excluding contingencies of £10,410 and management costs of £6,940.

5 CONSULTATION

5.1 Consultation has taken place internally with Senior Officers and Elected Members of the Council.

5.2 This has included planning colleagues to ensure any issues surrounding a Grade II listed building are included in the project costs.

6 ALTERNATIVE OPTIONS

6.1 Do nothing and continue to fund urgent repairs as required, incurring additional costs. Replacing the roof is inevitable at some stage and in the last 3 years in excess of £13K has been invested in repairing various leaks. Continuing with this approach could rapidly become a false economy and any repair costs are better invested in replacing the roof completely, negating the potential need for additional repairs in future years.

6.2 Cabinet could also choose to use a different funding source as set out in para 7.1.

7 FINANCIAL IMPLICATIONS

7.1 The Council has uncommitted Capital Receipts of c£96k which is the preferred method of funding. The Council has looked into funding alternatives, but Capital Receipts is deemed to be the most suitable. The other funding options considered and the reason for not using them are:

- Section 106 – the Council is not holding sufficient suitable section 106 funding to complete the works.
- Revenue Funding – Not considered due to the position on the Councils MTFP.

- Prudential Borrowing – This method is feasible, however would incur a revenue pressure of c£4k per annum to cover the cost of borrowing and lost investment income.
- Oakham North Agreement – Could be used, but has more flexibility than Capital Receipts

7.2 The project contains c15% contingency, which is sufficient for a project of this size. The risk of major price movements has been mitigated further by the approach taken in moving the project forward, as covered in section 2 of this report.

7.3 As mentioned in para 6.1 the Council spent £13k last financial year on repairing the roof. If this trend continues then project would have a payback period of 7 years.

8 LEGAL AND GOVERNANCE CONSIDERATIONS

8.1 The works were procured in accordance with Contract Standing Orders and therefore, there are no legal or governance implications.

9 DATA PROTECTION IMPLICATIONS

9.1 A Data Protection Impact Assessments (DPIA) has not been completed for the following reason: This report only requests approval for the release of funding so an assessment is not required in this case.

10 EQUALITY IMPACT ASSESSMENT

10.1 This report seeks approval for the establishment of award criteria and the issue of tender documents. There is no requirement for an EIA.

11 COMMUNITY SAFETY IMPLICATIONS

11.1 There are no Community Safety implications.

12 HEALTH AND WELLBEING IMPLICATIONS

12.1 There are no Health and Wellbeing implications.

13 ENVIRONMENTAL IMPLICATIONS

13.1 Environmental implications – There are no Environmental implications.

14 HUMAN RESOURCE IMPLICATIONS

14.1 There are no Human Resource implications

15 PROCUREMENT IMPLICATIONS

15.1 There are no Procurement implications.

16 SOCIAL VALUE IMPLICATIONS

16.1 The low value of this procurement means it has attracted bids from regional Small to Medium Enterprises.

17 CONCLUSION AND SUMMARY OF REASONS FOR THE RECOMMENDATIONS

17.1 The recommendations set out in this report will ensure the roof is replaced where necessary with little, if any, impact on the operations of the Council.

18 APPENDICES

18.1 None

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CABINET

16th July 2019

FUTURE MAINTENANCE - OPERATIONAL PROPERTIES

Report of the Director for Places (Development & Economy)

Strategic Aim:	Sound Financial and Workforce Planning	
Key Decision: Yes	Forward Plan Reference: FP/240519	
Reason for Urgency:	N/A	
Exempt Information	No	
Cabinet Member(s) Responsible:	Mr G Brown, Deputy Leader and Portfolio Holder for Planning, Environment, Property and Finance.	
Contact Officer(s):	Andrew Edwards, Head of Property Services	01572 758391 aedwards@rutland.gov.uk
	Christine Traill- Strategic Director of Places	01572 758426 ctrail@Rutland.gov.uk
Ward Councillors	All	

DECISION RECOMMENDATIONS

That Cabinet:

1. Authorise the Head of Property Services in consultation with the Portfolio Holder for Planning, Environment, Property and Finance to appoint appropriate professional support through the agreed revenue budget 2019/20 to fully develop the programme and scope of works to ensure the costs are robust.
2. Authorise the Head of Property Services in consultation with the Portfolio Holder for Planning, Environment, Property and Finance to develop award criteria, issue tender documentation and receive bids from potential contractors for the works identified in this report.
3. Authorise the Head of Property Services in consultation with the Portfolio Holder for Planning, Environment, Property and Finance to alter the timing and scope of the projects ensuring 'best value' for Rutland County Council.
4. Notes that a series of reports will be provided to Cabinet seeking the release of project funds and approval to appoint contractors.

1 PURPOSE OF THE REPORT

- 1.1 To allow the Head of Property Services to move forward and obtain competitive tenders for the works outlined in this report, so that figures reported to Cabinet are actual project costs, rather than estimates.

2 BACKGROUND AND MAIN CONSIDERATIONS

- 2.1 The property portfolio of the Council is ageing and many of the constituent parts are coming to the end of or beyond their design life. Whilst it may be possible to undertake elemental repair this is becoming increasingly difficult as parts become obsolete or are challenging to source. Such an approach is costly and by its nature is only temporary as the component will require further work or replacement in the future.
- 2.2 To fully ascertain the full scope of works and in accordance with good estates practice, a series of condition inspections have taken place. The condition inspection identifies priorities and approximate cost. These are set out in Appendices A.
- 2.3 It must be stressed that the costs identified in Appendix A are based upon visual inspections with limited intrusive surveys and therefore should be considered as an indication of costs, rather than a defined price. As a result, it will be necessary to undertake further survey and investigation work to develop the costs and programme to a point where they are robust.
- 2.4 Given this, the annual spend is anticipated to be in the region of:

Description	Spend per Financial Year (£)		
	19/20	20/21	21/22
Catmose House	112,400	270,500	133,900
Catmose Cottage and Museum	50,000	73,000	11,000
Uppingham Library		13,500	40,000
Ketton Library	6,000	6,000	
Jules House			52,500
Sub Total	168,400	363,000	237,400
Contingency (10%)	16,840	36,300	23,740
Total	185,240	399,300	261,140
Fees	85,000	Fees included in FY19/20 Budget	
Management Costs	7,500	16,000	11,000
Overall Total	277,740	415,300	272,140

- 2.5 It should be noted that the above figures do not include any reactive maintenance, which is funded out of existing budgets.

- 2.6 Excluded from the costs above are works that have already been approved in principle by Cabinet. The award of the contract for the replacement of the Catmose Boilers to T Clark Ltd for the sum of £88,728 was approved by Cabinet (Report No.74/2019) on the 16th April 2019. The award of the contract for the repair/replacement of the Museum Roof is subject to consideration at this Cabinet, but approval to go out and seek tenders (Report No. 181/2018) was granted on the 16th October 2018.
- 2.7 In addition, provision has already been made within this financial year (FY19/20) of £85,000 to cover design fees, so it is now possible to progress these projects to a stage where they are able to be tendered and robust costs identified. These costs are identified in the above table.
- 2.8 In general the selection criteria will be as follows, with the weighting criteria set at 60% price and 40% quality.

P	Price	60%
Q	Quality	40%
	Quality questions & weightings	
Q1	Understanding of the contract documents	10%
Q2	Method statement	10%
Q3	Health & Safety	10%
Q4	Programme	5%
Q5	Experience of personnel assigned to the project	5%
	Total	40%

- 2.9 However, it is likely that due to the complexity of these projects there will be occasions when the award criteria will need to vary from that outlined, above. Given this, authority is requested from Cabinet to vary the award criteria on a case-by-case basis, but these will be reported to Cabinet when the specific funds are requested for the individual projects.
- 2.10 The works outlined in this report will also allow, over time a reduction in the revenue budgets associated with the Operational Property portfolio. Currently, approximately 80% of the works budget is spend on unplanned maintenance. Whilst there will always be an element of unplanned maintenance that ratio should be closer to 80% planned and 20% unplanned.
- 2.11 Whilst it will take a number of years to get to this position, the benefits will be seen next year regarding the works that will be completed on the Catmose Boilers and the Rutland County Museum Roof. During the last 12 months circa £6,000 was spent on the Boilers and £8,000 spent on the Rutland County Museum Roof.
- 2.12 These are revenue costs that will not be incurred over the coming years and will ensure that assets are fit for purpose and contribute to lower operating costs for the Council.

3 CONSULTATION

- 3.1 Consultation has taken place internally with the Portfolio Holder, Legal, Finance and the Director of Places.

4 ALTERNATIVE OPTIONS

- 4.1 There is a 'do-nothing' option that could be considered but this would involve the gradual deterioration of assets leading to increased revenue costs and their eventual replacement.
- 4.2 The only other option to consider would involve not going to tender. This would require Cabinet to give authority on a case-by-case basis and then approve the release of funds and contract award.
- 4.3 The approach proposed in this report will allow Cabinet to maintain oversight whilst allowing the project to move forward effectively and report to Cabinet actual costs, prior to the release of funds.

5 FINANCIAL IMPLICATIONS

- 5.1 Since this report only seeks approval to issue tenders and receive bids there are no additional financial implications at this stage. The Capital Programme includes a project to fund these works with a budget of £85k.
- 5.2 Future reports will be provided that will identify actual costs for each individual project and the funding sources will be considered at this time. There is currently no provision for the works detailed in appendix A within the Councils Capital programme or any funding being held specifically to fund the works.

6 LEGAL AND GOVERNANCE CONSIDERATIONS

- 6.1 All works will be procured in accordance with the Contract Procurement Rules. There are no other legal considerations.

7 DATA PROTECTION IMPLICATIONS

- 7.1 A Data Protection Impact Assessments (DPIA) has not been completed as this project only asks for the release of initial funding.

8 EQUALITY IMPACT ASSESSMENT

- 8.1 This report only seeks approval for the issue of tenders, so there are no Equality issues.

9 COMMUNITY SAFETY IMPLICATIONS

- 9.1 There are no community safety issues.

10 HEALTH AND WELLBEING IMPLICATIONS

- 10.1 There are no health and wellbeing issues.

11 ORGANISATIONAL IMPLICATIONS

11.1 All work will be undertaken at times which cause as little disruption as possible.

12 CONCLUSION AND SUMMARY OF REASONS FOR THE RECOMMENDATIONS

12.1 Early release of funding to support the development of project programme with realistic costs that will support submission of a future report to Cabinet, seeking the release of funds and award of contract.

13 BACKGROUND PAPERS

13.1 There are no background papers.

14 APPENDICES

14.1 Appendices A: Schedule of works and programme cost.

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Appendix A. Schedule of works and programme cost

Location and Description of Works	Spend per Financial Year (£)			Total (£)	Comments
	19/20	20/21	21/22		
Catmose House					
Roof Repairs	25,000	50,500		75,500	
Floor Finishes	20,800	17,000		37,800	
Ceiling Finishes	4,100	13,000		17,100	
External Walls, Windows and Doors	5,000	8,500		13,500	
Stone Repairs	5,000	6,500		11,500	
Mechanical Works (radiators and pipework)	20,000	100,000	80,000	200,000	Will require a full design
Electrical Services	7,500			7,500	
Redecoration		20,000	27,000	47,000	
Fixtures and fittings		10,000	26,000	36,000	
External Areas	5,000	5,000		10,000	
CCTV	20,000	30,000		50,000	Will require a full design
Cold Water Service		10,000		10,000	
TOTAL	112,400	270,500	133,000	515,900	

Location and Description of Works	Spend per financial year (£)			Total (£)	Comments
	19/20	20/21	21/22		
Catmose Cottage & Museum					
Floor Finishes	5,000			5,000	
Ceiling Finishes	2,000			2,000	
Internal Finishes	15,000			15,000	
External Walls, Windows and Doors (Poultry Hall)		15,000		15,000	
External Walls, Windows and Doors (Catmose Street Elevation low level stonework)	10,000	10,000		20,000	
Mechanical Services – Boiler Renewal	10,000	40,000		50,000	
Redecoration Internal	8,000	8,000		16,000	
Redecoration External			11,000	11,000	
Total	50,000	73,000	11,000	134,000	

CABINET

16th July 2019

MOVING RUTLAND FORWARD AND ASSOCIATED DOCUMENTS

Report of the Strategic Director of Places

Strategic Aim:	All	
Key Decision: Yes	Forward Plan Reference: FP/120419	
Reason for Urgency:	NA	
Exempt Information	No	
Cabinet Member(s) Responsible:	Councillor Lucy Stephenson - Portfolio Holder for Culture & Leisure and Highways & Transportation	
Contact Officer(s):	Heather Caldicott, Transport Strategy Manager	01572 758205 hcaldicott@rutland.gov.uk
	Dr Rebecca Johnson, Senior Transport Manager	01572 758229 rjohnson@rutland.gov.uk
Ward Councillors	All	

DECISION RECOMMENDATIONS

That Cabinet:

1. Notes the content of the consultation report; and
2. Recommends Moving Rutland Forward, and associated documents and assessments (Appendices B-M) to Council for approval.

1 PURPOSE OF THE REPORT

- 1.1 This report provides a summary of the consultation process for Moving Rutland Forward (MRF) and associated documents. Appended to it are the final versions of MRF (post consultation and scrutiny) and its associated documents and assessments for cabinet to consider.
- 1.2 It is recommended that MRF and associated documents and assessments are recommended to council for approval.

2 BACKGROUND AND MAIN CONSIDERATIONS

- 2.1 The Local Transport Act 2000 introduced a requirement on local authorities to produce a local transport Plan (LTP) for their area, a requirement retained in the Local Transport Act 2008. The content of Rutland County Council's current Local Transport Plan 3 no longer accords with the council's corporate aims and objectives and many of its aspirations have been delivered. Therefore a new Local Transport Plan is required.
- 2.2 Moving Rutland Forward (MRF) is the name of Rutland's 4th Local Transport Plan - a statutory document setting out the council's long term strategic vision for transport. Whilst MRF sets out our long term vision (running up to 2036 – to coincide with the time frame of the consultation draft local plan), it will be a 'living document', and as such can be reviewed if necessary to reflect future changes to local or national policy and aspirations.
- 2.3 Development of the plan began in 2016 and the project was steered by a project board comprising the portfolio holder, director for places, deputy director for people and the project team. Development of the plan began with the identification of key challenges in the county, as identified through: analysis of the evidence base; officer and member engagement; engagement with key stakeholders as part of earlier transport reviews; and the findings of our 2016 countywide travel survey.
- 2.4 Subsequently the project team worked to deepen their understanding of these challenges before setting out the overall vision of the plan, the key themes, challenges within each theme, goals and, importantly, solutions that will help surmount the challenges. The outcome of this process is the local transport plan and its associated documents.
- 2.5 MRF is the overarching document for a range of other plans, policies and strategies. Included within this report are our Rights of Way Improvement Plan (ROWIP) and Passenger Transport Strategy. Further strategies and plans will be produced post adoption.
- 2.6 MRF represents the starting point from which we can build (through the development and implementation of a range of sub-policies and projects) to help us achieve our vision of a transport network and services that: facilitate delivery of sustainable population and economic growth; meet the needs of our most vulnerable residents; and support a high level of health and wellbeing (including combating rural isolation).

3 CONSULTATION

- 3.1 The consultation versions of the documents were considered by Growth, Infrastructure and Resources Scrutiny on 15th November 2018. Feedback from this was included in the post consultation documents attached to this report.
- 3.2 Public consultation on Moving Rutland Forward and associated documents took place for 12 weeks beginning in October 2018. 218 responses were received (77.5% from members of the public, 20.2% from an organisation, business or body and 2.3% from unspecified respondents).

3.3 The number of responses to the consultation demonstrates a high level of engagement with the plan and associated documents. The responses received were, on the whole, very positive. Indeed, the majority of respondents strongly supported or supported the overarching vision of Moving Rutland Forward and the vision and aims of the Passenger Transport Strategy. The Rights of Way Improvement Plan was also received very positively with a high percentage of respondents strongly supporting the statements of action.

3.4 Feedback received during the consultation has been reviewed, considered and where required amendments have been made to the relevant documents. A copy of the consultation report, providing further details of the consultation, can be found in appendix A.

4 REVISED DOCUMENTS

4.1 As outlined above, MRF and associated documents have been updated to reflect any changes required as a result of the public consultation.

4.2 The revised documents are appended to this report (see section 16).

5 IMPLEMENTATION

5.1 MRF, the Passenger Transport Strategy and ROWIP each have an implementation plan. These set out the actions to be delivered over the life of the documents.

6 ALTERNATIVE OPTIONS

6.1 Retain Local Transport Plan 3 (LTP3) – however this document is out of date and does not align with the Corporate Plan and wider policies.

7 FINANCIAL IMPLICATIONS

7.1 All documents will be updated and maintained by existing staff, with costs covered via staffing budgets.

7.2 Implementation of some elements of MRF, the RoWIP and Passenger Transport Strategy is dependent on the retention of existing budgetary resources and/or on receipt of additional funding from external sources such as national government grants. The MRF implementation plan (appendix D) sets out existing and potential future funding sources in more detail.

8 LEGAL AND GOVERNANCE CONSIDERATIONS

8.1 The LTP is part of the Policy Framework therefore it is Cabinet's role to consider the document and decide whether or not to refer the Plan to Council.

9 DATA PROTECTION IMPLICATIONS

- 9.1 A Data Protection Impact Assessments (DPIA) has been completed. No adverse or other significant risks/issues were found. A copy of the DPIA can be obtained from the Transport Strategy Officer. Please email tstrategy@rutland.gov.uk

10 EQUALITY IMPACT ASSESSMENT

- 10.1 An equality questionnaire has been carried out for MRF, the Passenger Transport Strategy and Rights of Way Improvement Plan. A full equality impact assessment has been completed for MRF and the Passenger Transport Strategy. These can be seen as appendix H – J.

11 COMMUNITY SAFETY IMPLICATIONS

- 11.1 MRF sets out our intention to produce a road safety strategy during the life of the first MRF implementation plan. Through MRF and the road safety strategy we will set out our actions to reduce the number of casualties on our roads.

12 HEALTH AND WELLBEING IMPLICATIONS

- 12.1 A health impact assessment has been carried out – which concluded that implementation of our MRF, ROWIP and Passenger Transport Strategy will have a positive overall impact on our resident's health and wellbeing. The health impact assessment can be found in appendix K.

13 ORGANISATIONAL IMPLICATIONS

13.1 Environmental implications

- 13.2 A Strategic Environmental Assessment (appendix G) and Habitat Regulations Assessment (Appendix L) have been carried out on MRF and the RoWIP.

13.3 Human Resource implications

- 13.4 Monitoring and updating will be undertaken by existing staff. Delivery will be undertaken by existing staff. Changes to existing staffing levels may impact delivery timescales.

14 CONCLUSION AND SUMMARY OF REASONS FOR THE RECOMMENDATIONS

- 14.1 MRF and associated documents have been developed to address the transport challenges faced in Rutland that have been identified via in-depth interrogation of a wide ranging evidence base and engagement with various stakeholders.

- 14.2 The vision and aspirations of MRF and associated documents will help to deliver solutions to these challenges, whilst also delivering against the council's corporate aims and objectives. As such, adoption of MRF and its subsequent delivery has a vital role to play in the future evolution of Rutland and will – we hope – achieve its title and help move Rutland forward.

15 BACKGROUND PAPERS

15.1 There are no additional background papers to the report.

16 APPENDICES

- Appendix A: Moving Rutland Forward consultation report
- Appendix B: Moving Rutland Forward (Rutland's 4th local transport plan)
- Appendix C: Moving Rutland Forward – Summary
- Appendix D: Moving Rutland Forward - Implementation plan
- Appendix E: Passenger Transport Strategy
- Appendix F: Rights of Way Improvement Plan
- Appendix G: Strategic Environmental Assessment (SEA) of Moving Rutland Forward and the Rights of Way Improvement Plan
- Appendix H: Equality Impact Assessment of Moving Rutland Forward
- Appendix I: Equality Impact Assessment of the Passenger Transport Strategy
- Appendix J: Equality Impact Assessment of the Rights of Way Improvement Plan
- Appendix K: Health Impact Assessment of Moving Rutland Forward, the Rights of Way Improvement Plan and Passenger Transport Strategy
- Appendix L: Habitat Regulations Assessment of Moving Rutland Forward and the Rights of Way Improvement Plan
- Appendix M: Moving Rutland Forward Evidence Base

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Moving Rutland Forward

Consultation report

APPENDIX A – CONSULTATION REPORT

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APPENDIX A – CONSULTATION REPORT

EXECUTIVE SUMMARY

INTRODUCTION AND APPROACH

Rutland County Council recently consulted with residents on Moving Rutland Forward, Rutland's fourth local transport plan and its associated documents. This report provides a summary of the Moving Rutland Forward consultation, including the processes followed and feedback received.

There were three main elements to the consultation: initial engagement with officers, members, key stakeholders and the public prior to and during development; consultation on associated documents with statutory consultees; and public consultation on the draft documents. This report focuses on the feedback received during the main public consultation period.

The full public consultation lasted for 12 weeks. Consultees were asked to complete a series of questions alongside being given the opportunity to provide free text feedback on any of the consultation documents. Feedback could be provided online, via post, via telephone or face to face. Comments identified on social media were also collated, recorded and analysed.

218 responses were received to the public consultation, 77.5% from members of the public, 20.2% from an organisation, business or body and 2.3% from unspecified respondents. The respondents were broadly representative of the Rutland population in terms of demographics. The exception was age where older age groups were over represented and younger ones were under represented.

RESULTS FROM THE QUESTIONNAIRE

In terms of Moving Rutland Forward, the responses to the questions were on the whole very positive. The majority of people (73.9%) said they supported or strongly supported the overall vision of Moving Rutland Forward. Over 90% of respondents felt the themes included were either very important or important and the majority agreed with the challenges listed under each theme.

The majority of respondents also agreed with the solutions, although to a slightly lesser degree than with the challenges. This was mainly due to a perceived lack of clarity in the wording of the actions which has been addressed within the revised document.

The Rights of Way Improvement Plan was also received very positively as was the Passenger Transport Strategy. In terms of the latter there were some concerns about the proposals and approaches that would be used to deliver the strategy. However a

APPENDIX A – CONSULTATION REPORT

review of the document has identified that these are necessary to deliver the vision which respondents were broadly supportive of.

RESULTS FROM FREE TEXT FEEDBACK

98 respondents provided free text feedback and the most commonly reported issues are summarised in the table on page 3. A number of individuals made suggestions regarding specific amendments and the documents have been revised where appropriate.

1.1 CONCLUSION

The number of responses to the consultation demonstrate a high level of engagement with the plan and associated documents. The responses received were, on the whole, very positive. Indeed, the majority of respondents strongly supported or supported the overarching vision of Moving Rutland Forward and the vision and aims of the Passenger Transport Strategy.

A large amount of free text comments were also received. All of the feedback received has been reviewed, considered and where required amendments have been made to the relevant documents to reflect this feedback.

APPENDIX A – CONSULTATION REPORT

SUMMARY OF FEEDBACK

Summary of commonly reported concerns

Subject		Reason/ response
Aspiration	Limited ambition for improving passenger transport provisions.	In times of limited funding hard decisions will need to be made and unfortunately it is unlikely to be possible to increase or enhance provisions without external funding.
Baseline service and concessionary travel	The impact of implementing a baseline service and potential changes to the discretionary concessionary travel elements.	Changes are required in order to deliver the broadly supported vision and aims of the Passenger Transport Strategy.
Bus usage	Bus usage figures.	Whilst usage is monitored, such data is commercially sensitive and cannot be published without consent from the operator. Notwithstanding this however the council monitor usage figures and origin / destination information and this will be used to inform any service changes.
Car use	Rutland is not suitable for cycling and a car is required to live in Rutland.	RCC's aspiration is not to switch all journeys to alternative means, but instead to deliver a change in mind set, which encourages residents to consider whether any of their journeys could be carried out by alternative, more sustainable, healthier means.
Communication and promotion	More promotion of available transport provisions.	<p>RCC's approach to promotion and communication will be outlined in the following sub documents of Moving Rutland Forward:</p> <ul style="list-style-type: none"> • Transport and Highway Communication Plan; and • Sustainable Travel Statement.

APPENDIX A – CONSULTATION REPORT

Subject		Reason/ response
Disabled provisions	Transport provisions to be accessible by all, where practicably possible.	To help ensure provisions are accessible by all, project specific Equality Impact Assessments will be under taken where required. This requirement has been written into the Moving Rutland Forward document. Future Highway Design Guidance will also set out requirements relating to accessibility.
Electric vehicles and technological advances	Lack of information on electric vehicles, electric charging points and transport related technological advances.	<p>Issues to be covered in the following sub documents of Moving Rutland Forward:</p> <ul style="list-style-type: none"> • Sustainable Travel Statement • Parking Strategy <p>This approach will allow topic areas to be updated, independently of Moving Rutland Forward, should changes arise.</p>
Existing passenger transport provisions	Frequency and availability of existing passenger transport provisions and service reductions/ alterations.	<p>In the current funding climate an increase in frequency of services is unlikely.</p> <p>It is understood how vital public transport is for residents, however where passenger numbers are low, services may no longer be viable. As viability of a service is partly dependent on patronage, RCC will more widely promote bus services – through campaigns to be outlined in:</p> <ul style="list-style-type: none"> • the Transport and Highway Communication Plan; and • the Sustainable Travel Statement. <p>Wording regarding these additional plans has been enhanced within Moving Rutland Forward.</p>
Format	Length/ format of documents	The level of detail provided is required as the documents will be used to support future decisions and funding opportunities, however the document has been refined where possible.
Implementation and actions	Clarity regarding actions to be delivered.	Moving Rutland Forward is a high level plan - it is not intended to set out detailed actions. However, the implementation plans have

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APPENDIX A – CONSULTATION REPORT

Subject		Reason/ response
		been updated to make it clearer what is to be delivered, by when and to make the document more easily digestible.
Maintenance	Specific maintenance issues.	Issues noted. Any specific maintenance issues can be reported through: https://www.rutland.gov.uk/my-community/fixmystreet/
Parking	Availability of parking provisions.	<p>Parking is to be covered separately in the Parking Strategy - a sub document of Moving Rutland Forward.</p> <p>This approach will allow topic areas to be updated, independently of Moving Rutland Forward, should changes arise.</p>
Pedestrian, cyclist public rights of way provisions	More and enhanced provisions.	<p>Gaps in our utility walking and cycling network will be documented in our local cycling and walking infrastructure plan – a sub document of Moving Rutland Forward. This will define criteria to assess and prioritise improvements (should funding become available).</p> <p>With regards to public rights of way, Moving Rutland Forward states that RCC ‘will undertake a rolling review of our existing walking, cycling and horse riding provisions and consider remedial actions, where appropriate’.</p>
Planning and growth	Impact of development and growth on the transport network, transport provisions and environment.	<p>The section on Population Growth (in Moving Rutland Forward) sets out solutions to minimise any potential negative impacts associated with development and growth.</p> <p>Wording within this section has also been enhanced.</p>
Rail	Improvements to rail provisions.	<p>RCC will liaise with Network Rail regarding matters that may impact on provisions in Rutland. RCC will also work with Transport for the East Midlands to lobby for service improvements.</p> <p>Wording as per the above has been added to Moving Rutland Forward and the Passenger Transport Strategy.</p>

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APPENDIX A – CONSULTATION REPORT

Subject		Reason/ response
Relief roads	Consideration of a relief road for Caldecott and Uppingham.	Wording within Moving Rutland Forward has been updated.
Response form	The consultation response form was confusing or restrictive.	<p>The survey format enabled the gathering of quantitative data, whilst still enabling respondents to put forward general comments/ feedback.</p> <p>Whilst the response form was wide ranging, this was necessary to avoid the need for multiple consultations and response forms.</p>
Safety	The importance of road safety and traffic calming improvements.	<p>Road safety will be covered in a dedicated Road Safety Strategy - a sub document of Moving Rutland Forward.</p> <p>This approach will allow topic areas to be updated, independently of Moving Rutland Forward, should changes arise.</p>
Specific amendments	Specific amendments to the documents.	Amendments have been made, where agreed and necessary.
Sustainable travel	More promotion of sustainable travel provisions.	<p>RCC’s approach to promotion will be outlined in the following sub documents of Moving Rutland Forward:</p> <ul style="list-style-type: none"> • the Transport and Highway Communication Plan; and • the Sustainable Travel Statement.

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APPENDIX A – CONSULTATION REPORT

1 INTRODUCTION

Rutland County Council recently consulted with residents on Moving Rutland Forward, Rutland's fourth local transport plan and its associated documents.

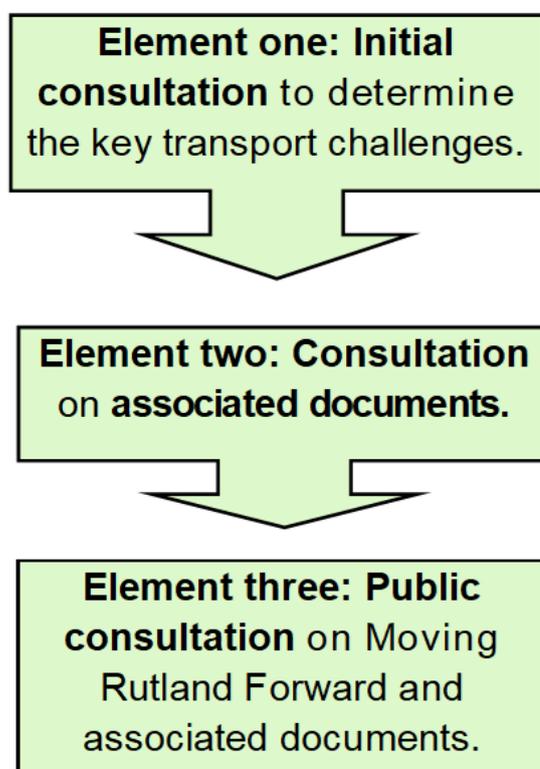
Local authorities have a duty, when developing transport related plans and policies, to involve residents in local decision making and provide opportunities to deliver feedback through consultation – as required by the Transport Act 2000 and the Local Government and Public Involvement in Health Act 2007¹. Furthermore, consultation provides an opportunity for residents and local representatives to have a say on the decisions being made within their community.

This report provides a summary of the Moving Rutland Forward consultation, including the processes followed and feedback received.

1.1 REPORT SCOPE

The consultation approach for Moving Rutland Forward consisted of three elements as outlined in figure one.

Figure 1 - Moving Rutland Forward consultation elements



¹ Department for Transport (2009), *Guidance on Local Transport Plans*, available at: <http://webarchive.nationalarchives.gov.uk/20110505104156/http://www.dft.gov.uk/adobe/pdf/165237/lt-p-guidance.pdf>, (Accessed: 7/11/2017)

APPENDIX A – CONSULTATION REPORT

1.1.1 ELEMENT ONE – INITIAL CONSULTATION PRIOR AND DURING DEVELOPMENT

To determine the key transport challenges faced in Rutland, initial engagement and consultation took place, as follows:

- Officer and member engagement,
- Engagement with key stakeholders as part of earlier transport reviews,
- Our 2016 countywide travel survey – which went to all households in Rutland seeking residents' views on transport matters.

The findings of this initial engagement were used to develop the draft Moving Rutland Forward document and fall outside the scope of this report.

1.1.2 ELEMENT TWO – CONSULTATION ON THE ASSOCIATED ASSESSMENTS

In developing the associated Strategic Environmental Assessment and Habitat Regulations Assessment, additional consultation was required with statutory stakeholders (Natural England, Historic England, the Environment Agency and the Forestry Commission). The results of which are not included within this report, but were used to amend the strategies, along with their associated assessments, prior to the public consultation. These bodies were again consulted upon the launch of the public consultation.

1.1.3 ELEMENT THREE – PUBLIC CONSULTATION ON ALL DOCUMENTS

Element three relates to the public consultation on the draft version of Moving Rutland Forward and associated documents and assessments. This report presents the findings of this consultation.

2 ABOUT THE CONSULTATION

2.1 THE CONSULTATION DOCUMENTS

The following documents were provided for consultation:

- Draft Moving Rutland Forward (Rutland’s 4th local transport plan)
- Draft Moving Rutland Forward - Summary
- Draft Moving Rutland Forward - implementation plan
- Draft Passenger Transport Strategy
- Draft Rights of Way Improvement Plan
- Draft Strategic Environmental Assessment (SEA) of Moving Rutland Forward, implementation plan and the Rights of Way Improvement Plan ()
- Draft Equality Impact Assessment of Moving Rutland Forward and the Moving Rutland Forward implementation plan
- Draft Equality Impact Assessment of the Passenger Transport Strategy
- Draft Equality Impact Assessment of the Rights of Way Improvement Plan
- Draft Health Impact Assessment of Moving Rutland Forward, the Rights of Way Improvement Plan and Passenger Transport Strategy
- Draft Habitat Regulations Assessment of Moving Rutland Forward and the Rights of Way Improvement Plan

2.2 DURATION OF CONSULTATION

The consultation ran for just over 12 weeks, as required by the Strategic Environmental Assessment guidelines and suggested as best practice for the Rights of Way Improvement Plan. This timescale was also felt to be commensurate with the scope and scale of the Moving Rutland Forward document.

Consultation started on Friday 5th October 2018 and ran until Friday 11th January 2019.

2.3 WHAT FEEDBACK WAS SOUGHT?

Through the consultation residents and stakeholders were asked:

- Whether they supported the overall vision of Moving Rutland Forward,
- How important each of the Moving Rutland Forward themes were to them,
- Whether they agreed with the challenges set out in Moving Rutland Forward,
- Whether they agreed with the solutions listed in Moving Rutland Forward,
- Whether they agreed with the actions set out in the Moving Rutland Forward implementation plan,
- How important each of the Rights of Way Improvement Plan ‘Statements of Action’ were to them,

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- Whether they agreed with the actions set out in the Rights of Way Improvement Plan implementation plan,
- Whether they supported the overall vision and aims of the Passenger Transport Strategy,
- Whether they agreed with the priorities set out within the draft Passenger Transport Strategy,
- Whether they agreed with the proposals/ approach outlined in each of the draft Passenger Transport Strategy elements,
- Whether they agreed with the actions set out within the draft Passenger Transport Strategy Implementation Plan,
- To provide feedback on any of the consultation documents – including associated assessments.

Residents were also asked to complete a series of equality and diversity monitoring questions – to assess whether the responses received were representative of the county’s population and to ensure vulnerable groups were not underrepresented.

A copy of the main consultation questionnaire can be found in Appendix A, and a copy of the equality and diversity monitoring form can be found in Appendix B.

2.4 KEY MESSAGES AND MANAGING EXPECTATIONS

The consultation aimed to communicate the key vision of Moving Rutland Forward - which is to improve transport and highway provisions and services in order to:

- support sustainable growth and economic vitality;
- help support our most vulnerable residents; and
- improve health and wellbeing.

To deliver this vision, some changes to services and provisions are likely. The effects of these changes on individual residents may be positive, neutral or, occasionally, negative (the council will seek to mitigate against these wherever possible). Overall, to deliver improvements across the county and to provide more equitable services, changes are necessary.

2.5 STAKEHOLDERS

There is a statutory duty to consult with a range of stakeholders, including:

- bus operators
- rail operators²
- public transport user groups
- the Secretary of State, in respect of Highways England roads (in practice, this will be via local Highways England contacts)

² This includes Network Rail and train operating companies: passenger and freight

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- Natural England, Historic England and the Environment Agency – in particular with regards to the associated strategic environmental assessment scoping report³ (SEA).
- Natural England, Historic England, the Environment Agency and Forestry Commission – in particular with regards to the habitat regulations assessment (HRA)
- any other individuals or groups considered appropriate (e.g. environmental organisations, disability groups⁴)
- residents.

Appendix C provides a full stakeholder list.

³ Required when developing a local transport plan.

⁴ The Disability Discrimination Act 2005 introduced obligations on public authorities, including local transport authorities, to involve and consult disabled people in the development and implementation of policies and strategies

3 CONSULTATION RESPONSE PROCESS

3.1 RESPONSE METHODS

Respondents provided feedback through:

- an online survey, accessed via our website:
www.rutland.gov.uk/localtransportplan
- completing a paper copy of the survey and returning it by hand, post or email.
- telephone or face-to-face feedback, where individuals were unable to respond by alternative means.
- free text responses (by letter or email)
- Social media.

3.2 ACKNOWLEDGEMENT OF RESPONSES

Where stakeholders provided an email or home address an acknowledgement was sent to advise that their feedback had been received.

4 ACCESSIBILITY

4.1 WHERE DOCUMENTS COULD BE VIEWED

Copies of all the consultation documents, associated assessments and response form were available for download from: www.rutland.gov.uk/localtransportplan

Paper copies were available at each of the county's libraries and at the council offices in Oakham.

Due to the amount of associated paperwork, hard copies of the documents were not circulated to consultees, but were available upon request. Paper copies of the response form were also available on request.

4.2 ALTERNATIVE FORMATS

The documents were available in alternative formats upon request. During the consultation period one request was received to produce the response form and draft Moving Rutland Forward Summary in braille. This work was commissioned and posted to the individual.

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5 PROMOTION

5.1 INFORMATION DISPLAY BOARDS, POSTERS AND LEAFLETS

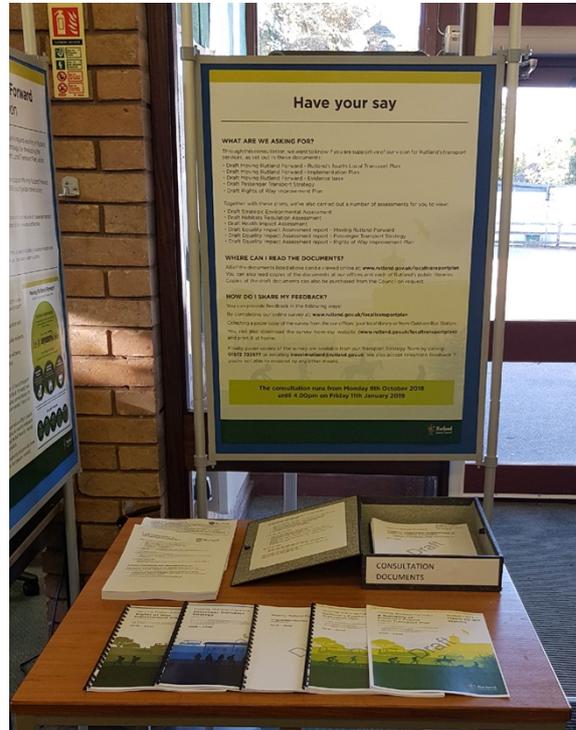
Information displays (figures 2 and 3) were provided at each of Rutland's libraries as well as the council offices. The following information was available at each location:

- Display boards providing information on the consultation (with the exception of Ketton library where there was lack of space),
- A hard copy of all of the consultation documents,
- Response forms,
- Equality and diversity monitoring forms.

Figure 2 – Moving Rutland Forward display at Rutland County Council offices



Figure 3 – Moving Rutland Forward display at Ryhall library



5.1.1 POSTERS

Posters (figure 4) were produced for the consultation and put up at bus stops within the county and Oakham bus station.

A copy of the poster was sent to parishes.

An electronic copy of the poster was also sent to key stakeholders.

Rutland County Council is consulting on its latest Local Transport Plan, setting out our long-term vision for transport services in Rutland.

The plan explains how we aim to meet Rutland's transport needs in years to come and asks for your feedback.

The plan is also supported by a draft Passenger Transport Strategy and a draft Rights of Way Improvement Plan.

Figure 4 – Moving Rutland Forward poster

For more information and to take part in the consultation, please go to: www.rutland.gov.uk/localtransportplan or call 01572 722577 and ask for the Transport Strategy team.



Hard copies of these documents can be viewed at the Council Offices: Catmose Street, Oakham, Rutland, LE15 6HP as well as all Rutland Libraries.

The consultation closing date is 4pm on Friday 11th January 2019



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5.1.2 LEAFLETS

A5 leaflets were produced and handed out at late night shopping events in Oakham and Uppingham.

5.2 MEDIA AND COUNCIL COMMUNICATIONS

5.2.1 PRESS RELEASE

Press releases were produced, providing information on the consultation - including timeframe and response methods. Press releases were issued to local media and publicised on the Rutland County Council website by Rutland County Council on the following dates:

- 16th October 2018
- 20th December 2018
- 23rd January 2019

Copies of these press releases can be found in appendix D.

A further press release will be published once Moving Rutland Forward and the associated documents are finalised post consultation, and adopted.

5.2.2 LOCAL NEWSPAPER NOTICES

To fulfil statutory consultation requirements, Rights of Way Improvement Plan notices were placed in the following local newspapers:

- Rutland Times – 4th October 2018
- Rutland and Stamford Mercury – 5th October 2018.

A copy of the notice can be seen in Appendix E.

5.2.3 WEBSITE

The consultation was advertised on the Rutland County Council website – alerting residents to the consultation timeframe and means of responding.

In addition, a dedicated page was created on the council website during the consultation: www.rutland.gov.uk/localtransportplan.

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5.2.4 SOCIAL MEDIA

The consultation was also promoted via the council’s social media channels - Facebook and Twitter.

Table 1 outlines the dates of all social media posts – along with a link to their content.

Table 1 - Social media publications

Forum	Date	Link
Twitter	16 Oct 2018	https://twitter.com/rutlandcouncil/status/1052154436070428673
Twitter	16 Nov 2018	https://twitter.com/rutlandcouncil/status/1063463706217058307
Twitter	20 Nov 2018	https://twitter.com/rutlandcouncil/status/1064892118391549958
Twitter	3 Dec 2018	https://twitter.com/rutlandcouncil/status/1069553332132487169
Twitter	4 Dec 2018	https://twitter.com/rutlandcouncil/status/1069922011428732928
Twitter	20 Dec 2018	https://twitter.com/rutlandcouncil/status/1075841768258560000
Twitter	24 Dec 2018	https://twitter.com/rutlandcouncil/status/1077206259160485888
Twitter	3 Jan 2019	https://twitter.com/rutlandcouncil/status/1080758666842853377
Facebook	16 Oct 2018	https://bit.ly/2NIGeYh
Facebook	16 Nov 2018	https://bit.ly/2VGbJVU
Facebook	3 Dec 2018	https://bit.ly/2VD9AKh
Facebook	4 Dec 2018	https://bit.ly/2EAbjcw
Facebook	12 Dec 2018	https://bit.ly/2Hf4lg5

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Facebook	20 Dec 2018	https://bit.ly/2Um7Nt1
Facebook	24 Dec 2018	https://bit.ly/2C9MOCB
Facebook	3 Jan 2019	https://bit.ly/2EOwGrU

5.3 STAKEHOLDER MAIL OUT

Letters and emails were used to notify parishes, ward members and other stakeholders (excluding residents and visitors) of the consultation. Correspondence provided:

- an overview of Moving Rutland Forward and the associated documents,
- details of the consultation time frame,
- details of where the documents could be viewed (including availability of hard copies), and
- information regarding response methods.

Due to the size of the consultation documents, hard copies were not provided – however, stakeholders were made aware that they could request a copy.

A copy of the consultation poster and consultation response form were also provided to parishes for their information (also allowing parishes to display the poster in parish notice boards).

5.4 EVENTS AND MEETINGS

Draft Moving Rutland Forward and associated documents were discussed/ promoted at the following meetings/ events:

- South Lincolnshire and Rutland Local Access Forum – 25th October 2018
- Rutland Youth Council - 12th November
- Health and Care Board – 22nd November 2018
- Uppingham late night shopping – 6th December 2018
- Oakham late night shopping – 10th December 2018
- Parish Council Forum – 10th December 2018

6 PROJECT MANAGEMENT AND DECISION MAKING

The following forums were used to provide updates and ascertain project steer during the development of Moving Rutland Forward and the associated documents.

6.1 PROJECT BOARD

Project board meetings were held in line with key project milestones and provided an opportunity to update members on progress against the project programme and for members to provide project steer. The project board was attended by the portfolio holder, director for places, director for people, the project chair and project manager. Project board meetings were held on the following dates during 2017:

- 16th January 2017

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- 13th March 2017
- 12th May 2017
- 12 June 2017
- 17 August 2017
- 1st November 2017
- 12th December 2017

6.2 DIRECTOR AND PORTFOLIO HOLDER GUIDANCE

The first drafts of Moving Rutland Forward and associated documents were made available towards the end of 2017. After this point, changes to the document were guided by the director for places and the portfolio holder. Meetings were held on the following dates:

- 15th March 2018
- 27th April 2018
- 11th June 2018
- 4th September 2018
- 24th September 2018
- 15th January 2019
- 21st January 2019
- 18th February 2019

6.3 STRATEGIC MANAGEMENT TEAM (SMT)

The Strategic Management Team (SMT) meeting is an internal council meeting, attended by the chief executive, directors and deputy directors. Throughout the development of Moving Rutland Forward, monthly progress updates were provided to SMT.

6.4 SCRUTINY

Draft Moving Rutland Forward was taken to the Growth, Infrastructure and Resources Scrutiny Panel for consideration on 15th December 2018.

6.5 APPROVAL PROCESS

The next stage of the approval process is for Moving Rutland Forward and the associated documents to be considered by Cabinet on 16th July 2019. Subject to Cabinet support, the documents will then be presented to Full Council at the beginning of September 2019.

7 CONSULTATION RESPONDENTS

7.1 NUMBER AND FORM OF RESPONSES

The consultation received 218 responses - in addition to the feedback provided at meetings. The response rate was much higher than expected, particularly when compared to larger authorities who have recently consulted on their local transport plans:

- Kent County Council – 548 (questionnaire and written responses)
- Worcestershire County Council - 488 (questionnaire and written responses)
- Cheshire East Council – 314 (questionnaire, email and other).

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It should be noted that the figure of 218 includes two submissions received after the closing date – but prior to the consultation analysis being finalised. As such these were included within the analysis.

A breakdown of how these responses were submitted can be seen in table 2.

The figures below do not include feedback provided at meetings.

Table 2 - Consultation response type

Type of response	Number of responses
Online survey	147
Paper survey	16
Letter (free text response)	9
Email (free text response)	38
Social media (free text response)	7
Telephone	0
Face to face	1
Total	218

7.2 RESPONDENT PROFILE

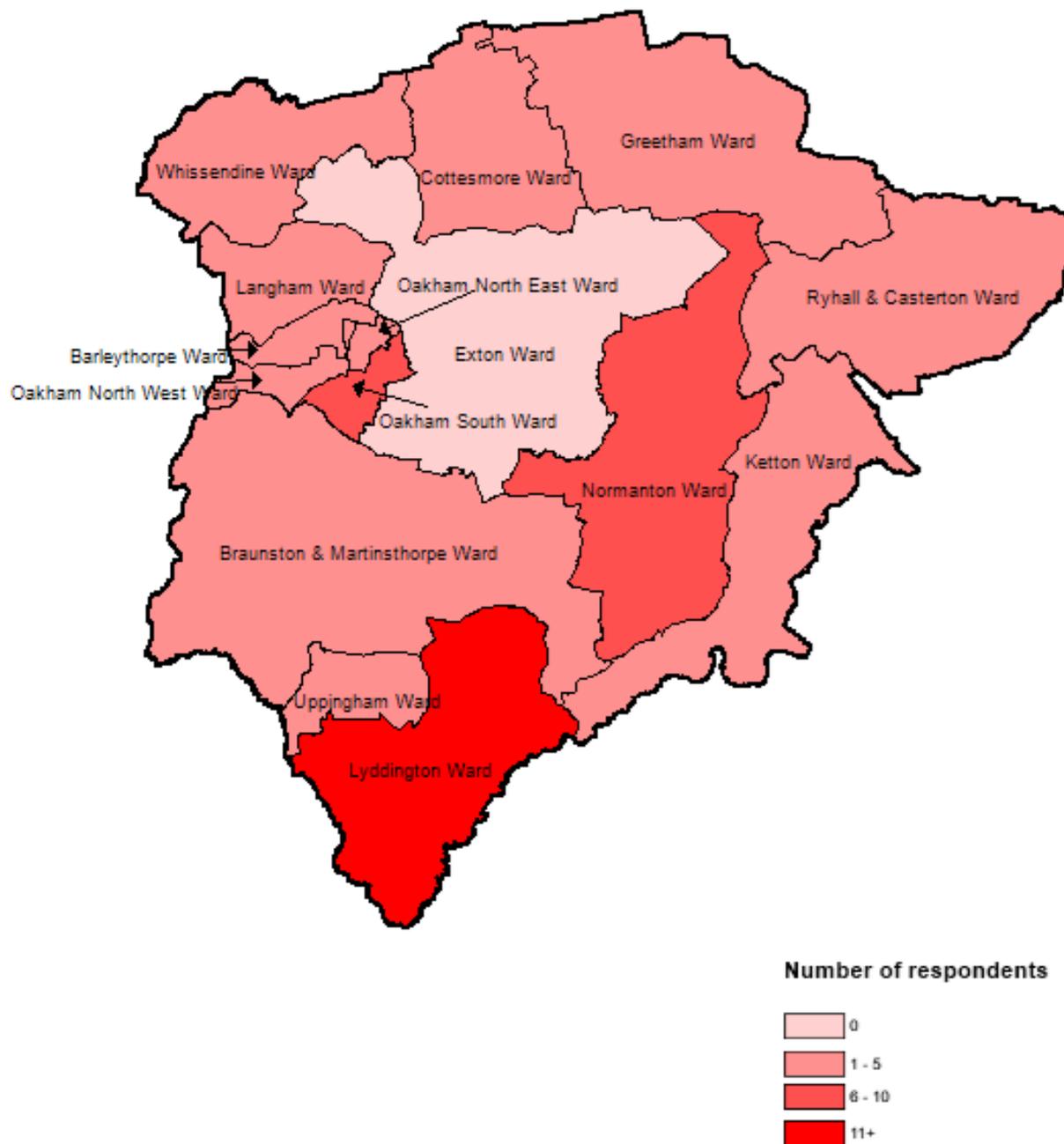
Of the 218 responses received, 77.5% were members of the public and 20.2% represented an organisation, business or body. The remaining 2.3% of respondents did not specify whether they were replying as a member of the public or representing a body. In addition, we received feedback through the meetings outlined in 5.4.

7.3 GEOGRAPHY OF RESPONDENTS

Figure 5 shows the geographical distribution of those respondents that provided their postcode. As can be seen, responses were received from across the county, with a high concentration from residents from the wards of Lyddington, Normanton and Oakham South. Responses were also received from members of the public residing in Leicestershire (3 respondents), Northamptonshire (3 respondents) and Lincolnshire (2 respondents).

Figure 5 – Where responses came from

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7.4 REPRESENTATIONS BY ORGANISATIONS, BUSINESSES OR OTHER BODIES

Representations were made from the following bodies, organisations and groups.

7.4.1 PARISHES WITHIN RUTLAND

- Barleythorpe Parish Council
- Barrowden Parish Council
- Belton in Rutland Parish Council
- Braunston Parish Council
- Caldecott Parish Council
- Empingham Parish Council

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- Great Casterton Parish Council
- Greetham Parish Council
- Ketton Parish Council
- Langham Parish Council
- Market Overton Parish Council
- Morcott Parish Council
- North Luffenham Parish Council
- Oakham Town Council
- Ridlington Parish Council
- Ryhall Parish Council
- Seaton Parish Council
- South Luffenham Parish Council
- Stoke Dry Parish Meeting
- Stretton Parish Council
- Thorpe by Water Parish Meeting
- Uppingham Town Council

7.4.2 PARISHES OUTSIDE OF RUTLAND

- Cottingham Parish Council
- Great Easton Parish Council
- Gretton Parish Council
- Horninghold Parish Meeting
- Rockingham Parish Meeting

7.4.3 SURROUNDING LOCAL AUTHORITIES

- Highways and Transport Commissioning Service - Leicestershire County Council
- Leicester City Council
- Northamptonshire County Council

7.4.4 GOVERNMENT BODIES

- Highways England
- Historic England
- Natural England

7.4.5 COMMUNITY AND INTEREST GROUPS

- Campaigners for Better Bus Services in Rutland
- Leicestershire and Rutland Wildlife Trust
- Rutland Access Group
- Rutland Neighbourhood Watch
- Uppingham First

7.4.6 OTHER

- Local business
- Rutland and Launde Branch Labour Party (BLP)
- Wheels to Work

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7.5 EQUALITY AND DIVERSITY MONITORING

24 respondents completed the equality and diversity questionnaire and an analysis was undertaken – comparing the demographics of those responding, with comparative data for the area (where available).

As only 24 responses were received, we cannot say that the demographics of those responding are statistically representative of all consultation respondents. Nevertheless they do provide a good indication that, with the exception of age (where older age groups were over represented and younger ones were under represented), the demographics of those responding to the equality and diversity questions are generally representative of Rutland's population. This suggests that the consultation reached all sectors of the community well, but that for future consultations more promotion could be directed at young adults.

Due to GDPR we are unable to provide a further breakdown of these findings.

8 CONSULTATION RESPONSES

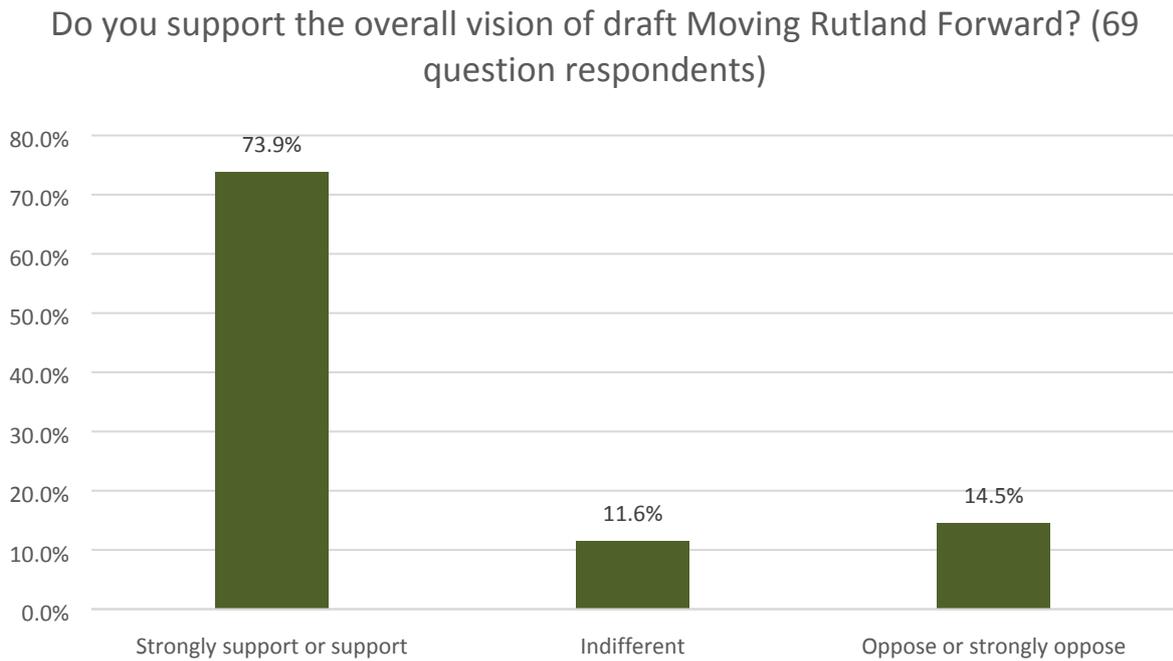
8.1 MOVING RUTLAND FORWARD – RUTLAND'S FOURTH LOCAL TRANSPORT PLAN

8.1.1 VISION

The majority of question respondents (73.9%) said they supported or strongly supported the overall vision of Moving Rutland Forward (figure 6) - providing confidence that Moving Rutland Forward's vision aligns with respondents' aspirations.

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Figure 6 - Support for Moving Rutland Forward vision

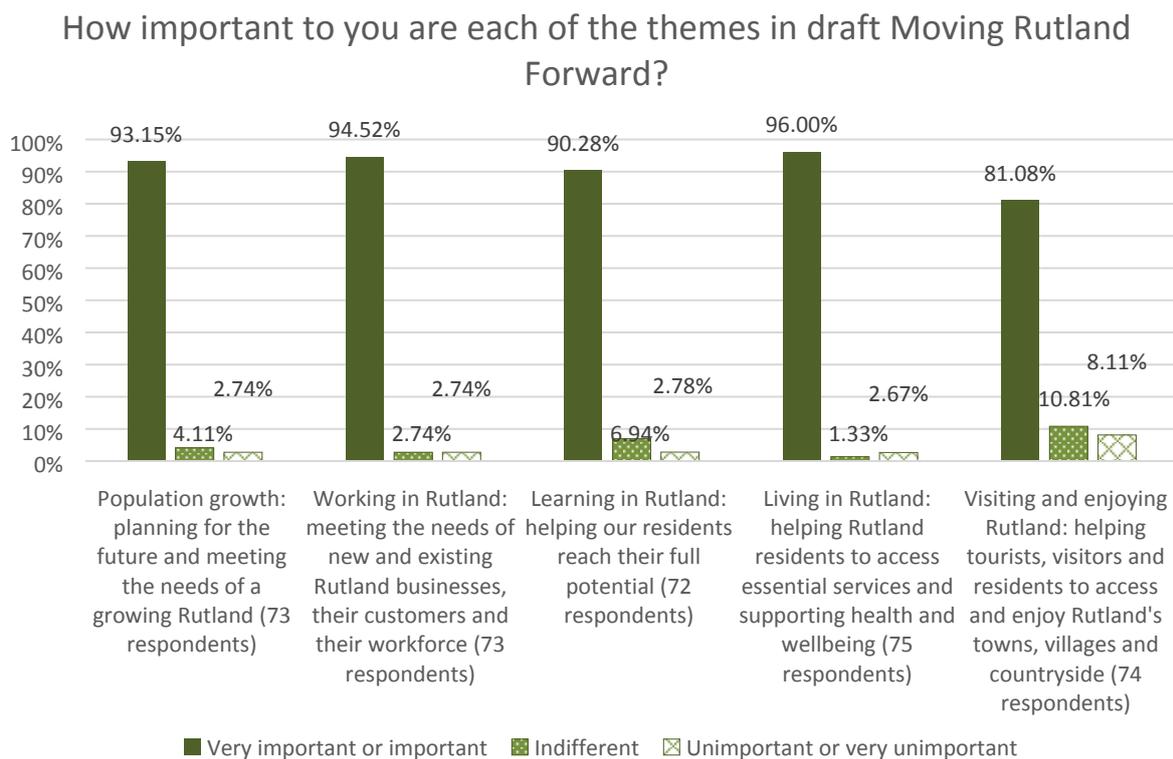


8.1.2 THEMES

There was also a very positive response to the themes outlined in Moving Rutland Forward (figure 7). Indeed, with the exception of 'Visiting and enjoying Rutland', over 90% of respondents felt the themes included were either very important or important – indicating that Moving Rutland Forward is focusing on respondents' key areas of concern.

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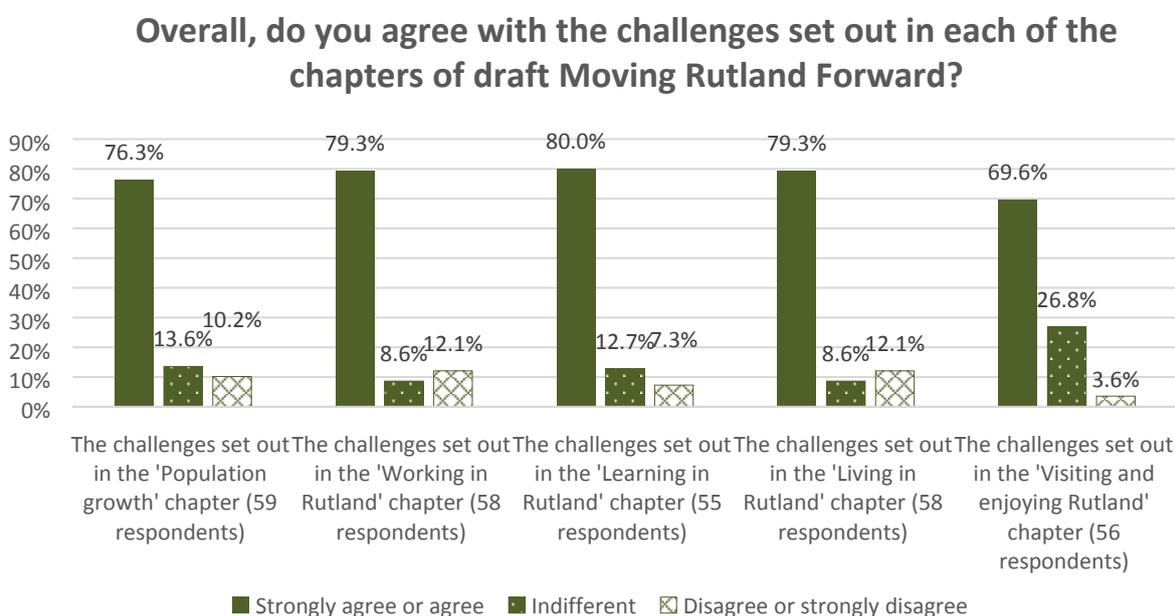
Figure 7 - Importance of Moving Rutland Forward themes



8.1.3 CHALLENGES

The respondents were also largely supportive of the challenges outlined in Moving Rutland Forward (figure 8). Indeed, the majority of respondents agreed or strongly agreed with the challenges listed under the each theme. This provides assurance that Moving Rutland Forward is addressing the key transport related concerns faced by the County.

Figure 8 - Agreement with Moving Rutland Forward challenges



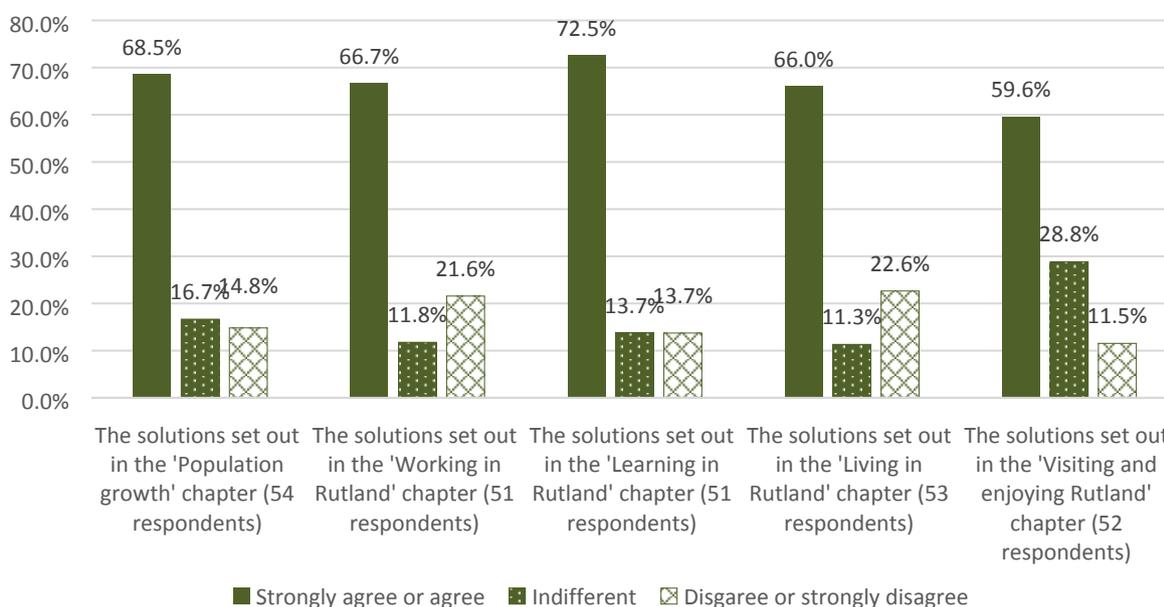
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8.1.4 SOLUTIONS

The majority of respondents agreed with the solutions outlined in Moving Rutland Forward (figure 9), although to a slightly lower degree than they had agreed with the themes and challenges. Indeed, agreement with the solutions ranged from 59.6% and 72.5% (agree or strongly agree). Further insight into the cause of this was found in the free text feedback where analysis identified 16 comments relating to a perceived lack of clarity within the actions. This has been addressed in Section 9.

Figure 9 - Agreement with solutions outlined in Moving Rutland Forward

Overall, do you agree with the solutions set out in each of the chapters of draft Moving Rutland Forward?

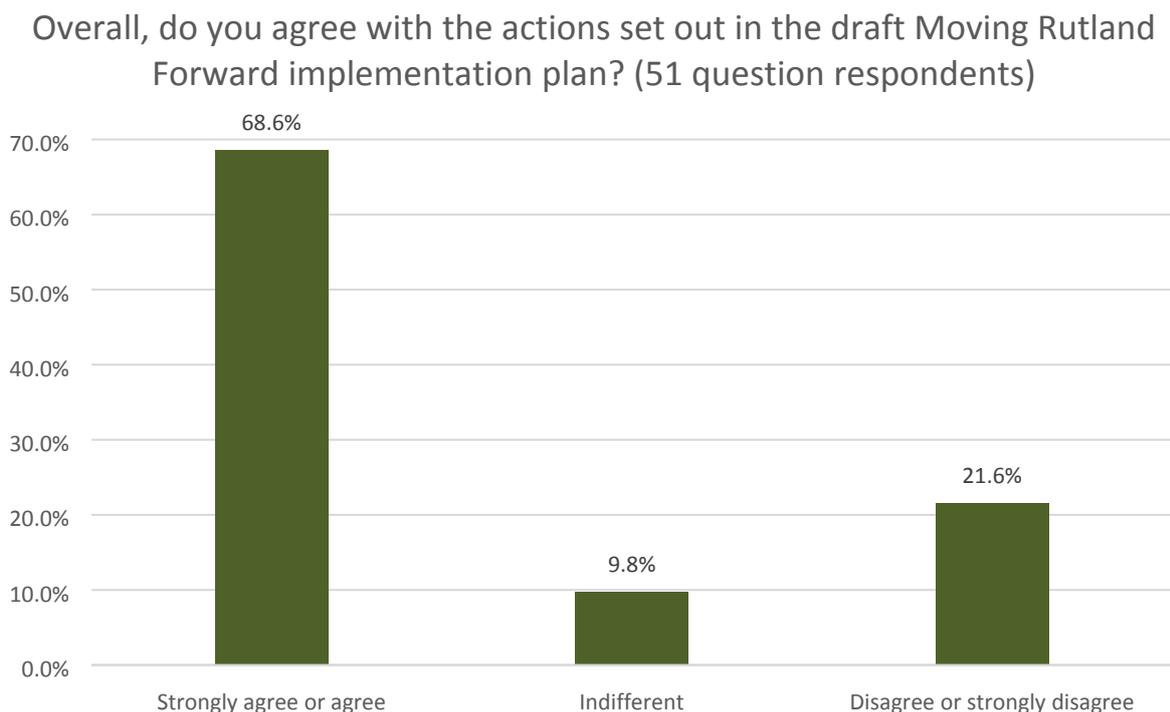


8.1.5 MOVING RUTLAND FORWARD IMPLEMENTATION PLAN

The majority of respondents (68.6%) agreed with the actions set out in the draft Moving Rutland Forward implementation plan (figure 10), however there was a small level of disagreement (21.6%) – likely due to the perceived lack of clarity outlined in section 8.1.4.

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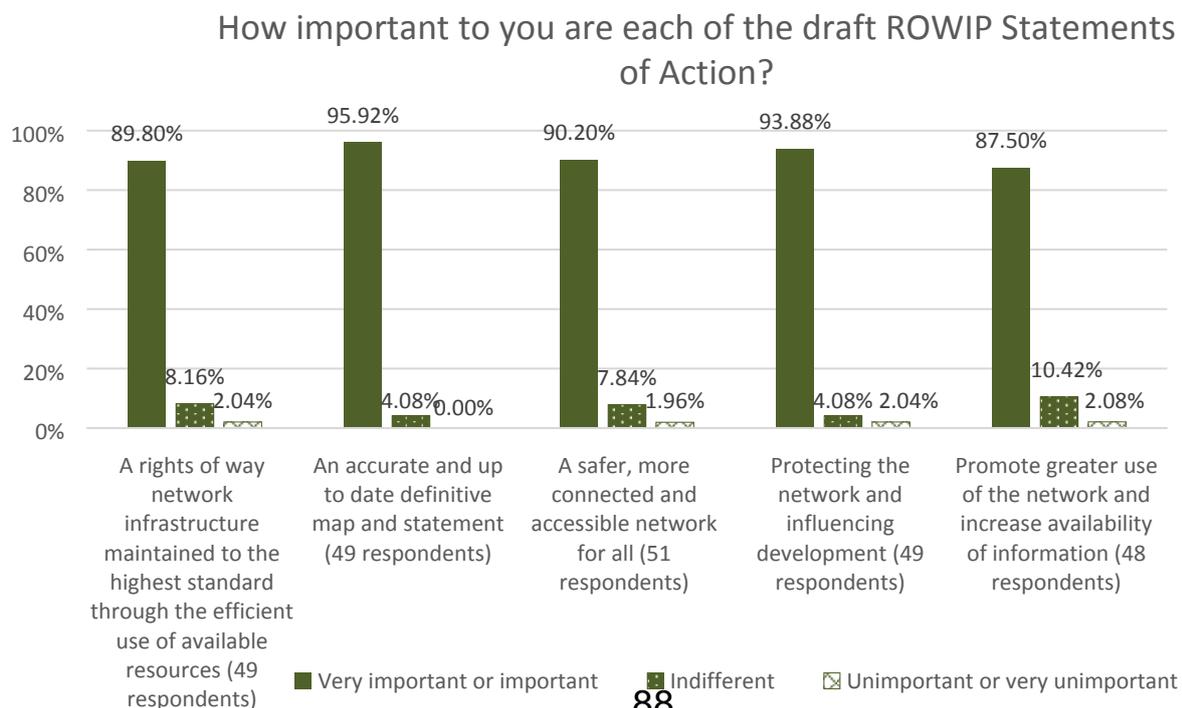
Figure 10 - Agreement with actions outlined in Moving Rutland Forward implementation plan



8.2 RIGHTS OF WAY IMPROVEMENT PLAN

The Rights of Way Improvement Plan was also received positively. The majority of respondents stated that each of the draft Rights of Way Improvement Plan 'statements of action' were very important or important (responses ranged between 87.5% and 95.92%).

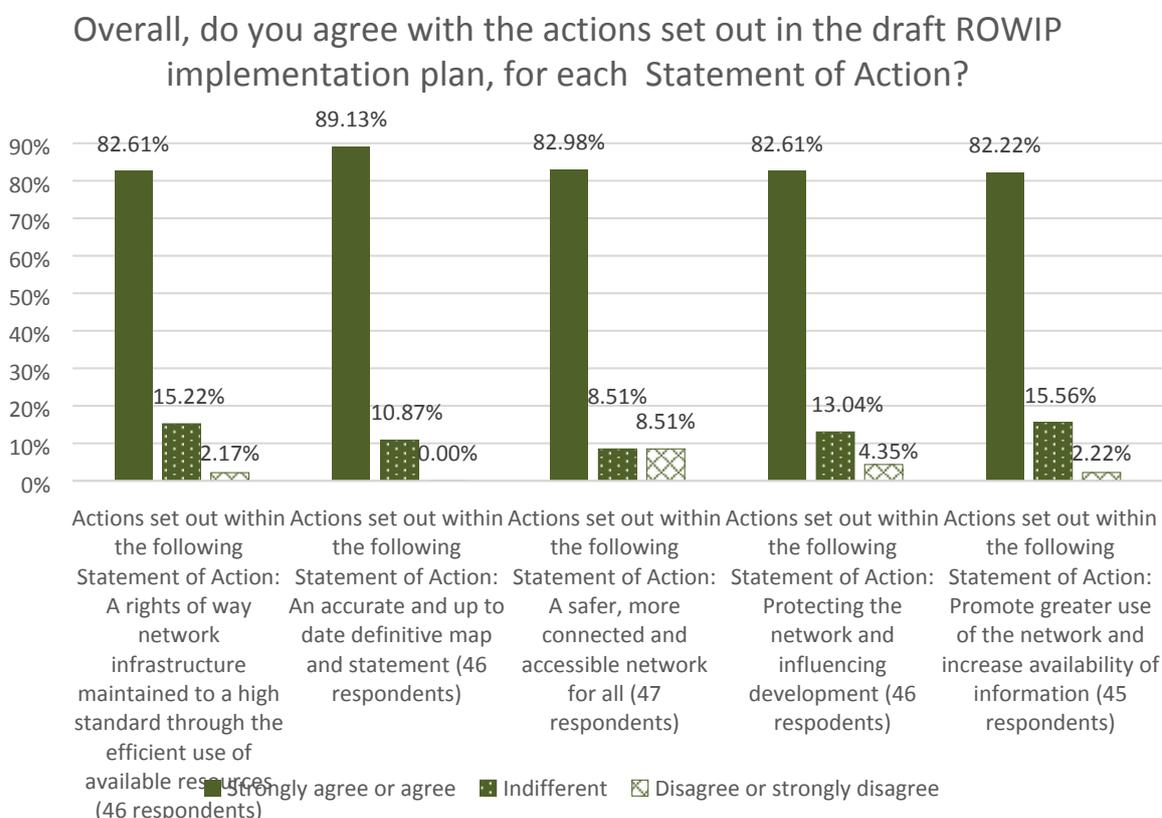
This indicates that the Rights of Way Improvement Plan is focused on the matters of most importance to our respondents (figure 11). This is reinforced by responses to Figure 11 - Importance of ROWIP 'statements of action'



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the implementation plan of the Rights of Way Improvement Plan. Over 80% of respondents said they agreed or strongly agreed with the actions set out in the five 'Statements of Action' (figure 12).

Figure 12 - Agreement with the actions set out in the Rights of Way Improvement Plan implementation plan



8.3 PASSENGER TRANSPORT STRATEGY

8.3.1 VISION, AIMS AND PRIORITIES

The majority of respondents (80%) supported the overall vision and aims of the draft Passenger Transport Strategy (figure 13) – indicating that the strategy is focusing on the issues that matter most to service users and residents. This is further highlighted through the strategy priorities - which 70% of respondents said they agreed or strongly agreed with (figure 14).

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Figure 13 - Support for the vision and aims of the Passenger Transport Strategy

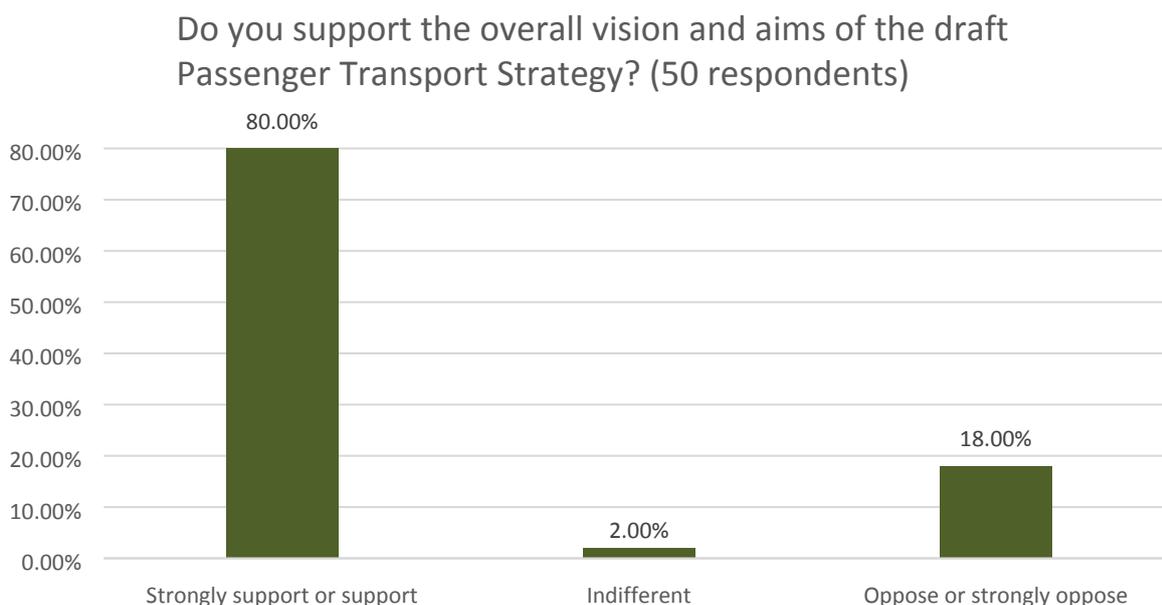
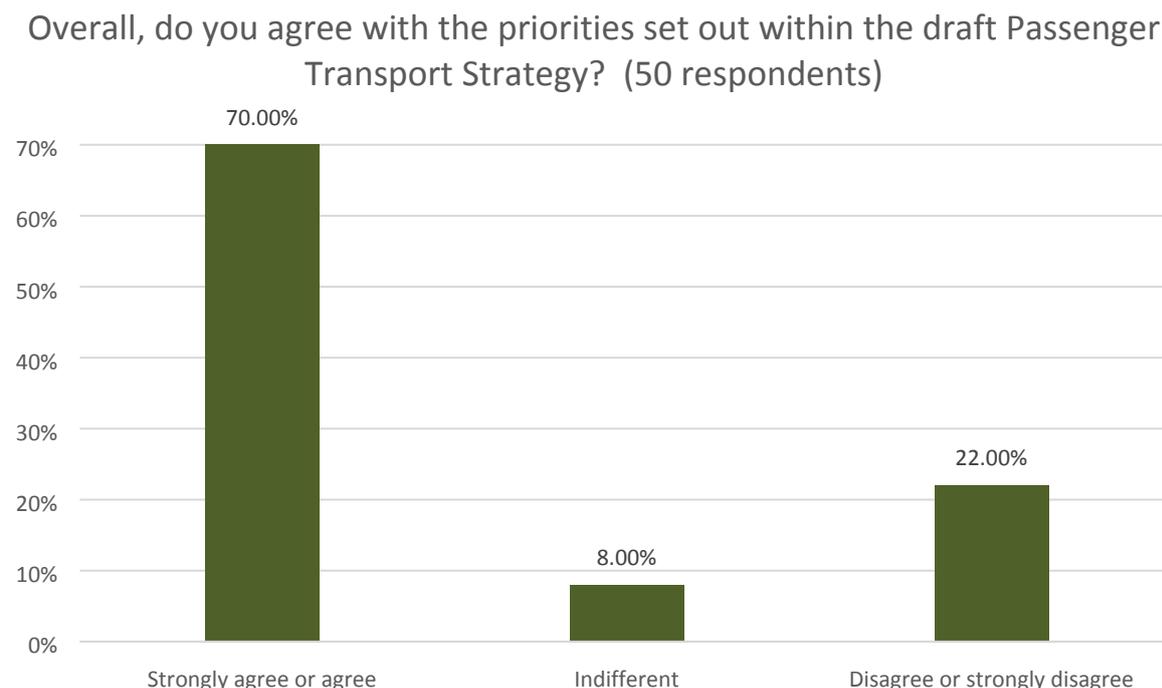


Figure 14 - Agreement with the priorities set out in the Passenger Transport Strategy



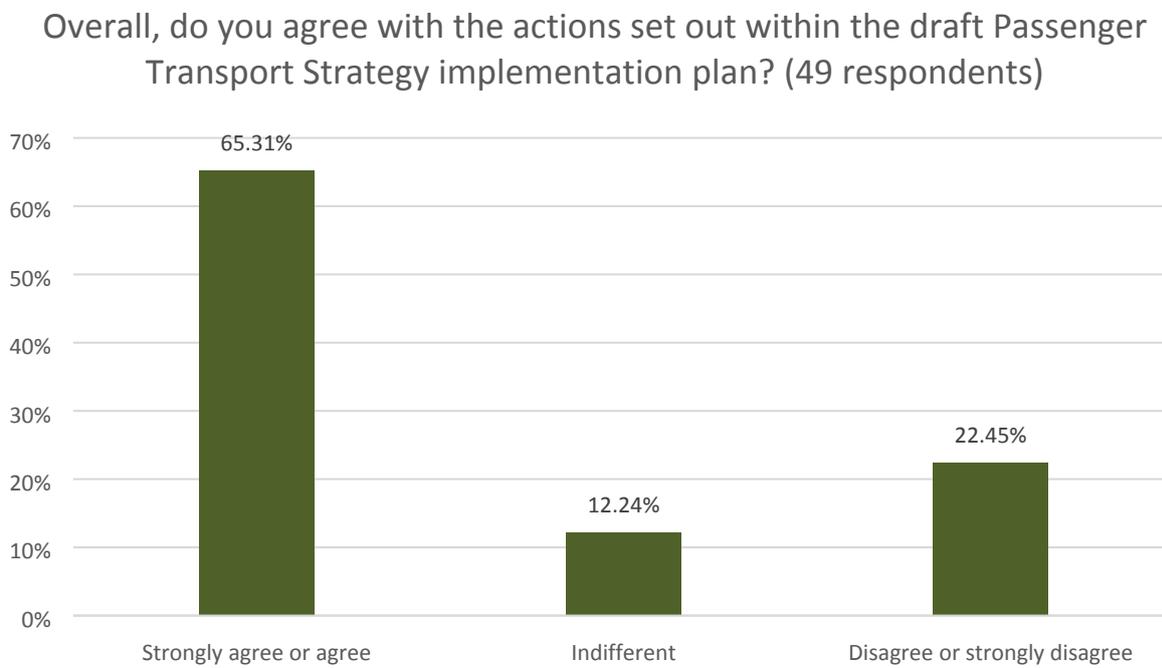
8.3.2 ACTIONS

The majority of respondents (65.31%) agreed or strongly agreed with the actions set out in the draft Passenger Transport Strategy implementation plan (Figure 15) although 22.45% of respondents disagreed or strongly disagreed. Free text responses indicate that this may be partly due to a perceived lack of clarity in terms of the actions and an associated desire for further detail. To address this the implementation plan has been updated - see section 9. However, free text feedback suggests this may also be as a result of concerns relating to the personal impact of

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the implementation of the strategy. These concerns are discussed in section 9. Notwithstanding this, since the results demonstrated strong support for the vision and aims of the Passenger Transport Strategy delivery of the actions is necessary to achieve them.

Figure 15 - Agreement with actions set out within the Passenger Transport Strategy



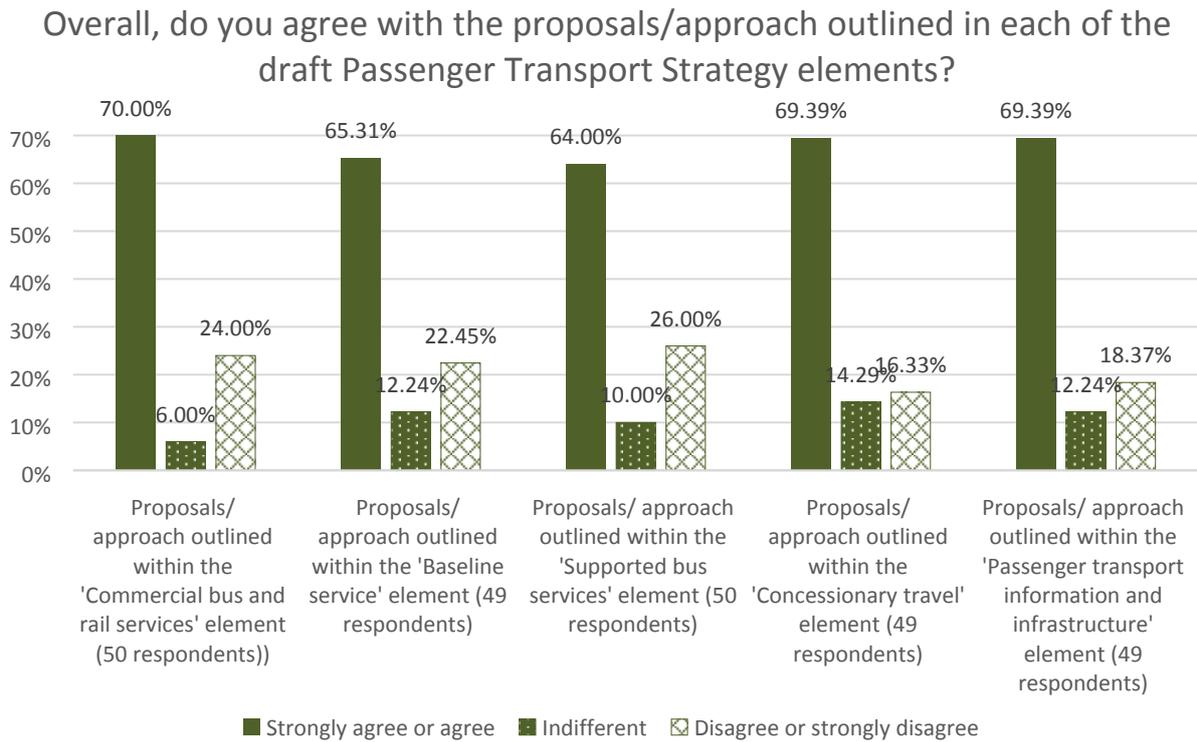
8.3.3 PROPOSALS/ APPROACH OUTLINED IN THE PASSENGER TRANSPORT STRATEGY ELEMENTS

The majority of respondents (64% - 70%) said they agreed or strongly agreed with the proposals / approach outlined in the strategy elements (figure 16) – providing validation of these.

There was slightly less support for the proposals/ approaches outlined in the 'baseline service' (65.31% strongly agreed or agreed) and 'supported bus services' (64% strongly agreed or agreed) elements, which was reflected in the free text feedback received (and addressed in section 9). However, as outlined above, implementation of the proposals and approaches set out is necessary to deliver the overall vision, aims and priorities of the strategy (which the majority of respondents support).

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Figure 16 - Agreement with the proposals/ approach outlined in the Passenger Transport Strategy elements



9 COMMON FEEDBACK RECEIVED DURING THE CONSULTATION

As well as responding to the set questions, respondents were able to provide free text feedback. 98 respondents provided this and the most commonly reported issues are summarised in table 3, with further detail provided in section 9.1 onwards. A number of individuals made suggestions regarding specific amendments and the documents have been revised where appropriate.

Eight of the respondents providing free text feedback felt that the survey form was confusing or restrictive. However, the format of the survey was chosen to enable us to gather quantitative data, whilst still enabling respondents to put forward general comments/ feedback. Furthermore, whilst it is appreciated the response form was wide ranging, this was necessary to avoid the need for multiple consultations and response forms.

In addition to the free text feedback provided by the 98 respondents, comments gathered from meetings and events have been included in the analysis below.

9.1 RELIEF ROADS

Through the consultation a number of emails and letters requesting consideration of a relief road bypassing Caldecott (26 responses) and Uppingham (5 responses) were received. There was also an additional request for a further relief road for Oakham (1 response). Respondents showed concern regarding the volume, speed and number of cars and HGVs travelling through Caldecott and Uppingham as a result of development in surrounding counties.

Responses were received from residents, local parishes and also from parishes outside of the county. Caldecott Parish Council submitted a detailed response on this particular matter - including a list of 202 individuals supporting the proposal.

The consultation draft of Moving Rutland Forward included reference to assessing the need for a relief road, however wording in the final document (PGS2) has been strengthened as follows:

'This plan acknowledges historical documents which highlight the desire for relief roads in various parts of our county, for example the A6003 that passes through Caldecott. A bid for any relief road system must be supported by a feasibility study which produces clear evidence of need. Such a study may have significant financial implications associated with traffic data collection and external funding for this exercise should be considered.'

9.2 BASELINE SERVICE

Concern was raised by seven respondents who were worried about the impact of implementing a baseline service and two further responses were received regarding potential changes to the discretionary concessionary travel elements. Furthermore, 25 respondents indicated that Moving Rutland Forward and the passenger transport strategy lacked ambition to improve provisions – with two respondents raising the need for a bus charter.

The passenger transport strategy and the baseline service provision aims to deliver a more equitable transport system – one that supports the most vulnerable residents, whilst delivering transport for residents living in areas currently unserved by passenger transport services. In addition, the scoring criteria outlined within the Passenger Transport Strategy aims to ensure that financial support is provided to those services that will cater for the needs of the greatest number of residents – whilst supporting our most vulnerable.

Whilst respondents' desire for a more aspirational approach to service provisions is understandable, it is important to note that in times of limited funding hard decisions will need to be made and unfortunately it is unlikely to be possible to increase or enhance provisions without external funding. As such it is necessary to appropriate existing funds in a manner that achieves best value for the community. Furthermore, unfortunately Rutland does not have enough commercial bus interest to make a bus charter successful. However, as the economic viability of a service is in part dependent on patronage, we will work to more widely promote bus services within the county and undertake promotional campaigns to boost usage and reduce car dependency. Such campaigns will be outlined in the Transport and Highway Communication Plan and Sustainable Travel Statement (both due to be produced during the first implementation plan). Wording has been amended within Moving Rutland Forward and the Passenger Transport Strategy to reflect this:

- **Within Moving Rutland Forward: Solution LIRS1 to be updated as follows:**

'It is appreciated that Rutland is a rural community and that in some cases, options such as walking and cycling may not always be possible. However, through the actions that will be set out in our Sustainable Travel Statement, we will encourage residents to consider whether any of their journeys could be carried out by greener, more sustainable means – such as walking, cycling, bus or train. For example, residents in Oakham and Uppingham may have more opportunities to travel via such means and we will investigate ways to encourage this.'

Our Transport and Highways Communication Plan (to be developed in the first year of implementation plan one) will also provide detail of promotional campaigns, aimed at encouraging healthier and greener travel options.'

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- **Within the Passenger Transport Strategy: Section 3.2.5 to include the following additional text:**

Further information regarding communications will be included within our Transport and Highways Communication Plan – due to be completed during the first year of the Moving Rutland Forward Implementation Plan.

9.3 VIEWS REGARDING PUBLIC TRANSPORT PROVISIONS

21 respondents provided feedback outlining how important public transport is to them. 25 further comments were made relating to concerns with existing provisions – including frequency, availability, service reductions and alterations.

It is understood how vital public transport is for residents (and those visiting the county), however where passenger numbers are low, services may no longer be viable. In relation to patronage, five consultation respondents requested that bus usage figures be published – to assess demand and the impact of the strategy on services. However, whilst usage is monitored, such data is commercially sensitive and cannot be published without consent from the operator. Notwithstanding this however the council monitor usage figures and origin / destination information and this will be used to inform any service changes.

Last year, the council was able to support or improve three bus services which were no longer commercially viable for the operator and in the case of the number 9 route was able to provide support which enabled it to continue, albeit with a reduced timetable. The transport team continues to work with local operators to fill any journey gaps which may have been left since the service was reduced.

As stated above, in the current funding climate an increase in frequency of services is unlikely. Therefore the Passenger Transport Strategy aims to provide an efficient and effective network of passenger transport services – one that can respond to the challenges facing local communities and transport operators, while connecting residents and visitors to the services and destinations they need to reach.

The viability of a service is partly dependent on patronage. Over the life of Moving Rutland Forward and the Passenger Transport Strategy the Council will work to more widely promote bus services within the county and undertake promotional campaigns to boost usage and reduce car dependency. Such campaigns will be outlined in the Transport and Highway Communication Plan and Sustainable Travel Statement (both due to be produced during the first implementation plan). Wording regarding these additional plans has been enhanced – as outlined in section 9.2.

To further boost economic viability, where possible we will also look to place students entitled to school transport on service buses rather than closed door school services.

APPENDIX A – CONSULTATION REPORT

Furthermore, RCC would like to raise awareness of the Bus User Group – a forum through which Rutland bus users can raise concerns and discuss matters relating to bus provisions within the County. Individuals wishing to be part of the Bus User Group should contact the council’s transport operations team:

- transport@rutland.gov.uk
- 01572 722 577

9.4 DOCUMENT FORMAT

19 respondents made comments regarding the format of the documents, particularly the level of detail, length and use of technical terms.

It is important to note that these documents will be used to support future decision making and funding opportunities and as such need to contain sufficient detail to enable this. However, to provide more clarity, we have revised the Moving Rutland Forward implementation plan (as detailed in the following section) and added a glossary to the revised documents. Furthermore, Moving Rutland Forward has a separate summary document and the Passenger Transport Strategy and Rights of Way Improvement Plan have executive summaries – providing an overview of their content.

9.5 IMPLEMENTATION

16 respondents felt there was insufficient detail regarding the actions to be delivered as a result of the plans, or that actions primarily related to the production of further policies or strategies. In response the MRF implementation plan has been amended to make it clearer what will be delivered and by when. However, it should be noted that MRF is a strategic document, spanning over nearly two decades - as such it is not possible to include detailed information on all actions to be delivered during this time. Instead, such detail will be included within the sub documents of MRF.

However, during the development of MRF it became evident that there were gaps in our operational policy baseline. Therefore, a number of actions within this first MRF implementation plan involve the preparation of new or revised policies (that align with the overarching vision and aims of MRF), providing the building blocks from which all future decisions and actions will be based.

9.6 PLANNING AND GROWTH

Through the consultation we received 17 comments relating to:

- development and the associated impact of growth on our transport network (4 of which related to HGVs) and
- opportunities to improve transport provisions as a result of such development.

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The consultation draft of Moving Rutland Forward contained a section on population growth – which set out a number of solutions (including PGS1 and PGS2) outlining how the council will:

- assess the impact of growth on our transport network and provisions,
- work with surrounding LA's who have development proposals that may impact on Rutland.
- focus on ensuring developments are sustainably located and supported by suitable transport infrastructure and services.

However, in response to the consultation, some amendments have been made as follows.

- Wording in PGS2 has been amended – as outlined in section 9.1.
- Wording within Moving Rutland Forward has been amended to ensure solutions are not development specific, but instead provide a mechanism for assessing the transport impacts and needs of any major sites that may come forward over the life of Moving Rutland Forward.

In addition, 5 respondents noted concern regarding the impact of development and new transport infrastructure on the environment. To address this, as identified within the Strategic Environmental Assessment and Habitat Regulations Assessment, where required we will also undertake project / scheme specific assessments to ensure negative impacts are minimised or mitigated. Wording supporting this requirement has been added to the Moving Rutland Forward document.

9.7 PARKING

5 respondents put forward concern regarding parking provisions within the county. These matters will be addressed within the revised parking strategy – due to be published towards the end of 2019.

9.8 MAINTENANCE

8 respondents also commented on maintenance matters. These have been noted – however, any specific matters of concern can be reported via our website: <https://www.rutland.gov.uk/my-community/fixmystreet/>

9.9 ELECTRIC VEHICLES AND TECHNOLOGICAL ADVANCES

Through the consultation 6 respondents put forward their views on electric vehicles and transport related technology advancements. In particular, respondents were keen to see more information on such matters included within the plans.

It should be noted that detail on these topics will be included within separate sub documents – enabling us to easily update them as and when required, without the need to amend the overarching transport plan (Moving Rutland Forward). Indeed,

APPENDIX A – CONSULTATION REPORT

our aspirations and actions relating to electric vehicles (and other forms of sustainable transport) will be included within our Sustainable Travel Statement, whilst criteria for siting charge points (on Council land) will be included within a revised Parking Strategy. In addition, our road safety strategy will give consideration to technological advances that may improve road safety. These documents will be produced during the life of the first implementation plan.

9.10 SUSTAINABLE TRAVEL, LEISURE WALKING, CYCLING AND USE OF PUBLIC RIGHTS OF WAY

Twelve responses were received regarding the need to encourage sustainable travel alternatives, including walking, cycling and public transport. Of these, 4 respondents felt more needed to be done to promote public transport as a positive mode of travel - not that of a last resort. In addition to the above, 5 respondents wanted to see rail improvements and 9 respondents outlined a desire for more/ improved footway and cycleway provisions and public rights of way.

In contrast 2 respondents put forward counter views - stating Rutland to be unsuitable for utility cycling and walking, due to its rural nature and 4 respondents felt Moving Rutland Forward failed to acknowledge that the car is a necessity for some.

It should be noted that our aspiration is not to switch all journeys to alternative means, but instead to deliver a change in mind set, which encourages residents to consider whether any of their journeys could be carried out by alternative, more sustainable, healthier means. During the first implementation plan we will produce our Sustainable Travel Statement which will set out the specific tasks aimed at encouraging this modal shift.

Furthermore, over the life of the first Moving Rutland Forward implementation plan we will produce a local cycling and walking infrastructure plan – setting out the gaps in our utility walking and cycling network. This will define criteria to assess and prioritise improvements (should funding become available).

With regards to public rights of way, Moving Rutland Forward states that RCC ‘will undertake a rolling review of our existing walking, cycling and horse riding provisions and consider remedial actions, where appropriate’.

Over the life of Moving Rutland Forward we will also work to more widely promote passenger transport provisions within the county and undertake promotional campaigns to boost usage and reduce car dependency. Such campaigns will be outlined in our Transport and Highway Communication Plan (to be produced during the first implementation plan).

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In light of the comments received regarding this matter, wording amendments have been made to Moving Rutland Forward and the Passenger Transport Strategy – as per those outlined in 9.2.

In addition, wording in WRS10 of the main Moving Rutland Forward document will be updated as below:

‘The rail network running through the county is outside of our direct control, however we will continue to liaise with Network Rail regarding any potential changes that may impact services operating via Oakham station, or levels of freight and passenger rail traffic passing through Rutland (which could impact on level crossing down time). In addition, we will continue to respond to consultations on rail services operating through Oakham and from connecting stations, and should there be any potential changes, we will put forward a case for service retention or enhancements, where necessary. We will also work with partnership bodies, such as Transport for the East Midlands, to lobby for improvements to services in the region.’

Section 2.1.3 of the Passenger Transport Strategy will also include the following text:

Over the life of this strategy we will also work with partnership bodies, such as Transport for the East Midlands, to lobby for improvements to services in the region.

9.11 PROMOTION

10 respondents providing feedback wanted to see more promotion of available services, provisions, infrastructure (such as walking and cycling routes and public rights of way) and sustainable travel alternatives.

As previously outlined, during the life of the first implementation plan we will be producing a Transport and Highway Communication Plan and Sustainable Travel Statement. Within these documents we will provide detail of promotional campaigns aimed at delivering behavioural change towards greener travel options. These documents will also outline how we plan to raise awareness of existing utility and leisure provisions and enhance communication relating to these. Wording regarding these two documents has been enhanced and can be seen in 9.2.

9.12 SAFETY

10 respondents outlined the importance of road safety and traffic calming improvements. Feedback received on these matters has been noted and will be considered during the production of our Road Safety Strategy.

9.13 PROVISIONS FOR ALL

3 respondents put forward feedback regarding the need for transport provisions, wherever possible, to be accessible by all.

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To help ensure this, the Equality Impact assessment supporting Moving Rutland Forward outlined the need to ensure project specific Equality Impact Assessments are undertaken where required. Wording to support this has been added to solutions LIRS8 and LIRS13 of Moving Rutland Forward. In addition, we will be adopting Highway Design Guidance during the life of the first implementation plan, which will include requirements relating to accessibility.

9.14 PUBLIC RIGHTS OF WAY

Eleven responses were received regarding public rights of way (including feedback from two of the meetings outlined in 5.4). These responses primarily related to the following, previously discussed categories below:

- Promotion (9.11)
- Availability of provisions (9.10)
- Planning and environmental implications (9.6)
- Provisions for all (9.13)
- Maintenance (9.8)
- Sustainable travel (9.10)

In addition to the above, it should be noted that praise was received during the consultation regarding the condition of PROW within Rutland and the efficiency with which repairs are carried out.

APPENDIX A – CONSULTATION REPORT

Table 3 – Summary of most commonly reported issues

Subject	Area of concern/ feedback	Reason/ response
Aspiration	Limited ambition for improving passenger transport provisions.	In times of limited funding hard decisions will need to be made and unfortunately it is unlikely to be possible to increase or enhance provisions without external funding.
Baseline service and concessionary travel	The impact of implementing a baseline service and potential changes to the discretionary concessionary travel elements.	Changes are required in order to deliver the broadly supported vision and aims of the Passenger Transport Strategy.
Bus usage	Bus usage figures.	Whilst usage is monitored, such data is commercially sensitive and cannot be published without consent from the operator. Notwithstanding this however the council monitor usage figures and origin / destination information and this will be used to inform any service changes.
Car use	Rutland is not suitable for cycling and a car is required to live in Rutland.	RCC's aspiration is not to switch all journeys to alternative means, but instead to deliver a change in mind set, which encourages residents to consider whether any of their journeys could be carried out by alternative, more sustainable, healthier means.
Communication and promotion	More promotion of available transport provisions.	RCC's approach to promotion and communication will be outlined in the following sub documents of Moving Rutland Forward: <ul style="list-style-type: none"> • Transport and Highway Communication Plan; and • Sustainable Travel Statement.
Disabled provisions	Transport provisions to be accessible by all,	To help ensure provisions are accessible by all, project specific Equality Impact Assessments will be under taken where required.

APPENDIX A – CONSULTATION REPORT

Table 3 – Summary of most commonly reported issues

Subject	Area of concern/ feedback	Reason/ response
	where practicably possible.	This requirement has been written into the Moving Rutland Forward document. Future Highway Design Guidance will also set out requirements relating to accessibility.
Electric vehicles and technological advances	Lack of information on electric vehicles, electric charging points and transport related technology advances.	<p>Issues to be covered in the following sub documents of Moving Rutland Forward:</p> <ul style="list-style-type: none"> • Sustainable Travel Statement • Parking Strategy <p>This approach will allow topic areas to be updated, independently of Moving Rutland Forward, should changes arise.</p>
Existing passenger transport provisions	Frequency and availability of existing passenger transport provisions and service reductions/ alterations.	<p>In the current funding climate an increase in frequency of services is unlikely.</p> <p>It is understood how vital public transport is for residents, however where passenger numbers are low, services may no longer be viable. As viability of a service is partly dependent on patronage, RCC will more widely promote bus services – through campaigns to be outlined in:</p> <ul style="list-style-type: none"> • the Transport and Highway Communication Plan; and • the Sustainable Travel Statement. <p>Wording regarding these additional plans has been enhanced within Moving Rutland Forward.</p>
Format	Length/ format of documents	The level of detail provided is required as the documents will be used to support future decisions and funding opportunities, however the document has been refined where possible.

APPENDIX A – CONSULTATION REPORT

Table 3 – Summary of most commonly reported issues

Subject	Area of concern/ feedback	Reason/ response
Implementation and actions	Clarity regarding actions to be delivered.	Moving Rutland Forward is a high level plan - it is not intended to set out detailed actions. However, the implementation plans have been updated to make it clearer what is to be delivered, by when and to make the document more easily digestible.
Maintenance	Specific maintenance issues.	Issues noted. Any specific maintenance issues can be reported through: https://www.rutland.gov.uk/my-community/fixmystreet/
Parking	Availability of parking provisions.	<p>Parking is to be covered separately in the Parking Strategy - a sub document of Moving Rutland Forward.</p> <p>This approach will allow topic areas to be updated, independently of Moving Rutland Forward, should changes arise.</p>
Pedestrian, cyclist public rights of way provisions	More and enhanced provisions.	<p>Gaps in our utility walking and cycling network will be documented in our local cycling and walking infrastructure plan – a sub document of Moving Rutland Forward. This will define criteria to assess and prioritise improvements (should funding become available).</p> <p>With regards to public rights of way, Moving Rutland Forward states that RCC ‘will undertake a rolling review of our existing walking, cycling and horse riding provisions and consider remedial actions, where appropriate’.</p>
Planning and growth	Impact of development and growth on the transport network, transport provisions and environment.	<p>The section on Population Growth (in Moving Rutland Forward) sets out solutions to minimise any potential negative impacts associated with development and growth.</p> <p>Wording within this section has also been enhanced.</p>

APPENDIX A – CONSULTATION REPORT

Table 3 – Summary of most commonly reported issues

Subject	Area of concern/ feedback	Reason/ response
Rail	Improvements to rail provisions.	RCC will liaise with Network Rail regarding matters that may impact on provisions in Rutland. RCC will also work with Transport for the East Midlands to lobby for service improvements. Wording as per the above has been added to Moving Rutland Forward and the Passenger Transport Strategy.
Relief roads	Consideration of a relief road for Caldecott and Uppingham.	Wording within Moving Rutland Forward has been updated.
Response form	The consultation response form was confusing or restrictive.	The survey format enabled the gathering of quantitative data, whilst still enabling respondents to put forward general comments/ feedback. Whilst the response form was wide ranging, this was necessary to avoid the need for multiple consultations and response forms.
Safety	The importance of road safety and traffic calming improvements.	Road safety will be covered in a dedicated Road Safety Strategy - a sub document of Moving Rutland Forward. This approach will allow topic areas to be updated, independently of Moving Rutland Forward, should changes arise.
Specific amendments	Specific amendments to the documents.	Amendments have been made, where agreed and necessary.
Sustainable travel	More promotion of sustainable travel provisions.	RCC's approach to promotion will be outlined in the following sub documents of Moving Rutland Forward: <ul style="list-style-type: none"> • the Transport and Highway Communication Plan; and • the Sustainable Travel Statement.

10 CONCLUSION

Through the consultation the council received a high level of engagement as demonstrated by the number of responses (218). The respondents appeared to be broadly representative of the population of Rutland.

The responses received were, on the whole, very positive. Indeed, the majority of respondents strongly supported or supported the overarching vision of Moving Rutland Forward and the vision and aims of the Passenger Transport Strategy.

The majority of respondents also felt the themes within Moving Rutland Forward and Statements of Action within the Rights of Way Improvement Plan were very important or important.

There was also a positive response to:

- the key challenges, solutions and implementation plan of Moving Rutland Forward
- The Rights of Way Improvement Plan implementation plan
- The priorities, implementation plan and proposals/ approaches outlined in the Passenger Transport Strategy.

Indeed, the majority of respondents either agreed or strongly agreed with the above.

Alongside the quantitative responses we also received a significant amount of free text feedback through the consultation process. All of the feedback received has been reviewed and, as described within this report, where required documents have been amended to reflect the feedback.

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Moving Rutland Forward – Rutland’s Fourth Local Transport Plan

2019 - 2036

APPENDIX B: MOVING RUTLAND FORWARD – RUTLAND’S FOURTH LOCAL TRANSPORT PLAN

FOREWORD BY COUNCILLOR STEPHENSON – PORTFOLIO HOLDER FOR CULTURE & LEISURE AND HIGHWAYS & TRANSPORTATION

Local transport services are critical in allowing people to travel for work, education and leisure – ensuring residents can move freely and supporting key components of our local economy.

Moving Rutland Forward – Rutland’s fourth local transport plan, sets out our overarching vision, up to 2036, for delivering a transport network and services that can support these needs, whilst taking in to consideration the restrictions and challenges we face in light of reduced funding and the unique characteristics of Rutland.



In preparing this final version of Moving Rutland Forward we have taken into consideration the feedback received during the public consultation. This feedback has been vital in shaping and finalising the plan and I would like to thank everyone who responded.

It should be noted that some areas of the plan are aspirational and dependent on securing additional funding. In such instances, Moving Rutland Forward will serve as an evidence base when applying to any future government grants or alternative funding sources.

When planning for the future we must also consider the financial pressures facing all local authorities as a result of significant cuts in our government funding. As such, Moving Rutland Forward will be a vital tool to inform future decision making and prioritisation of funds.

However, adoption of Moving Rutland Forward is just the starting point for delivering our transport vision. Over the life of the first Moving Rutland Forward implementation plan we will develop and revise a number of policies – which will provide us with more detailed information and robust processes on specific transport matters.

APPENDIX B: MOVING RUTLAND FORWARD – RUTLAND’S FOURTH LOCAL TRANSPORT PLAN

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GLOSSARY AND ACRONYMS

Table of acronyms

Acronym	Definition
DfT	Department for Transport
EqIA	Equality Impact Assessment
GP	General Practitioner
HRA	Habitats Regulation Assessment
HIA	Health Impact Assessment
HGV	Heavy goods vehicle
HAMP	Highway Asset Management Plan
KSI	Killed or seriously injured
LCWIP	Local Cycling and Walking Infrastructure Plan
LEP	Local Enterprise Partnership
LSTF	Local Sustainable Transport Fund
LTP	Local Transport Plan
MoD	Ministry of Defence
MRF	Moving Rutland Forward
PROW	Public Right of Way
ROWIP	Rights of Way Improvement Plan
SSSI	Site of Special Scientific Interest
SEND	Special educational needs and disability
SPA	Special Protection Areas
SEA	Strategic Environmental Assessment
SuDS	Sustainable drainage systems
SMOTS	Sustainable Modes of Travel to School
TfEM	Transport for the East Midlands

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GLOSSARY

Glossary of key terms used

Term	Acronym	Definition
Bikeability		Cycle proficiency training.
CallConnect		A demand responsive transport (DRT) service that runs only in response to pre-booked requests. CallConnect covers the eastern half of the county as well as crossing the county border to Stamford in Lincolnshire.
Car sharing		Where an individual undertakes a car journey with at least one additional person, often for set journeys – e.g. commuting.
Community transport services		Transport run on a not for profit basis often by community groups and volunteers.
Concessionary travel privileges		Free travel (at set times and days) for individuals of state pension age.
Consultation Draft Local Plan (2017)		The consultation version of the revised draft Local Plan, published in 2017.
Corporate Plan		A strategic document setting out the Council's overarching priorities.
Demand responsive transport		A transport service that runs only in response to pre-booked requests.
Department for Transport	DfT	A ministerial department with an overarching responsibility for transport.
Equality Impact Assessment	EqIA	An assessment undertaken to ensure that plans, projects, policies or strategies don't discriminate against individuals with protected characteristics.
Good neighbour schemes		Community initiatives operated by local volunteers - providing support to local residents.
Habitats Regulation Assessment	HRA	An assessment undertaken to determine if the implementation of a plan, project, policy or strategy will result in any negative effects on habitats.
Health Impact Assessment	HIA	An assessment undertaken to identify any potential health impacts that may result from the implementation of a plan, project, policy or strategy.
Heavy goods vehicle	HGV	Vehicles with a gross vehicle weight of over 3.5 tonnes.

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Term	Acronym	Definition
Highway Asset Management Plan	HAMP	A plan setting out how an authority will manage their highway infrastructure.
Highway design guidance		A document setting out the design standards and principles to be followed by developers.
Implementation plan		A document setting out actions to be delivered (as a result of a policy or strategy) over a set timeframe.
Local Cycling and Walking Infrastructure Plan	LCWIP	A plan setting out the gaps in a local authority's utility walking and cycling network and providing a mechanism for prioritising any future investment.
Local Enterprise Partnership	LEP	Partnerships between local authorities and businesses – working together to determine investment priorities for infrastructure and facilities within their area.
Local Plan		A statutory planning document prepared by a local authority - setting out planning policies that will help to determine the future location, scale, type and design of new development within their area.
Local Sustainable Transport Fund	LSTF	A grant previously operated by the DfT to help local authorities deliver sustainable transport improvements.
Local Transport Act 2008		A UK Act of Parliament governing elements of local transport provision.
Local Transport Plan	LTP	A statutory document produced by a local transport authority - setting out their long term strategic vision for transport.
Midlands Connect		A sub national transport body for the Midlands region.
Ministry of Defence	MoD	A ministerial department with the overarching remit of protecting the security, independence and interests of the country at home and abroad.
Moving Rutland Forward	MRF	The title of Rutland's fourth Local Transport Plan.
Nearest statistical neighbour		A term which can be used to define geographical locations sharing similar statistical attributes.
Network management plan		A document outlining our approach to managing and communicating disruption to the highway and transport network.
Parking strategy		A strategy document setting out the Council's policies on parking.

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Term	Acronym	Definition
Passenger transport services		In the context of Moving Rutland Forward, passenger transport includes bus services, rail services, and other forms of collective transport.
Public Right of Way	PROW	A path that anyone is legally able to use. There are different categories of PROW – with different modes of transport permitted on each. The categories of PROW are: public footpaths, public bridleways, restricted byways and byways open to all traffic.
Ramsar site		Wetlands of international importance designated under the Ramsar Convention.
Rights of Way Improvement Plan	ROWIP	A plan explaining how a local authority will make improvements to the public rights of way network in their area to provide a better experience for users.
Road safety strategy		A strategic document setting out an approach to delivering road safety measures.
Rural isolation		Isolation that may result or be exacerbated due to the characteristics of rural settlements.
Rutland Water Partnership		A partnership group for organisations with a shared interest in Rutland Water.
Safe systems approach		A road safety methodology that looks to manage road safety through 5 pillars: road safety management, safer roads and mobility, safer vehicles, safer road users and post - crash response.
Site of Special Scientific Interest	SSSI	A conservation area of particular interest because of its fauna, flora or geological or physiological features.
Skid resistance policy		A highway policy setting out safety measures to reduce skidding.
Special educational needs and disability	SEND	An individual with a learning difficulty and/or a disability that means they need special health and education support.
Special Protection Areas	SPA	Sites designated under the European Union’s Birds Directive, to protect rare or vulnerable birds.

APPENDIX B: MOVING RUTLAND FORWARD – RUTLAND’S FOURTH LOCAL TRANSPORT PLAN

Term	Acronym	Definition
Strategic Environmental Assessment	SEA	A process which allows the council, statutory environmental bodies, the government, public and other stakeholders to understand the potential environmental effects of the MRF document and ensures that environmental considerations have been taken into account during its development.
Signs Guidance & Street Furniture Policy		A policy that sets out how and where signs, advertising boards (A-boards) and street furniture should be used.
Sub national transport body		A partnership body through which regional transport infrastructure improvements and investment are planned and prioritised.
Sustainable drainage systems	SuDS	Systems for sustainably managing surface water.
Sustainable Modes of Travel to School	SMOTS	A strategy encouraging and enabling pupils to travel to school by sustainable means.
Sustainable travel statement		A sub document of Moving Rutland Forward - outlining Rutland County Council's approach to sustainable travel.
Integrated Transport Capital funding		Non ring – fenced capital funding provided to local authorities to help fulfil the following statutory duties: - studies into collisions arising out of the use of vehicles on the highway and take appropriate measures to prevent such accidents (Road Traffic Act 1988); and - preparation of a Local Transport Plan (LTP) and deliver the programme of works and policies set down within it (Transport Act 2000).
Transport and highway communication plan		A sub document of Moving Rutland Forward that will outline how Rutland County Council will promote highway and transport information to members of the public. To be produced during the life of the first Moving Rutland Forward Implementation Plan.
Transport for the East Midlands	TfEM	Transport for the East Midlands (TfEM) brings together 9 Local Transport Authorities (LTAs) across the East Midlands under the auspices of East Midlands Councils (EMC). TfEM provides collective leadership on strategic transport issues in the East Midlands, agrees major investment priorities and provides collective input into the work of Midlands Connect, the Department for Transport and its delivery bodies.

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Term	Acronym	Definition
Travel plans		A document setting out the travel issues (and solutions) faced by the establishment, along with actions to reduce car dependency.
Travel training		Training provided to help residents currently unable or restricted in their ability to travel independently, due to learning or physical disabilities.
Utilities permit scheme		A scheme which will require service providers to apply for a permit to undertake work on the highway – allowing more control over the scheduling of road closures and diversions.
Utility walking or cycling		Cycling and walking is that which is carried out as a means of travel rather than for leisure purposes.
Vision zero		A vision to continually reduce the number of casualties on our roads, with the ultimate long-term goal of a highway network free from death and serious injury - a vision in line with that of the Parliamentary Advisory Council for Transport Safety – see: http://www.pacts.org.uk/safe-system/
Vulnerable residents		In the context of Moving Rutland Forward - disabled people or older people with mobility difficulties or other health needs.
Wheels to Work		A scheme that provided affordable scooter hire for young adults struggling to access work or training. This scheme has now ended.
Winter maintenance policy		A document outlining how we will provide maintenance during inclement weather.

APPENDIX B: MOVING RUTLAND FORWARD – RUTLAND’S FOURTH LOCAL TRANSPORT PLAN

1 INTRODUCTION

1.1 THE NEED FOR A NEW LOCAL TRANSPORT PLAN

The Local Transport Act 2008¹ sets out a duty for all local transport authorities to produce and keep under review a local transport plan² and associated policies.

Moving Rutland Forward (MRF) is the name of our fourth local transport plan (LTP4) - superseding LTP3, launched in 2011. Since LTP3 was published, we have realised a number of the aspirations within it. A new Corporate Plan, with new aims and objectives has also been developed. As a result it was necessary to develop a new local transport plan setting out our vision for transport in Rutland up to 2036. MRF will be a ‘living document’, meaning that should there be changes to local or national policy, MRF can be reviewed to align with political goals and aspirations.

The timeframe of MRF matches that of our emerging Local Plan Review³. This has been done purposefully to ensure integration between the two documents. Appendix A highlights the key links between MRF and the Consultation Draft Local Plan.

It should be noted that this plan is deliberately aspirational in places and some of the initiatives outlined are dependent on securing additional funding. Indeed, as well as setting out our long term vision, MRF will act as an evidence base for any future transport grants that may arise.

1.2 OUR VISION

Our vision (figure 1 – section 1.7) is to deliver a transport network and services that:

- facilitate delivery of sustainable population and economic growth;
- meet the needs of our most vulnerable residents; and
- support a high level of health and wellbeing (including combating rural isolation).

Through our vision we will, in partnership, move Rutland forward, in spite of the transport challenges we are likely to face over the coming years – ensuring our county remains a great place to live, learn, work, play and visit.

Our vision is summarised further on the following page.

¹ *Local Transport Act 2008*. Available at: <https://www.legislation.gov.uk/ukpga/2008/26/contents>, (Accessed: November 2017).

² A strategic document outlining the local transport challenges faced by a local authority, along with potential solutions.

³ Rutland Local Plan is a statutory planning document prepared by the Rutland County Council. It sets out planning policies that will help to determine the future location, scale, type and design of new development in Rutland.

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1.2.1 SUPPORTING SUSTAINABLE GROWTH

- Providing resilient and adaptable infrastructure and services that cater for our most vulnerable residents, whilst boosting the vitality of our economy.
- Maintaining our highway network to a high standard through the efficient use of available resources – ensuring the safety and quality of our assets.
- Mitigating the potential impact of development on our highway network and seeking opportunities to enhance facilities and services to better meet the needs of our future population.

1.2.2 SUPPORTING VULNERABLE RESIDENTS

- Providing an efficient network of passenger transport services that connect as many of the county’s residents and visitors as possible with a range of key services and facilities in a cost-effective way.

1.2.3 IMPROVING HEALTH AND WELLBEING

- Making walking and cycling ‘the norm’ by working to remove barriers and investigating opportunities to develop an integrated network of cycleways, footways and public rights of way that provide connections between our settlements and with essential services and leisure opportunities.
- Making our roads safer by implementing a safe systems approach to road safety and adopting ‘vision zero’⁴ – through which we will strive to continually reduce the number of deaths and injuries on our county’s roads.

1.3 MOVING RUTLAND FORWARD THEMES

MRF has been built around five themes, identified through feedback from our 2016 countywide travel survey⁵, engagement with council officers and external organisations (through our recent Department for Transport funded Total Transport project) and a review of the evidence base (incorporating local and national policy). Through this approach we hope to highlight the importance of integrating travel modes and the need to consider journeys as a whole – from door to door.

The five themes are:

- **Population growth:** planning for the future and meeting the needs of a growing Rutland;
- **Working in Rutland:** meeting the needs of new and existing Rutland businesses, their customers and their workforce;
- **Learning in Rutland:** helping our residents reach their full potential;

⁴ A vision to continually reduce the number of casualties on our roads, with the ultimate long-term goal of a highway network free from death and serious injury - a vision in line with that of the Parliamentary Advisory Council for Transport Safety – see: <http://www.pacts.org.uk/safe-system/>

⁵ Rutland County Council (2016), *Rutland travel survey*, available at: <https://www.rutland.gov.uk/my-community/transport/transport-strategy/> (Accessed: October 2017).

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- **Living in Rutland:** helping Rutland residents to access essential services and supporting health and wellbeing; and
- **Visiting and enjoying Rutland:** helping tourists, visitors and residents to access and enjoy Rutland’s towns, villages and countryside.

1.4 PARTNERSHIP WORKING

In order to achieve our vision, we will maximise opportunities to work with and alongside our communities and partner organisations - encouraging community led transport initiatives, such as voluntary car and good neighbour schemes.

Furthermore, we will continue to work with and strengthen relationships with our partners - including community and voluntary organisations, educational establishments, emergency services, local businesses, partnership groups, Midland’s Connect (a sub – national transport body), Transport for the East Midlands and neighbouring local enterprise partnerships.

1.5 PROMOTION AND COMMUNICATION

Within the plan there is a recurring theme regarding public awareness of transport infrastructure and services available within our county. As such a number of the solutions set out within this plan focus not only on improving provisions, but also enhancing communication and ensuring promotional materials are tailored to their target audience.

Pivotal to enhancing awareness will be the production of a transport and highway communication plan (to be produced during the early years of MRF) setting out our approach to marketing and communication of transport and highway services, facilities, infrastructure, and works.

1.6 STRUCTURE OF MRF

To ensure MRF is longstanding and flexible, it has been structured in five parts:

- the main plan – outlining our transport aspirations for Rutland;
- the first implementation plan - detailing the programme of work to be carried out during the first 5 years of MRF, aligning with potential funding opportunities;
- supporting plans, policies and strategies (figure 2) – providing further detail on service specific matters, more robust processes and identifying delivery mechanisms;
- supporting documents - a strategic environmental assessment, habitat regulations assessment, health impact assessment and equality impact assessment of MRF; and
- an evidence base linking to the key sources of information used to inform MRF.

1.7 FIGURE ONE - OUR VISION

Moving Rutland Forward

Rutland’s Fourth Local Transport Plan

Rutland is growing
We are planning our services to meet the new opportunities and challenges 2036 will bring.



Our transport vision:
a transport network and services that support:

- Sustainable Growth**
Facilitate delivery of sustainable population and economic growth

- Vulnerable Residents**
Meet the needs of our most vulnerable residents

- Health and Wellbeing**
Support a high level of health and wellbeing (including combating rural isolation)

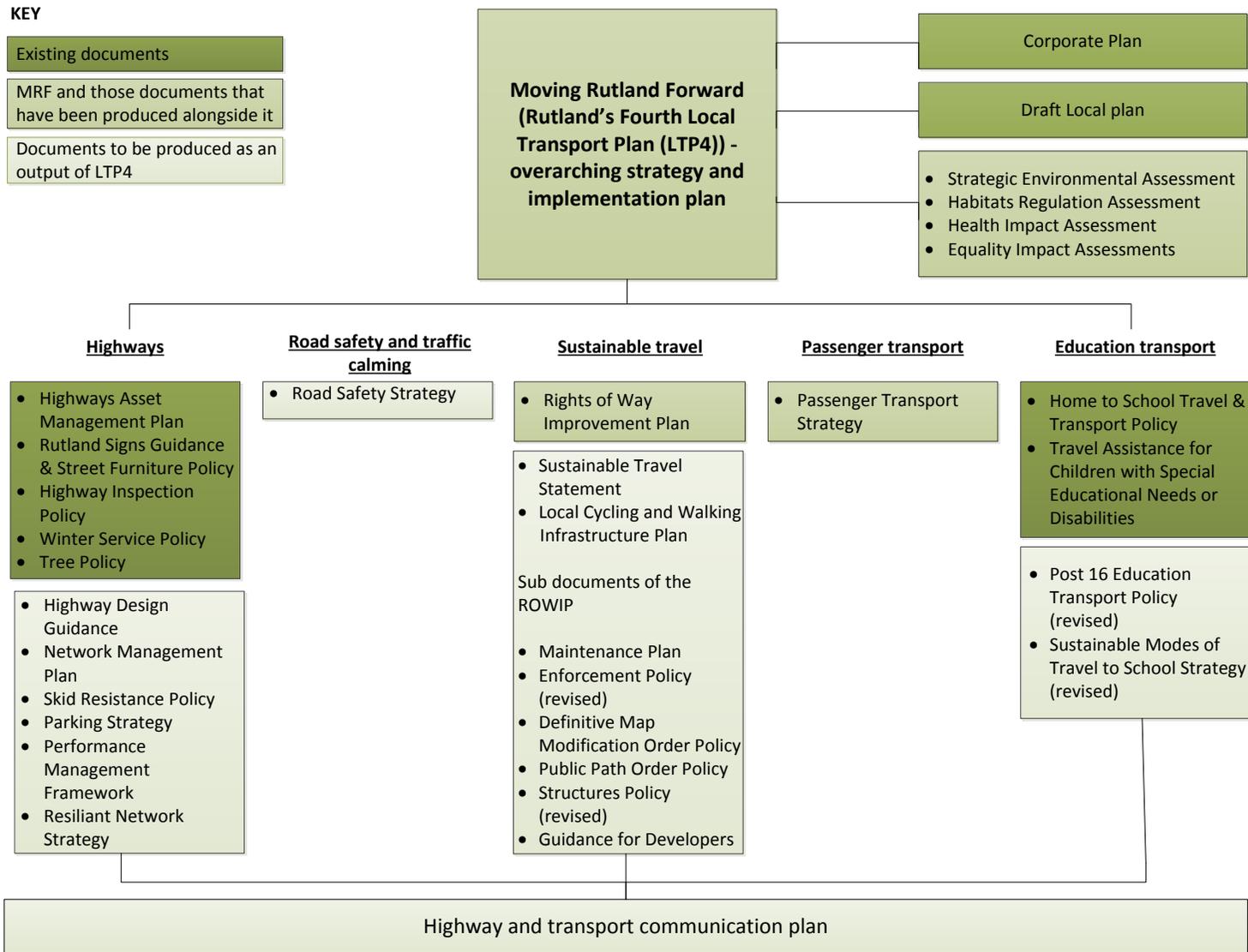

We will maximise opportunities to work with and alongside our communities and partner organisations, encouraging community led development and delivery of transport.

Our plan’s themes:

- Population Growth**
Planning for the future and meeting the needs of a growing Rutland
- Working in Rutland**
Meeting the needs of new and existing Rutland businesses, their customers and their workforce
- Learning in Rutland**
Helping our residents reach their full potential
- Living in Rutland**
Helping Rutland residents to access essential services and supporting health and wellbeing
- Visiting and Enjoying Rutland**
Helping tourists, visitors and residents to access and enjoy Rutland’s towns, villages and countryside

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1.7 FIGURE 2 – ASSOCIATED PLANS, POLICIES AND STRATEGIES



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2 THE RUTLAND LANDSCAPE

2.1 OVERVIEW

This section provides more information on our county’s unique characteristics, which have been used to underpin the development of MRF.

2.2 GEOGRAPHY

Rutland is a small rural county - covering an area of approximately 382 km²⁶. The county consists of 54 settlements – including two market towns: Oakham (population 10,922 in 2011); and Uppingham (population 4,745 in 2011)⁷. The remaining 52 settlements vary in size from small hamlets to large villages.

Rutland is located in the East Midland’s region and shares borders with Leicestershire, Lincolnshire, Northamptonshire and Peterborough.

2.3 DEMOGRAPHICS

Population: Latest data indicates that in 2017 Rutland’s population was 39,474⁸. The population of Rutland is relatively sparse with just 1.03 persons per hectare compared to 3.05 persons per hectare⁹ for the East Midlands and 0.88 and 0.99 persons per hectare for Herefordshire and Shropshire respectively (two of our nearest statistical neighbours).

Within the county we have an ageing population – by 2036 it is anticipated that approximately 40% of our residents will be 60 or over, with the percentage of residents aged 80 or over nearly doubling during the life of the plan (see figure 3). It should be noted however that any large scale development within the county could alter the demographic profile, potentially increasing the number of young families and commuters residing in Rutland.

⁶ Office of National Statistics (2018), *Estimates of the population for the UK, England and Wales, Scotland and Northern Ireland*. Available at: <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/populationestimatesforukenglandandwalesscotlandandnorthernireland> (Accessed: July 2018)

⁷ Office for National Statistics (2011), *2011 Census*, available at: <https://www.ons.gov.uk/census/2011census> (Accessed: November 2017)

⁸ Office of National Statistics (2018), *Estimates of the population for the UK, England and Wales, Scotland and Northern Ireland*. Available at: <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/populationestimatesforukenglandandwalesscotlandandnorthernireland> (Accessed: July 2018)

⁹ Ibid.

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Figure 3 - Population projections in 2017 and 2036: % of Rutland residents aged 60 and over or 80 and over¹⁰



Housing: In 2016 there were 16,947¹¹ household properties in Rutland. To cater for the predicted population growth, our strategic housing market assessment update 2017¹² has identified a need for 3200 new dwellings between the period 2016 and 2036. Taking into account completions (2016-18) and commitments (as of 2018), there is a requirement for 1906¹³ new homes up to 2036¹⁴. High levels of population growth are also anticipated in surrounding and nearby areas, and to cater for this there will be significant housing development over the coming years (table 1).

Table 1 – Scale of proposed new housing in surrounding and nearby areas¹⁵

Growth area	Scale of proposed new housing	Timeframe
Corby	+ 9200 houses	2011 - 2031
East Northamptonshire	+ 8400 houses	2011 - 2031
Harborough District	+ 9500 houses	2011 - 2031
Leicester City	+ 25,600	2006 - 2026
Melton Borough	+ 6125 houses	2011 - 2036
Peterborough	+ 27,625 houses	2011 - 2036
South Kesteven	+ 15,625 houses	2011 - 2036

¹⁰ Office of National Statistics (2018), *2016-based Subnational Population Projections for Local Authorities and Higher Administrative Areas in England*. Available at: <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/datasets/localauthoritiesinenglandtable2> (Accessed: June 2018)

¹¹ Rutland County Council (2016), *Rutland key statistical data*, available at:

<https://www.rutland.gov.uk/EasySiteWeb/GatewayLink.aspx?allid=27200> (Accessed: November 2017)

¹² Rutland County Council (2017), *Strategic housing market assessment*, available at:

<https://www.rutland.gov.uk/my-services/planning-and-building-control/planning/planning-policy/local-plan-evidence-base/housing/>, (Accessed: November 2017)

¹³ If this housing growth is achieved then the population of Rutland is likely to significantly exceed the ONS population predictions identified at the start of section 2.3.

¹⁴ Rutland County Council (2018), *Rutland Local Plan Specific Consultation considering the implications of potential development of St George’s within the Local Plan*, available at:

<https://www.rutland.gov.uk/my-services/planning-and-building-control/planning/planning-policy/local-plan-review/>, (Accessed: September 2018)

¹⁵ Rutland County Council (2017), *Local Plan Review – Consultation draft plan*, available at:

https://www.rutland.gov.uk/_resources/assets/attachment/full/0/47467.pdf, (Accessed: November 2017)

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2.4 TRANSPORT NETWORK AND PROVISIONS

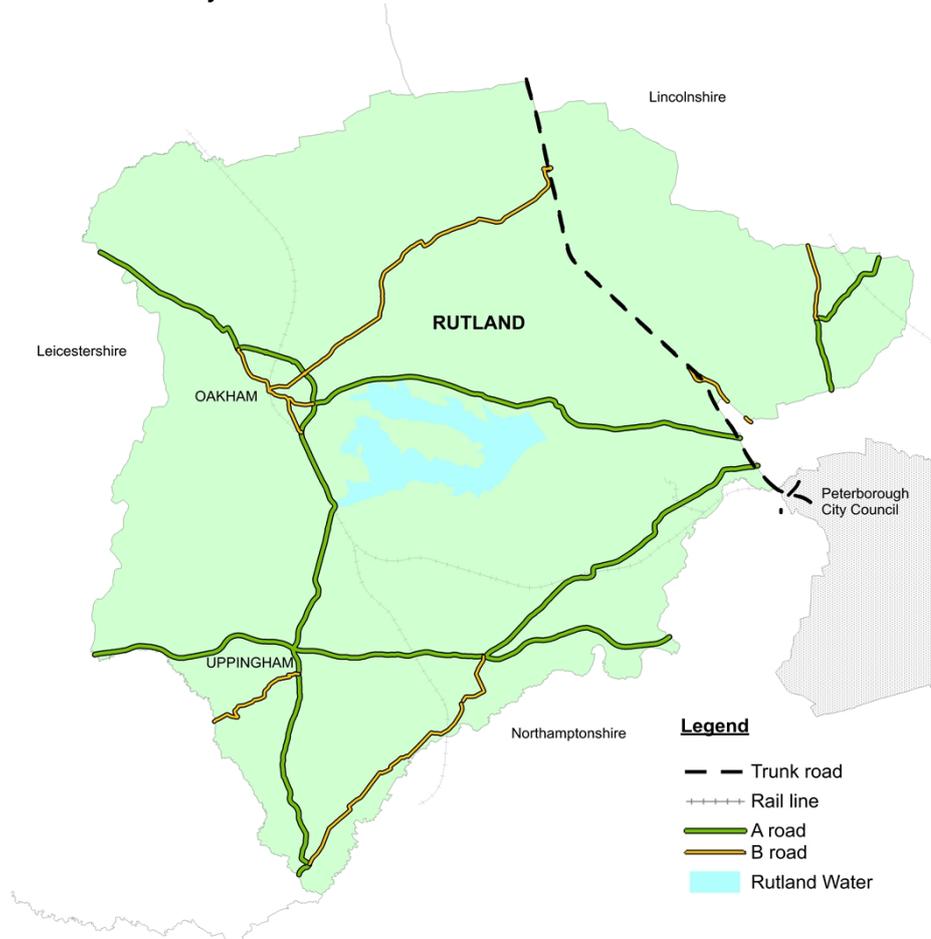
Highways: Within Rutland we maintain 352 miles of road¹⁶. Highways England is responsible for the A1, which passes through the eastern part of the county providing a strategic north-south road link. Other strategic routes (figure 4) include:

- the A47, providing an east to west route in the southern part of Rutland,
- the A606 providing an east to west link between Stamford and Nottingham.
- the A6003 providing a north to south route between Oakham, Uppingham and Corby.

Rail: Rutland has one station at Oakham. Services include a rail link to the east coast main line via Peterborough and direct trains to Stansted Airport to the east and Birmingham to the west. There is currently a once daily direct service to London St Pancras.

There are 2 level crossings within Oakham and 14 public level crossings in rural areas of our county which traverse a road or public right of way.

Figure 4 – Rutland’s key road and rail routes

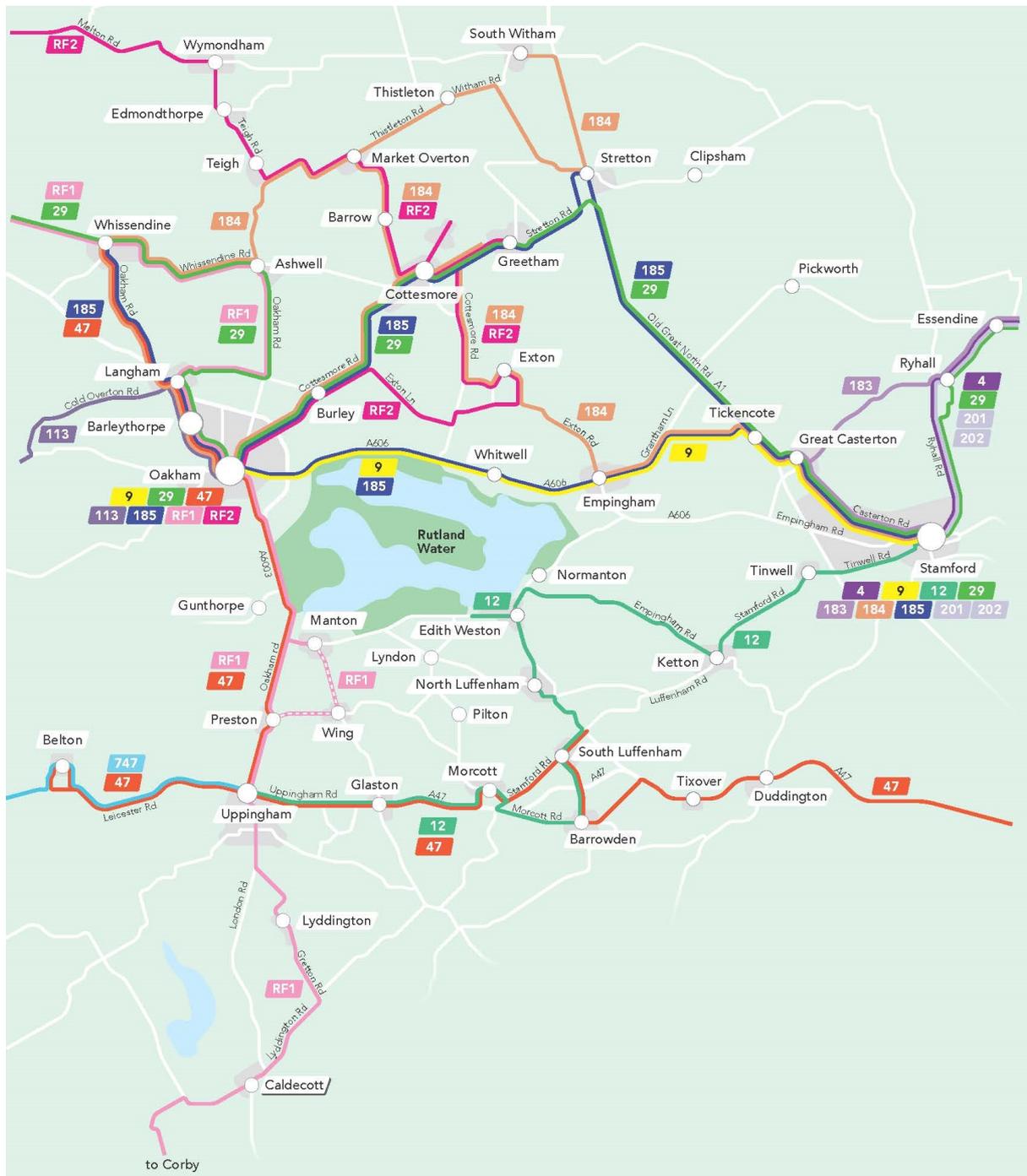


¹⁶ Rutland County Council (2017), *Corporate Plan 2016 to 2020*, available at: https://www.rutland.gov.uk/_resources/assets/attachment/full/0/29437.pdf, (Accessed November 2017)

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Bus network¹⁷: Our county is served by a rural bus network (figure 5) – providing access to destinations within and around Rutland. Oakham has a bus station offering a sheltered waiting area with seating, timetable information and electronic information displays.

Figure 5 – Current bus services within Rutland (as at spring 2019)



¹⁷ More detailed information regarding passenger transport provisions can be found in our Passenger Transport Strategy.

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Parking provisions: The council has 6 off street pay and display car and motorcycle car parks in Oakham and 3 in Uppingham. On street parking is also available in Oakham and Uppingham town centres.

Walking, cycling and horse riding provisions¹⁸: Within Rutland we manage a public rights of way (PROW) network – stretching for more than 200 miles. We also have a substantial joint cycleway/ footway network as well as cycle parking provisions in all council owned car parks and key locations in our market towns. Furthermore, National Cycle Route 63 (which connects Burton on Trent with Wisbech and forms part of the National Cycle Network developed by the Sustrans) runs through the north of the county.

Electric car charging: There are 10 locations within the county that have electric car charging facilities including Oakham and Uppingham town centres, hotel establishments and businesses around the county.

2.5 AFFLUENCE AND DEPRIVATION

Earnings: Rutland has low levels of deprivation and is ranked 301 out of 326 local authorities, based on their ‘rank of average score’ in the indices of deprivation (2015 data), where 1 is most deprived¹⁹. Despite this ranking, small pockets of deprivation do exist within the county but are masked by the wider prosperity.

In common with other rural areas, 65%²⁰ of Rutland’s areas are classified as deprived in terms of access to local services – resulting in an increased need to own a vehicle and increased travel costs. This can negatively impact less affluent families and residents unable to drive.

Child poverty levels are lower than the in East Midlands generally (and in our nearest statistical neighbour counties), however it is still worth noting that 13.5% of Rutland children live in poverty, once the cost of housing is factored in²¹.

Income and house prices: In 2017 the median gross weekly pay for Rutland residents in full time work was £520.90 compared with £515.50 for the East

¹⁸ Our Rights of Way Improvement Plan provides more detailed information on these provisions. Furthermore our Local Cycling and Walking Infrastructure Plan (LCWIP), once developed, will look to identify gaps in our walking and cycling network and provide a means of prioritising any future investments - should funding become available.

¹⁹ Department for Communities and Local Government (2015), *English Indices of Deprivation (2015) – File 10 Local Authority district summaries*, available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/464464/File_10_ID2015_Local_Authority_District_Summaries.xlsx, (Accessed: November 2017)

²⁰ Department for Communities and Local Government (2015). *English indices of deprivation 2015*, available at: <https://www.gov.uk/government/statistics/english-indices-of-deprivation-2015>, (Accessed: Nov. 2017)

²¹ End Child Poverty (2018), *Percentage of children in poverty, Jul – Sep 2017*, available at: <http://www.endchildpoverty.org.uk/> (Accessed: September 2018)

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Midlands, £466.50 for Herefordshire and £517.20 for Shropshire²². In comparison, the average house price in Rutland is significantly higher than the East Midlands. In August 2016 the average house price in Rutland was £278,310 compared to £175,610 across the region²³. In 2014, the ratio of median house price to median annual earnings in Rutland was 9.19 - the highest in the East Midlands and higher than our nearest statistical neighbours, Herefordshire (9.08) and Shropshire (7.54)²⁴ (when considering data between 1997 and 2013²⁵).

Car ownership: Car ownership within Rutland is higher than the regional average – with only 12.4% of Rutland households not having access to a car or van, compared to 22.1% of households in the East Midlands²⁶. This in part is due to the county’s rural nature and is similar to Herefordshire (16.4%) and Shropshire (15.8%) - two local authorities with similar attributes to Rutland.

2.6 EDUCATION

Establishments: Within Rutland there are 17 primary schools and three special educational needs and disability (SEND) establishments (with further SEND establishments available out of county). There are three secondary schools located in Oakham, Uppingham and Great Casterton and selective in county post 16 education is available in Oakham. Further opportunities for post 16 education exist in neighbouring counties. There are also three independent schools within Rutland, located in Oakham and Uppingham.

Qualifications: Educational attainment within Rutland is significantly higher than the region as a whole - with 40.5% of pupils attaining qualification level NVQ4 and above, compared to 32.1% of pupils in the East Midlands, 36.4% in Herefordshire and 31.9% in Shropshire²⁷.

²² Office for National Statistics via NOMIS (2017), *Qualifications (Jan 2016-Dec 2016) and earnings by place of residence (2017), employment*, available at: <https://www.nomisweb.co.uk/reports/lmp/la/1946157132/report.aspx#tabquals> (Accessed: November 2017)

²³ Rutland County Council (2016), *Rutland key statistical data*, available at:

<https://www.rutland.gov.uk/EasySiteWeb/GatewayLink.aspx?alld=27200> (Accessed: November 2017)

²⁴ The East Midlands average ratio of median house price to median annual earnings was 6.19.

²⁵ Office for National Statistics (2018), *Ratio of house price to earnings (lower quartile and median) by local authority district, England and Wales, 1997 – 2015*, available at:

<https://www.ons.gov.uk/file?uri=/peoplepopulationandcommunity/housing/adhocs/006557ratioofhousepricetoearningslowerquartileandmedianbylocalauthoritydistrictenglandandwales1997to2015/ratioofhousepricetoearningslowerquartileandmedianbylocalauthoritydistrict.xls> (Accessed: December 2018)

²⁶ Office for National Statistics (2012), *Table KS404EW - 2011 Census: Car or van availability, local authorities in England and Wales*, available at:

https://www.ons.gov.uk/file?uri=/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/2011censuskeystatisticsforunitaryauthoritiesinwales/r21walesenglishrtableks404ewadv1_tcm77-291204.xls (Accessed: November 2017)

²⁷ Office for National Statistics via NOMIS (2018), *Qualifications (Jan 2017-Dec 2017) and earnings by place of residence (2017), employment*, available at:

<https://www.nomisweb.co.uk/reports/lmp/la/1946157132/report.aspx#tabquals> (Accessed: September 2018)

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2.7 HEALTH AND WELLBEING

Facilities: There are four GP and a number of dental practices located in our two towns, and larger villages. In addition, there is a minor injury unit at Rutland Memorial Hospital in Oakham which incorporates in - and out of hours access for on the day urgent care. Residents are also served by larger hospitals out of county, such as those in Leicester and Peterborough, which offer emergency, urgent care and planned care facilities.

Health: According to the 2011 census, 50.4% of Rutland residents stated they were in very good health, higher than that reported for the East Midlands (45.3%), Herefordshire (45.7%) and Shropshire (46.5%)²⁸. Despite this, the number of adults in Rutland reported²⁹ as having excess weight is increasing and is now higher than national and regional figures: 67.3% of adults opposed to 66.8% in the East Midlands, 63.9% in Herefordshire, 65.2% in Shropshire and 64.8% for England)³⁰.

Utility walking and cycling³¹: Within Rutland there are lower levels of regular utility cycling than recorded for the region and England as a whole (0.5% in Rutland, 1.3% in the East Midlands, 0.6% in Herefordshire and 1.7 in Shropshire%)³². In addition, the proportion of our residents walking for utility purpose, at all frequencies, is lower than that seen at a regional and national level as well as that seen in our nearest statistical neighbour counties.

Road safety: Between 2001 and 2016 there were 2556 casualties on our roads – of these 347 were serious (35 of these occurred on the A1) and 88 were fatal (13 of these occurred on the A1)³³. Figure 6 shows how road casualty figures in Rutland have changed since our first LTP was launched in 2001. The number of slight casualties has decreased significantly during this time, whilst the number of fatal and serious casualties has remained relatively constant.

In Rutland between 2010 and 2014, the rate of reported killed or seriously injured casualties per billion vehicle miles averaged 59, whereas the East Midlands average

²⁸ Office for National Statistics (2012). *Table KS301EW – 2011 Census: Key Statistics for local authorities in England and Wales*, available at: https://www.ons.gov.uk/file?uri=/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/2011censuskeystatisticsforlocalauthoritiesinenglandandwales/r21ewrttableks301ewladv1_tcm77-290709.xls (Accessed: November 2017)

²⁹ 2013-2015

³⁰ Public Health England (2016), *Prevalence of underweight, healthy weight, overweight, obesity, and excess weight among adults a local authority level for England*, available at: https://www.google.co.uk/url?sa=t&rct=j&q=&esrc=s&source=web&cd=1&ved=0ahUKEwiOjaOaq_bbAhXHWsAKHY4jB_AQFggnMAA&url=https%3A%2F%2Ffingertips.phe.org.uk%2Fdocuments%2FAP_Sweight_ForWebsite_2013-2015.xls&usg=AOvVaw1U6pW9ehheAyf5uzml6NHI (Accessed: November 2017)

³¹ Utility cycling and walking is that which is carried out as a means of travel rather than for leisure purposes.

³² Department for Transport (2016), *Table CW0104 and CW0105 – Proportion of how often and how long adults cycle/ walk for by local authority*, available at: <https://www.gov.uk/government/statistical-data-sets/how-often-and-time-spent-walking-and-cycling-at-local-authority-level-cw010>, (Accessed: November 2017)

³³ Rutland County Council, *Police collision data*, unpublished (Accessed: November 2017)

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was 80 KSI (killed or seriously injured) casualties per billion vehicle miles. Herefordshire and Shropshire (two of our nearest statistical neighbours) had an average of 65 and 71 KSI casualties per billion vehicle miles respectively³⁴.

Figure 6 - Number of road casualties in Rutland, by severity, between 1st January 2001 and 31st December 2016³⁵



Air quality: Air quality in Rutland is generally good and there are no air quality management areas within the county³⁶. The highest levels of fine particulate matter pm2.5³⁷ are found along the A1³⁸.

2.8 LEISURE AND TOURISM

Leisure cycling and walking: Within Rutland there are good levels of leisure cycling. Indeed, the percentage of Rutland adults cycling for leisure³⁹ at least once a month is 16.8% compared to 10.4% in the East Midlands, 10% for England, 12.4% in

³⁴ Department for Transport statistics (2017), *Table RAS41003 - Reported Killed and Seriously Injured (KSI) casualty rate per billion vehicle miles by local authority, England, 2012 - 2016 and 2010-14 average, annual for latest 5 available years*, available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/665175/ras41003.ods, (Accessed: November 2017)

³⁵ Rutland County Council, *Police collision data*, unpublished. (Accessed: November 2017)

³⁶ Rutland County Council (2017). *Rutland local transport plan - strategic environmental assessment*, unpublished. (Accessed: December 2017)

³⁷ Inhalation of particulate pollution can have adverse health impacts. Human – made particulate matter. Particulate matter is released during the combustion of solid and liquid fuels. Particulate matter can be naturally occurring or human made. In the case of pm2.5, human–made sources are more common, with naturally occurring particulate matter only making a small contribution to levels. Source: Department for Environment, Food and Rural Affairs (2018). *Public Health: Sources and Effects of PM2.5*, available at: <https://laqm.defra.gov.uk/public-health/pm25.html> (Accessed: January 2018)

³⁸ Department for Environment, Food and Rural Affairs (2018), *Background mapping data for local authorities*, available at: <https://uk-air.defra.gov.uk/data/laqm-background-home> (Accessed: January 2018)

³⁹ Based on 2014/15 data

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Herefordshire and 11.1% in Shropshire. The level of more frequent leisure cycling appears to be on par with the rest of the country. Levels of leisure walking on the other hand are higher, at all frequencies, in Rutland than seen across the East Midlands, England and our nearest statistical neighbour counties⁴⁰.

Tourism – Rutland offers a range of tourism opportunities– including two market towns and Rutland Water (managed by Anglian Water), a large reservoir providing leisure activities such as cycling, walking, ornithology, rock climbing, fishing, watersports and a waterpark. Rutland Water also hosts the annual Birdfair – a renowned ornithological and wildlife event that attracts a large number of visitors from across the globe.

Biodiversity, flora and fauna: Rutland has 19 Sites of Special Scientific Interest (SSSI) including Rutland Water which is an internationally designated wetland site. Rutland Water is also designated a Special Protection Area (SPA); and a Ramsar site. Within the county there are also 221⁴¹ local wildlife sites and important areas of calcareous grassland and ancient and broadleaved woodland.

2.9 EMPLOYMENT AND ECONOMIC ACTIVITY

Employment: Employment levels in Rutland are high⁴², with a lower unemployment rate than the East Midlands and our nearest statistical neighbour counties⁴³.

Table 2, overleaf, provides a summary of employment in Rutland, broken down by occupation. Figure 7 identifies the main destinations that our residents commute to and figure 8 shows where our employers’ staff travel from.

Employers: Within Rutland there is a strong Ministry of Defence (MoD) presence – with two bases in the county. Other major employers include HM Prison Stocken in Stretton, the county’s independent schools, larger manufacturing and service businesses (a number of which are located in remote, rural locations) and Rutland County Council. The number of small and micro businesses in Rutland is also increasing.

Shopping – Oakham and Uppingham are Rutland’s two market towns – offering a variety of shopping provisions, with a dominance of independent retailers. Convenience shopping opportunities are also provided in some of our larger villages. Comparison shopping is generally catered for in out of county in centres such as

⁴⁰ Department for Transport (2016). *Table CW0104 and CW0105 - Proportion of how often and how long adults cycle/ walk for (at least 10 minutes) by local authority*, available at: (Accessed: November 2017)

⁴¹ Data obtained from the [Leicestershire and Rutland Environment Records Centre](#) (2019)

⁴² Based on 2016 data

⁴³ Office for National Statistics via NOMIS (2017), *Qualifications (Apr 2017 – Mar 2018) and earnings by place of residence (2018), employment*, available at: <https://www.nomisweb.co.uk/reports/lmp/la/1946157132/report.aspx#tabquals> (Accessed: September 2018)

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Corby, Leicester and Peterborough.

Table 2 - Employment by occupation (Apr 2017 – Mar 2018)⁴⁴

	Rutland (%)	East Midlands (%)	Herefordshire (nearest statistical neighbours)	Shropshire (nearest statistical neighbours)	Great Britain (%)
Soc 2010 Major Group 1-3	49.6	41.5	40.8	41.8	45.5
1 Managers, Directors And Senior Officials	14.9	11	11.4	13.6	10.6
2 Professional Occupations	18.9	17	17	15.8	20.3
3 Associate Professional & Technical	15.8	13.4	12.3	12.3	14.4
Soc 2010 Major Group 4-5	17.7	21.5	24.2	23.2	20.6
4 Administrative & Secretarial	7.4	10.1	9.6	8.9	10.2
5 Skilled Trades Occupations	10.2	11.3	14.6	14.2	10.3
Soc 2010 Major Group 6-7	15.8	16.3	16.6	16.4	16.8
6 Caring, Leisure And Other Service Occupations	10.9	9.1	11.3	10.5	9.1
7 Sales And Customer Service Occupations	4.9	7.2	5.3	5.9	7.5
Soc 2010 Major Group 8-9	16.9	20.6	18.5	18.5	17.2
8 Process Plant & Machine Operatives	5.3	8.5	7	5.7	6.4
9 Elementary Occupations	11.6	12	11.4	12.8	10.7
Source: ONS annual population survey (Notes: Numbers and % are for those of 16+/ % is a proportion of all persons in employment)					

⁴⁴ Ibid.

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Figure 7 – Where our residents work⁴⁵ (2011 data - 17,884 total count)

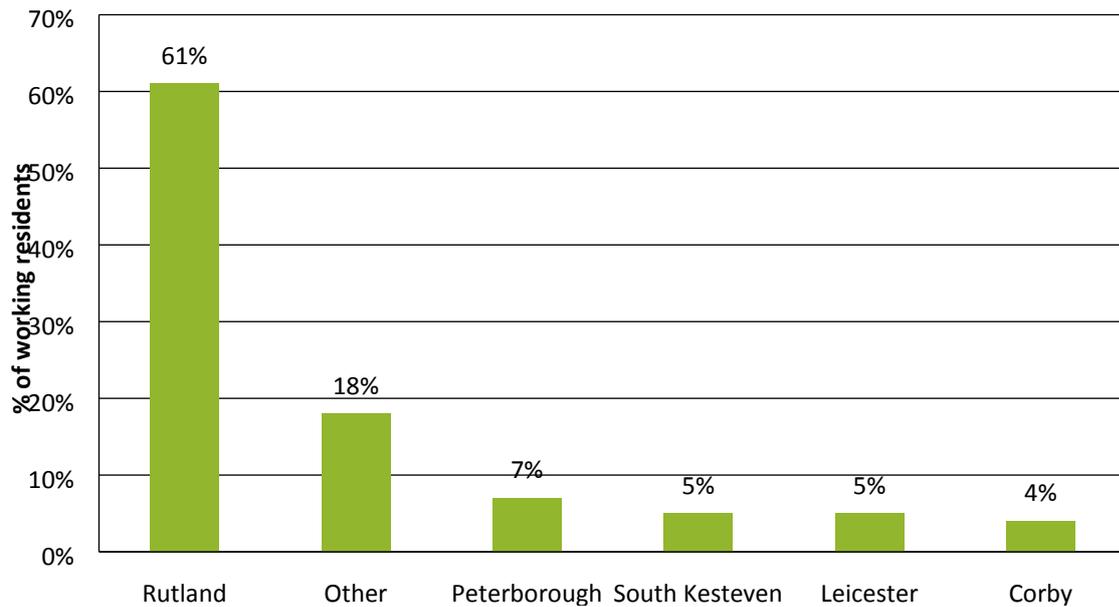
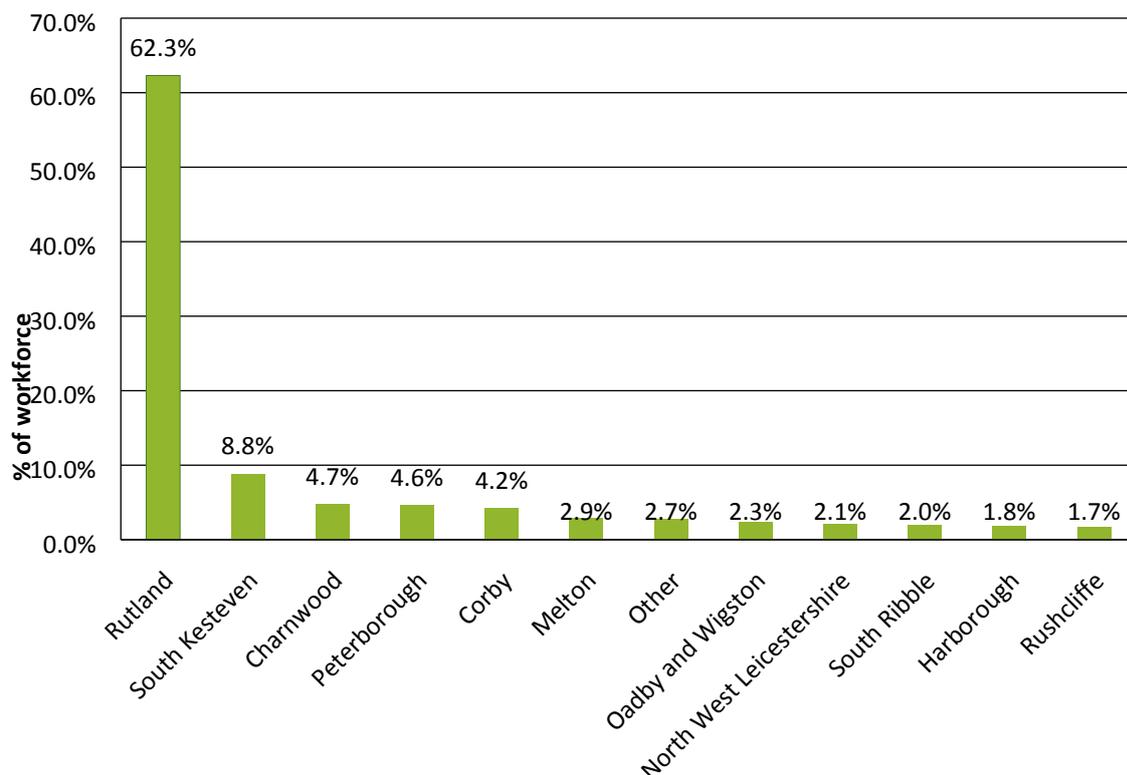


Figure 8 - Where our employers' staff come from⁴⁶ (2011 data – 17,349 total count)



⁴⁵ The National Archives (2013), *Table 8 - Commuting patterns from the Annual Population Survey, Great Britain, 2010 and 2011*, available at: : <http://webarchive.nationalarchives.gov.uk/20160201063131/http://www.ons.gov.uk/ons/publications/re-reference-tables.html?edition=tcm%3A77-300966> (Accessed: November 2017)

⁴⁶ The National Archives (2013), *Table 6 - Commuting patterns from the Annual Population Survey, Great Britain, 2010 and 2011*, available at: <http://webarchive.nationalarchives.gov.uk/20160201063131/http://www.ons.gov.uk/ons/publications/re-reference-tables.html?edition=tcm%3A77-300966> (Accessed: November 2017)

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3 LOOKING BACK AT OUR ACHIEVEMENTS

Despite the short space of time that has elapsed since LTP3 was launched, we have been able to deliver a number of the aspirations within it. A large proportion of these have been possible due to our successful bid to the Government’s Local Sustainable Transport Fund (LSTF) – which provided £4 million for our transport facilities.

This section looks back and celebrates some of our key achievements during this time.

3.1 SUPPORTING BUSINESS AND ECONOMY

During the life of LTP3 the Council has helped support local business and the economy by:

- **Rolling out fibre broadband** to circa 95% of all premises⁴⁷ in Rutland through the Digital Rutland project and commercial rollout (also fibre to the premises) – boosting business opportunities and competitiveness of local firms and offering new ways of flexible working.
- **Supporting access to work solutions** including the Wheels to Work Scheme, through which up to 22 young adults a year were able to hire a scooter – providing an affordable means of accessing work and training. However, despite the schemes success, withdrawal of the provider means that it unfortunately ceased in early 2019.
- **Encouraging cycle tourism** by constructing over 4.5 miles of joint cycleway/footways.
- **Improving parking provisions** by increasing the number of bays available within town. Furthermore, the expansion of Catmose car park in Oakham has resulted in the creation of 40 additional parking bays for use by Rutland County Council staff – freeing up public parking spaces and helping to reduce weekday parking pressures.
- **Providing new local business accommodation** at Ashwell (Oakham Enterprise Park) and Barleythorpe (The King Centre) - providing more in county employment opportunities.

3.2 IMPROVING ACCESS TO SERVICES

Access to services have been both maintained and improved in Rutland since 2011, with key successes including:

- **The opening of Oakham bus station** in May 2014 – providing significantly improved facilities, enhanced security and a safer feel to the area.

⁴⁷ Both residential and business

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- **Provision of ‘Call Connect’, a demand responsive transport service** that operates in locations with no (or limited) scheduled bus services. The scheme is provided by Lincolnshire County Council.
- **The trial of a dedicated tourism bus, ‘ShoreLink’, and dedicated ‘WorkLink’ bus.** The ShoreLink service operated a circular route around Rutland Water whilst the WorkLink bus provided dedicated transport for employees of our harder to reach businesses. These trials⁴⁸ proved very insightful and highlighted that despite previous perception, there is little demand for these dedicated services.

3.3 CREATING A SAFER COMMUNITY

We have continued our efforts to make Rutland’s roads safer through a number of initiatives:

- **Engineering improvements** including traffic calming measures, such as chicanes (e.g. Knossington Road, Braunston) and high friction surfacing (e.g. sections of the A6003 between Stoke Dry and Caldecott.)
- **Educational programmes** including pedestrian training, refresher driver courses⁴⁹, pass plus⁵⁰ and Bikeability training⁵¹.
- **Support for enforcement activities** carried out by local police and the road policing unit from Leicestershire Fire and Rescue.

3.4 PROTECTING OUR RURAL ENVIRONMENT

During LTP3 Rutland has benefitted from a number of sustainable transport improvements including:

- **The development of joint cycleway/ footways** - providing cycle links that encourage cycling and walking as a means of travel, not just leisure.
- **Additional cycle parking** for up to 60 bicycles - helping to encourage cycling by providing secure parking.
- **Improved public transport facilities**, including new bus shelters and the installation of electronic information displays at 3 locations in the county.

3.5 PROMOTING GOOD HEALTH AND WELLBEING

During LTP3 we provided the following initiatives to promote health and wellbeing:

- **Travel training** to over 27 students with special educational needs or disability.

⁴⁸ The ShoreLink trial finished in September 2015 whilst the Worklink trial finished in May 2015.

⁴⁹ Available to all drivers but predominantly attended by older drivers

⁵⁰ Pass Plus is a practical driving course aimed at improving skills and encouraging safer driving amongst new drivers.

⁵¹ Bikeability is the name given to cycle proficiency training provided to primary school children. We deliver Bikeability to over 350 primary school pupils per year

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- **Concessionary travel** for residents in receipt of job seekers allowance or with physical, sensory or mental impairments affecting their ability to use public transport.
- **Walking for all** - working with Rutland Access Group to produce the ‘Countryside for all in Lincolnshire and Rutland’ leaflet; promoting PROW walks for individuals with disabilities or limited mobility; and setting up a number of Walking for Health and Dementia Walks programmes across the county.

4 READING THE STRATEGY

Each of the themes, identified in section 1.3, forms a section of MRF and outlines:

- the challenges faced,
- our goals, and
- solutions to help us deliver our goals.

Each of these challenges, goals and solutions have been given a reference number, starting with one of the following prefixes:

- **PG** – Population growth: planning for the future and meeting the needs of a growing Rutland;
- **WR** - Working in Rutland: meeting the needs of new and existing Rutland businesses, their customers and their workforce;
- **LER** - Learning in Rutland: helping our residents reach their full potential;
- **LIR** - Living in Rutland: helping Rutland residents to access essential services and supporting health and wellbeing; and
- **VER** - Visiting and enjoying Rutland: helping tourists, visitors and residents to access and enjoy Rutland’s towns, villages and countryside.

Throughout the document you will find there are areas of overlap, where a challenge or solution relates to more than one section. In such cases, rather than repeating information we instead refer you to the primary instance of the goal or solution.

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5 POPULATION GROWTH: PLANNING FOR THE FUTURE AND MEETING THE NEEDS OF A GROWING RUTLAND

5.1 THE CHALLENGES WE FACE

- PGC1 - Population changes placing additional demand on our passenger transport and highway network.**
- PGC2 - The impact of population growth on parking provisions.**
- PGC3 - Concern from residents regarding disruption caused by road works associated with development and utility enhancements.**
- PGC4 - Growth and development within Rutland may negatively impact our environment and county’s rural character.**

5.2 THE CHALLENGE: PGC1 - POPULATION CHANGES PLACING ADDITIONAL DEMAND ON OUR PASSENGER TRANSPORT AND HIGHWAY NETWORK.

Population growth within Rutland and surrounding counties is likely to result in increased use of our highway network⁵² - resulting in additional maintenance. It may also lead to congestion at our most heavily used junctions, such as those on the A1, A47 and A6003 - causing delays and increased vehicle emissions.

We also have an increasing proportion of elderly residents, who may through reasons of ill health or reduced mobility, become unable to drive and as such become more dependent on public transport.

Together, our growing and ageing population could increase demand for passenger transport – with potentially both positive and negative consequences. Any demand for increased service provision could increase costs (through increased reimbursement costs for concessionary travel passes); conversely, in some instances increased demand may make services more commercial – reducing costs and potentially improving the network.

5.3 OUR GOAL: PGG1 - PASSENGER TRANSPORT PROVISIONS AND A HIGHWAY NETWORK THAT ARE RESILIENT AND ADAPTABLE TO CHANGING DEMAND.

To help us achieve our goal we will implement the following solutions.

5.3.1 PGS1 - REDUCE THE NEED TO DRIVE

During the early life of MRF we will adopt highway design guidance (produced under a joint local authority initiative) that developers will be required to adhere to. This

⁵² Including roads, footways, cycleways and public rights of way.

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document, along with our Local Plan, will set out transport and accessibility standards encouraging new development to be appropriately located and designed to enable travel by foot, bicycle or public transport.

Additionally, we will develop a local cycling and walking infrastructure plan (LCWIP) setting out our aspirations for cycling and walking infrastructure. The LCWIP will be written during the first 5 years of this plan (see VERS2).

5.3.2 PGS2 - ASSESS THE CAPACITY OF OUR NETWORKS

Developers are required to produce a highway and transport assessment of all major planning applications. These detail how existing infrastructure and services can accommodate the proposed development, or where they can't, suggest suitable mitigation or provide us with the opportunity to request mitigating measures. This will be particularly important for any future large development proposals that are likely to have more far reaching impacts. In such cases providing the correct infrastructure and services will be essential for integrating the development with the county, whilst minimising the impact on existing provisions.

When carrying out these assessments, developers must refer to the relevant highway guidelines, our LCWIP (once written) and our passenger transport strategy.

Over the life of MRF and our Local Plan, we will also provide feedback on development proposals and changes to the highway network within neighbouring counties (and vice versa) – ensuring sufficient consideration is given to the impact of nearby growth, development and infrastructure improvements on our own transport and highway infrastructure and provisions. In addition we will work with Highways England to identify the impact that such growth and development may have on the A1, which passes through Rutland or lobby for necessary mitigation measures.

This plan acknowledges historical documents which highlight the desire for relief roads in various parts of our county, for example the A6003 that passes through Caldecott. A bid for any relief road system must be supported by a feasibility study which produces clear evidence of need. Such a study may have significant financial implications associated with traffic data collection and external funding for this exercise should be considered.

5.3.3 PGS3 - MAINTAIN OUR ASSETS IN A COST EFFECTIVE WAY

We will maintain our highways and public transport assets to a high standard - ensuring the safety of our network, whilst minimising whole of life costs and improving customer satisfaction. We will achieve this through better maintenance planning (assisted by a new highway asset management computer system that was implemented during late 2018) and by following the guidance and procedures set out within our highway inspection policy and highway asset management plan (HAMP). Our winter maintenance policy also provides further guidelines on maintenance during inclement weather.

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The Department for Transport currently monitors local authorities’ maintenance performance through a banding scheme, in which local authorities maintenance practices are scored between 1 and 3 - with band 3 being the most advanced. We have achieved band 3 and will work to retain this grading over the life of MRF.

Furthermore, during the life of this plan we will seek opportunities to enhance and upgrade A roads within the county, for example through the Department for Transport’s plan to develop a major road network by driving investment in to the countries’ most important A roads, such as the A47. As a local authority we have no responsibility for the management of or control over routes that are part of the strategic road network. Nevertheless we recognise the importance of the A1 (the only strategic road within Rutland) to the county. As such we will continue to liaise with Highways England regarding opportunities to develop and improve the A1.

5.3.4 PGS4 - FACILITATE AN EFFICIENT AND FLEXIBLE PASSENGER TRANSPORT NETWORK

We will work with commercial and voluntary sector partners to provide a passenger transport service that enables travel to key service centres and health care provisions such as doctor’s surgeries and dentist facilities (either by way of a direct link or by providing connections) - enabling residents to access facilities that meet their health and wellbeing needs.

To support this, where required service connectivity (with other bus and rail services) will be considered during the planning of new or revised routes. Further detail can be found in our passenger transport strategy.

5.3.5 PGS5 - WORK WITH PARTNERS TO PROVIDE FURTHER TRANSPORT PROVISIONS

As outlined within our passenger transport strategy, during the life of MRF we will also look at opportunities to work with community, voluntary and other public sector transport providers to maximise the transport offer available to our vulnerable residents.

5.4 THE CHALLENGE: PGC2 - THE IMPACT OF POPULATION GROWTH ON PARKING PROVISIONS.

The council offers a number of off road parking provisions within Oakham and Uppingham, however at peak times (such as market days), capacity issues sometimes arise.

Residential areas also experience problems – caused in part by limited parking on new housing estates and also business locations and educational establishments. There is concern from residents that this shortage could result in inconsiderate or illegal parking or prevent access by buses and emergency service vehicles.

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5.5 OUR GOAL: PGG2 - SUFFICIENT PARKING CAPACITY FOR OUR CURRENT AND FUTURE POPULATION.

To help us achieve our goal we will implement the following solutions, however any increased parking needs to be balanced against the potential for excessive free or cheap car-parking to reduce modal shift and increase single occupancy car use. Measures to promote modal shift will be dealt with in our sustainable travel statement (once written).

5.5.1 PGS6 - ENSURE NEW DEVELOPMENTS HAVE SUFFICIENT PARKING

Developers will be required to demonstrate that they have taken into consideration the parking guidelines set out in our Local Plan, relevant highway guidelines and parking strategy (due to be revised during the first implementation plan).

5.5.2 SOLUTIONS IDENTIFIED ELSEWHERE WITHIN THE DOCUMENT

- WRS4 – Undertake a strategic parking review
- WRS5 – Identify opportunities for further parking provisions
- WRS6 – Produce market town plans

5.6 THE CHALLENGE: PGC3 - CONCERN FROM RESIDENTS REGARDING DISRUPTION CAUSED BY ROAD WORKS ASSOCIATED WITH DEVELOPMENT AND UTILITY ENHANCEMENTS.

Our 2016 countywide travel survey⁵³ identified a level of frustration from some residents (both car and public transport users) regarding diversions and road works. Concern related to potential delays, congestion and increased traffic flow along alternative routes. At the same time, 40% of those providing feedback (780 respondents) regarding highway improvements wished to see more road maintenance.

5.7 OUR GOAL: PGG3 - A CO-ORDINATED AND INTEGRATED APPROACH TO HIGHWAY MAINTENANCE AND UTILITY ENHANCEMENTS.

To help us achieve our goal we will implement the following solutions, and where necessary seek opportunities for cross border working with surrounding local authorities.

5.7.1 PGS7 - PRODUCE AND UPDATE A NETWORK MANAGEMENT PLAN

We will produce and keep up to date a network management plan – outlining our approach to managing and communicating disruption to the highway and transport network.

⁵³ Rutland County Council (2016), *Rutland travel survey*, available at: <https://www.rutland.gov.uk/my-community/transport/transport-strategy/> (Accessed: October 2017).

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5.7.2 PGS8 - INTRODUCE A UTILITIES PERMIT SCHEME

We will investigate the viability of introducing a utilities permit application scheme, which if adopted, will require service providers to apply for a permit to undertake work – allowing us more control over the scheduling of road closures and diversions.

5.8 THE CHALLENGE: PGC4 - GROWTH AND DEVELOPMENT WITHIN RUTLAND MAY NEGATIVELY IMPACT ON OUR ENVIRONMENT AND COUNTY’S RURAL CHARACTER.

Economic and population growth can result in increased car journeys and HGV passage – both of which have negative environmental impacts, such as increased air pollution. Rutland’s rural nature and heritage are of vast importance, but construction can threaten important habitats, green spaces and public rights of way (PROW)⁵⁴ and can also lead to over development and loss of sense of place. In addition, ill thought out development can lead to an increased risk of flooding.

5.9 OUR GOAL: PGG4 - SUSTAINABLE DEVELOPMENT THAT ENHANCES AND SUPPORTS OUR COUNTY’S RURAL CHARACTER AND HERITAGE.

To help us achieve our goal we will implement the following solutions, and where necessary seek opportunities for cross border working with surrounding local authorities.

5.9.1 PGS9 - RETAIN OUR HERITAGE

To ensure our county’s heritage appearance is retained, developers must give consideration to the relevant standards and policies outlined in our Local Plan, Rutland Signs Guidance and Street Furniture Policy and any other relevant highway guidelines. Where required, we will ensure Historic England are consulted on schemes that may impact on our surrounding heritage.

5.9.2 PGS10 - PROTECT OUR GREEN SPACE AND PUBLIC RIGHTS OF WAY NETWORK

To help combat the adverse effects of development on our PROW network, when applying for planning permission, developers must give consideration to the Rights of Way Improvement Plan (ROWIP⁵⁵) as well as the Local Plan, which set out policies highlighting the need to preserve and enhance our PROW, green infrastructure, open space and frontages.

We are also unlikely to support any future proposals from Network Rail that would result in reduced accessibility or the closure of PROW, unless the council is satisfied

⁵⁴ Defined as footpaths, bridleways, restricted byways and byways open to all traffic.

⁵⁵ A strategic document, produced by Rutland County Council, that identifies the means by which we propose to secure an improved public rights of way network.

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that an adequate alternative route is provided. Such matters will be dealt with on a case by case basis.

5.9.3 PGS11 - REDUCE OUR IMPACT ON THE ENVIRONMENT

Highway guidelines, including our new highway design guidance (once adopted), will set out best practice regarding a number of engineering matters, such as sustainable drainage systems (SuDS) for new developments. Developers submitting large scale planning applications will also be referred to the Environment Agency’s requirements and advice in respect of the protection of groundwater – which includes the use of SuDs designed and maintained to current good practice standards, including the provision of suitable treatment or pollution prevention measures. In addition, our Local Plan places importance on the need for sustainable development and sets out policies to limit negative environmental impacts.

During the life of the first implementation plan we will produce a sustainable travel statement – outlining how we plan to reduce car dependency and encourage greener, more sustainable travel and as such, lower congestion and noise pollution, reduce greenhouse gas emissions and improve air quality.

Where required we will also undertake an environmental and/ or habitat assessment of any future large scale highway or transport projects that may come forward. Within these assessments we will consider opportunities not only to protect, but also enhance the surrounding environment and habitats.

5.9.4 SOLUTIONS IDENTIFIED ELSEWHERE WITHIN THE DOCUMENT

- PGS1 – Reduce the need to drive

5.10 POPULATION GROWTH: SUMMARY OF CHALLENGES, GOALS, SOLUTIONS AND RELEVANT STRATEGIES, PLANS AND POLICIES.

Table 1 in appendix B provides an overview of the ‘population growth’ related challenges, goals, solutions and relevant strategies, plans and policies.

6 WORKING IN RUTLAND: MEETING THE NEEDS OF NEW AND EXISTING RUTLAND BUSINESSES, THEIR CUSTOMERS AND THEIR WORKFORCE

6.1 THE CHALLENGES WE FACE

- WRC1 - Some employment locations are hard to access without a car because they are located in remote, rural locations and/ or operate shift patterns.**
- WRC2 - A need to make our market towns fit for the future.**
- WRC3 - A shortage of new business sites in the county with good road and rail connections.**
- WRC4 - Business growth may lead to increased traffic and HGV movements.**
- WRC5 - Freight and passenger rail changes may have a negative impact on businesses.**

6.2 THE CHALLENGE: WRC1 - SOME EMPLOYMENT LOCATIONS ARE HARD TO ACCESS WITHOUT A CAR BECAUSE THEY ARE LOCATED IN REMOTE, RURAL LOCATIONS AND/ OR OPERATE SHIFT PATTERNS.

Within Rutland a number of businesses are sited in remote, rural locations and/or operate shift patterns – making them hard to access by public transport. Our 2016 travel survey⁵⁶ provided some evidence of this – with 49% of people that stated they were struggling to access work⁵⁷ citing public transport as barrier and 22% saying they worked shift patterns.

As such residents without a personal vehicle may have more limited work opportunities and Rutland may be less attractive as a base for businesses because staff may be harder to recruit or retain. Furthermore, these restraints limit the ability of staff to walk or cycle to work – resulting in a large proportion of employees travelling in single occupancy vehicles⁵⁸ - potentially increasing road traffic and air pollution.

6.3 OUR GOAL: WRG1 - TRANSPORT OPTIONS THAT SUPPORT ECONOMIC GROWTH BY ENABLING RESIDENTS TO ACCESS EMPLOYMENT OPPORTUNITIES AND IN DOING SO HELP FULFIL ANY WORKFORCE SHORTAGES AND REDUCE ENVIRONMENTAL IMPACT.

To help us achieve our goal we will implement the following solutions.

⁵⁶ Rutland County Council (2016), *Rutland travel survey*, available at: <https://www.rutland.gov.uk/my-community/transport/transport-strategy/> (Accessed: October 2017).

⁵⁷ 15% of question respondents (185 of 1220 respondents).

⁵⁸ Data from our countywide travel survey identified that 74% of 1365 question respondents' journeys were undertaken in single occupancy cars. Source: Ibid.

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6.3.1 WRS1 – PROMOTE CAR SHARING

To help reduce single occupancy car travel, we will promote car sharing to local businesses and their employees. Should funding become available we will also investigate ways of enhancing our existing car sharing website to make it more user friendly. Our sustainable travel statement (once written) will provide further information on this.

6.3.2 WRS2 – ENCOURAGE THE CREATION OF BUSINESS SITE TRAVEL PLANS

We aspire to work with businesses located at industrial estates and business parks – helping them to develop site specific travel plans. Through the planning process we will also request that developers produce site specific travel plans for proposed employment sites.

6.3.3 WRS3 – INVESTIGATE AN ALTERNATIVE TO THE WHEELS TO WORK SCHEME

During the first year of implementation plan one, we will investigate options to deliver an alternative transport solution to help fill the gap left by Wheels to Work – supporting individuals to access training, education and employment.

6.3.4 SOLUTIONS IDENTIFIED ELSEWHERE WITHIN THE DOCUMENT

- PGS1 - Reduce the need to drive
- PGS2 - Assess the capacity of our networks

6.4 THE CHALLENGE: WRC2 – A NEED TO MAKE OUR MARKET TOWNS FIT FOR THE FUTURE.

Traditional high streets continue to face a number of challenges. More retail activity is taking place online and out of town. Action is required to prevent town centres from experiencing a gradual decline with lower footfall, fewer retail premises and a trend away from inward investment.

As identified in section 5 (PGC2), lack of parking may also limit opportunities to increase footfall and limit economic growth and vitality. Sufficient parking is essential for ensuring residents have adequate time for shopping and leisure activities. Lack of parking could result in residents travelling out of county to retail parks where parking is often more plentiful and free of charge.

6.5 OUR GOAL: WRG2 – UNIQUE, ATTRACTIVE AND VIBRANT MARKET TOWNS THAT PROVIDE ENHANCED PROVISIONS FOR RESIDENTS, WHILST ATTRACTING VISITORS AND SUPPORTING ECONOMIC VITALITY.

To help us achieve our goal we will implement the following solutions.

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6.5.1 WRS4 - UNDERTAKE A STRATEGIC PARKING REVIEW

We will undertake a strategic parking review to determine how projected population growth may impact on parking availability within the county - enabling us to optimise our existing facilities. Results of the review will be considered within a revised parking strategy.

6.5.2 WRS5 - IDENTIFY OPPORTUNITIES FOR FURTHER PARKING PROVISIONS

If a need for further parking provision is identified, we will investigate potential development areas and sources of funding.

6.5.3 WRS6 – PRODUCE MARKET TOWN PLANS

We will work with stakeholders to share good practice between settlements and develop town centre plans. Such plans will set out the challenges faced by our market towns, including those relating to transport, parking and highways infrastructure. The plans will address these challenges – setting out proposals for improvement that will result in high quality, distinctive and inspiring public realms we can be proud of and that put people above traffic whilst respecting the heritage of the town centre.

6.5.4 SOLUTIONS IDENTIFIED ELSEWHERE WITHIN THE DOCUMENT

- PGS2 - Assess the capacity of our networks

6.6 THE CHALLENGE: WRC3 - A SHORTAGE OF NEW BUSINESS SITES IN THE COUNTY WITH GOOD ROAD AND RAIL CONNECTIONS.

Our 2016 Employment Land Assessment Update⁵⁹ assessed the supply, need and demand for employment land and premises in Rutland - identifying requirement for an additional 29.09 ha of land to 2036. Within Rutland however, there are a limited number of suitable new sites – with even fewer supported by strong road and rail networks. Such limitations may deter businesses from moving to Rutland and could constrain the growth of our existing businesses – although the Local Plan will allocate land for employment development.

6.7 OUR GOAL: WRG3 – LOCAL BUSINESSES SUPPORTED BY TRANSPORT LINKS THAT ENABLE THE EFFICIENT MOVEMENT OF GOODS.

To help us achieve our goal we will implement the following solutions.

⁵⁹ BE Group (2016), *Employment land assessment update – Rutland County Council final report*, available at: https://www.rutland.gov.uk/_resources/assets/attachment/full/0/27298.pdf, (Accessed: November 2017)

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6.7.1 WRS7 - ENSURE NEW BUSINESS DEVELOPMENT IS SUITABLY LOCATED

Over the coming years we will look to focus economic development on our towns and local service centres. We will also look to capitalise on opportunities that may arise in close proximity to the A1 strategic transport corridor as well as the A47, A606, A6003 or rail links. It will therefore be vital that this infrastructure is suitably maintained to support both existing Rutland businesses and also encourage new businesses into the area. Where we are not responsible for maintenance (as is the case with the A1) we will share our concerns or issues with Highways England and expect them to listen to our concerns. We will continue to lobby Highways England for improvements to the A1 as necessary.

Our Local Plan provides further information regarding siting of new businesses.

6.7.2 SOLUTIONS IDENTIFIED ELSEWHERE WITHIN THE DOCUMENT

- PGS2 - Assess the capacity of our networks

6.8 THE CHALLENGE: WRC4 - BUSINESS GROWTH MAY LEAD TO INCREASED TRAFFIC AND HGV MOVEMENTS.

Over the coming years we are likely to see significant business growth in the towns and cities of surrounding counties and to a lesser extent in Rutland⁶⁰. There is a risk that this could increase the passage of heavy goods vehicles through our county – which if not managed, could negatively impact our environment, tourism offer, road conditions and residents’ quality of life.

6.9 OUR GOAL: WRG4 – TRAFFIC MANAGEMENT PROVISIONS THAT LIMIT THE IMPACT OF HGV AND OTHER VEHICULAR TRAFFIC.

To help us achieve our goal we will implement the following solutions.

6.9.1 WRS8 – CONSIDER HGV AND LORRY PARKING

As part of our proposed parking review (see WRS4) we will consider HGV and lorry parking⁶¹. The findings of this will filter in to our revised parking strategy.

6.9.2 WRS9 – HGV RESTRICTIONS AND RAIL FREIGHT

To minimise the impact of HGVs and lorries travelling through our county, we will continue with existing area-wide restrictions on non – principal roads, ensuring HGV

⁶⁰ Nearby Corby is one such location. Corby’s population is estimated to double between 2011 and 2031 – it is Northamptonshire County Council’s hope that such growth will support on going regeneration and result in more housing, leisure opportunities and shopping provisions. Source: North Northamptonshire (2011), *Joint Core Strategy 2011 – 2031*, available at: <http://www.nnjpdu.org.uk/publications/adopted-north-northamptonshire-joint-core-strategy-2011-2031/> (Accessed: December 2017)

⁶¹ Over recent years concern has been expressed by parishes regarding the parking of HGVs in non-designated areas.

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movement takes place on those parts of the network most suitable. Further restrictions are unlikely; however any requests for restrictions will be considered by the Highways and Transport Working Group.

Over the life of MRF we will also work to minimise the adverse impacts of freight by:

- continuing to support improvements to existing rail freight services;
- influencing, through land use planning, the location of industry and retail to reduce the need for transport, particularly on unsuitable roads;
- improving our monitoring of traffic flows when opportunities arise; and,
- by supporting national initiatives that look at ways of improving the information available on satellite navigation systems used in lorries and trucks – such as height restrictions.

6.9.3 SOLUTIONS IDENTIFIED ELSEWHERE WITHIN THE DOCUMENT

- PGS2 - Assess the capacity of our networks

6.10 THE CHALLENGE: WRC5 - FREIGHT AND PASSENGER RAIL CHANGES MAY HAVE A NEGATIVE IMPACT ON BUSINESSES.

Due to the constraints of existing signalling equipment there is currently limited scope for freight train passage to increase on the line operating through Rutland⁶².

However, Network Rail is considering upgrading signalling equipment between 2019 and 2024. If such upgrades take place then growth in freight traffic could occur – increasing the amount of time level crossings are down - causing inconvenience to residents and nearby businesses.

6.11 OUR GOAL: WRG5 - LIMIT THE IMPACT THAT CHANGES TO FREIGHT AND PASSENGER RAIL MAY BRING.

To help us achieve our goal we will implement the following solution.

6.11.1 WRS10 - WORK WITH NETWORK RAIL

The rail network running through the county is outside of our direct control, however we will continue to liaise with Network Rail regarding any potential changes that may impact services operating via Oakham station, or levels of freight and passenger rail traffic passing through Rutland (which could impact on level crossing down time). In addition, we will continue to respond to consultations on rail services operating through Oakham and from connecting stations, and should there be any potential changes, we will put forward a case for service retention or enhancements, where necessary. We will also work with partnership bodies, such as Transport for the East Midlands, to lobby for improvements to services in the region.

⁶² Network Rail (2016), *East Midlands Route Study*, available at: <https://cdn.networkrail.co.uk/wp-content/uploads/2016/11/East-Midlands-Route-Study.pdf> , (Accessed: November 2017)

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6.12 WORKING IN RUTLAND: SUMMARY OF CHALLENGES, GOALS, SOLUTIONS AND RELEVANT STRATEGIES, PLANS AND POLICIES.

Table 2 in appendix B provides an overview of the ‘Working in Rutland’ related challenges, goals, solutions and relevant strategies, plans and policies.

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7 LEARNING IN RUTLAND: HELPING OUR RESIDENTS REACH THEIR FULL POTENTIAL

7.1 THE CHALLENGES WE FACE

LERC1 - Growing demand for home to school transport services.

LERC2 - Congestion around schools at the start and end of the school day.

7.2 THE CHALLENGE: LERC1 - GROWING DEMAND FOR HOME TO SCHOOL TRANSPORT SERVICES.

The council has a statutory duty⁶³ to provide free school transport for eligible pupils of compulsory school age (5-16 years) and extended to include 4 year olds and some children with special educational needs or disabilities (SEND). The latter often results in long distance journeys out of county and requiring passenger transport assistants. There is no statutory duty to provide mainstream post-16 transport, but we are required to assess the transport needs of our residents attending post 16 education or training.

Future population growth will result in an increasing demand on these services; however, there are a limited number of bus and taxi operators within the area – making it hard and potentially expensive to procure the services required (especially the more specialist ones). In addition, there are limited SEND and post-16 education facilities in Rutland therefore a large proportion of students travel out of county.

7.3 OUR GOAL: LERG1 - SCHOOL TRANSPORT PROVISIONS THAT SERVE THE NEEDS OF OUR YOUNG RESIDENTS, WHILST BEING COST EFFECTIVE.

To help us achieve our goal we will implement the following solutions.

7.3.1 LERS1 - REVIEW OUR POST 16 EDUCATION TRANSPORT PROVISIONS

We will undertake a review of our post 16 education transport and develop a new policy that reflects current demand and is financially sustainable.

7.3.2 LERS2 - ENSURE SCHOOL TRANSPORT POLICIES ARE ADHERED TO

In order to ensure school transport provisions are administered effectively, we will work more closely with schools and colleges to raise awareness (to parents,

⁶³ Department for Education (2014), *Home to school travel and transport guidance – statutory guidance for local authorities*, available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/575323/Home_to_school_travel_and_transport_guidance.pdf (Accessed: November 2017)

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guardians and pupils) of our transport policies, eligibility criteria and application cut off deadlines. Furthermore, we will continue to ensure that all applications for transport are dealt with as per the guidelines in the relevant transport policy⁶⁴. These policies will be reviewed periodically to ensure they remain relevant and meet the needs of our residents.

7.3.3 LERS3 - LOOK AT ALTERNATIVE PROCUREMENT AND DELIVERY OPTIONS

To ensure we have sufficient transport provisions to meet current and future needs we will continue to be mindful of alternative procurement and delivery options - including the joint procurement of services with neighbouring local authorities, delivering services in house and where possible by utilising local bus services rather than closed contracts.

7.3.4 SOLUTIONS IDENTIFIED ELSEWHERE WITHIN THE DOCUMENT

- PGS1 - Reduce the need to drive
- PGS2 - Assess the capacity of our networks
- LERS6 - Provide the infrastructure needed to encourage walking and cycling

7.4 THE CHALLENGE: LERC2 - CONGESTION AROUND SCHOOLS AT THE START AND END OF THE SCHOOL DAY.

In recent years parents and guardians have become more reliant on the car for the school commute – in part due to ease, but also due to changing working patterns, which have seen more women going back to full time work after childbirth. Furthermore, increased choice of school means that some students don't live within walking distance of their school, but may not be eligible for free transport.

The problems associated with car dependency include:

- congestion around school and college entrances;
- inconsiderate or dangerous parking; and
- reduced levels of physical activity in children⁶⁵.

⁶⁴ Including our 'home to school travel and transport policy', 'travel assistance for children with special educational needs or disabilities' and our 'post 16 education transport policy'.

⁶⁵ Data indicates that fewer children walk or cycle to school in Rutland than nationally. Source: Department of Education (2011), *Table 15 – State – funded primary, secondary and special schools – number of pupils by mode of travel to school*, available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/219066/sfr12-2011latv2.xls, (Accessed: November 2017)

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7.5 OUR GOAL: LERG2 - HIGH LEVELS OF WALKING AND CYCLING TO SCHOOL AND COLLEGE – LEADING TO IMPROVED HEALTH IN OUR YOUNG, REDUCED CONGESTION ON OUR ROADS AND IMPROVED LOCAL AIR QUALITY.

To help us achieve our goal we will implement the following solutions.

7.5.1 LERS4 – ENCOURAGE A CHANGE IN MIND-SET

To help increase the number of pupils walking and cycling to school or college we will run campaigns and initiatives to promote green, healthy and fun modes of travel. To aid delivery of this we will update and review our sustainable modes of travel strategy (SMOTS), which provides information on how pupils travel.

7.5.2 LERS5 - ENABLE SCHOOLS AND COLLEGES TO MANAGE THE PROBLEM

Schools and colleges are best placed to manage the problems caused by parents and guardians driving their children to school or college. As such, we will continue to work with education establishments to help them develop solutions, and where appropriate, assist with the development or revision of their travel plans⁶⁶.

7.5.3 LERS6 - PROVIDE THE INFRASTRUCTURE NEEDED TO ENCOURAGE WALKING AND CYCLING.

Lack of safe routes can act as a barrier to walking and cycling. During the life of MRF we will identify if there are any gaps in the network that could (subject to available funding) be filled to enable safer routes to and within our market towns, to schools and colleges.

Furthermore, to encourage walking and cycling, we will investigate ways to make the environments for such activities more inviting. This will be covered in our sustainable travel statement (once written).

7.5.4 SOLUTIONS IDENTIFIED ELSEWHERE WITHIN THE DOCUMENT

- WRS4 – Undertake a strategic parking review
- VERS2 - Prioritise investment opportunities

7.6 LEARNING IN RUTLAND: SUMMARY OF CHALLENGES, GOALS, SOLUTIONS AND RELEVANT STRATEGIES, PLANS AND POLICIES.

Table 3 in appendix B provides an overview of the ‘Learning in Rutland’ related challenges, goals, solutions and relevant strategies, plans and policies.

⁶⁶ A document setting out the travel issues (and solutions) faced by the establishment, along with actions to reduce car dependency.

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8 LIVING IN RUTLAND: HELPING RUTLAND RESIDENTS TO ACCESS ESSENTIAL SERVICES AND SUPPORTING HEALTH AND WELLBEING

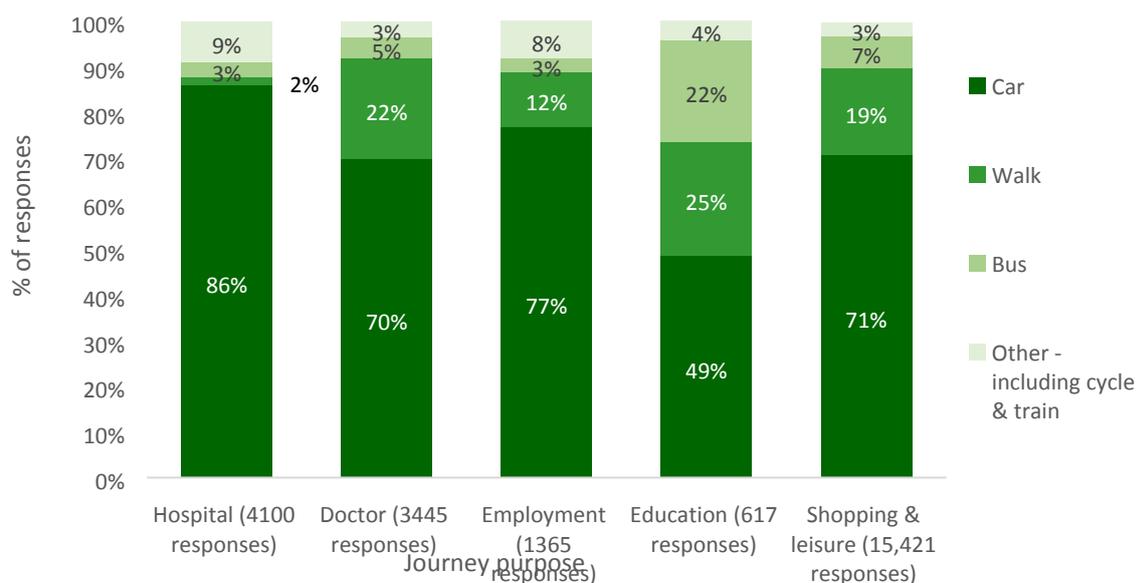
8.1 THE CHALLENGES WE FACE

- LIRC1 - Reliance on the car, due to the rural nature of our county.**
- LIRC2 - Road safety risks and resident concerns regarding road safety.**
- LIRC3 - Physical and personal barriers inhibiting residents from walking and cycling.**
- LIRC4 - Residents with limited mobility or without access to a vehicle may struggle to access essential services and health provisions and could face social isolation.**

8.2 THE CHALLENGE: LIRC1 - RELIANCE ON THE CAR, DUE TO THE RURAL NATURE OF OUR COUNTY.

Figure 9⁶⁷ provides an overview of the travel modes used by residents responding to our 2016 travel survey - highlighting high levels of car dependency. This is part due to our county’s rural nature and dispersed settlement locations, and part due to preference. High levels of car use can cause congestion, negatively impact on health, the environment and air quality, and can also reduce road safety for pedestrians, cyclists and other vehicle users.

Figure 9 – Modes of travel by journey purpose



⁶⁷ Rutland County Council (2016), *Rutland travel survey*, available at: <https://www.rutland.gov.uk/my-community/transport/transport-strategy/> (Accessed: October 2017).

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8.3 OUR GOAL: LIRG1 - REDUCE CAR DEPENDENCY WITHIN THE COUNTY – IN A WAY THAT DOESN’T HINDER ACCESS TO SERVICES OR ECONOMIC DEVELOPMENT.

To help us achieve our goal we will implement the following solutions.

8.3.1 LIRS1 - PROMOTE SUSTAINABLE TRAVEL OPTIONS

It is appreciated that Rutland is a rural community and that in some cases, options such as walking and cycling may not always be possible. However, through the actions that will be set out in our Sustainable Travel Statement, we will encourage residents to consider whether any of their journeys could be carried out by greener, more sustainable means – such as walking, cycling, bus or train. For example, residents in Oakham and Uppingham may have more opportunities to travel via such means and we will investigate ways to encourage this.

Our Transport and Highways Communication Plan (to be developed in the first year of implementation plan one) will also provide detail of promotional campaigns, aimed at encouraging healthier and greener travel options.

8.3.2 LIRS2 - SUPPORT TECHNOLOGICAL ADVANCES

Over the life of MRF we will embrace technological advances that support greener, safer and more flexible travel. We will also monitor changes to the market – which may make such technologies more viable.

Our sustainable travel statement (once written) will provide further detail on our aspirations for green travel and infrastructure provisions (such as public electric car charging points), whilst our Local Plan outlines criteria for electric car charging points in new developments. Finally our new road safety strategy will give consideration to technological advances that may improve road safety.

8.3.3 SOLUTIONS IDENTIFIED ELSEWHERE WITHIN THE DOCUMENT

- PGS1 - Reduce the need to drive
- PGS2 - Assess the capacity of our networks
- PGS4 - Facilitate an efficient and flexible passenger transport network
- LERS6 - Provide infrastructure needed to encourage walking and cycling

8.4 THE CHALLENGE: LIRC2 – ROAD SAFETY RISKS AND RESIDENT CONCERNS REGARDING ROAD SAFETY.

Road safety and traffic concerns are very important to residents as demonstrated by correspondence received on matters such as inappropriate speed, traffic volumes and dangerous parking.

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Between 2001 and 2016 there were 2556 casualties on our roads – of these 347 were serious and 88 were fatal⁶⁸. It is our belief that no death or serious casualty should be considered acceptable, and as such we aspire to continually reduce the number of casualties on our roads, with the ultimate long-term goal of a highway network free from death and serious injury.

8.5 OUR GOAL: LIRG2 - REDUCE THE NUMBER OF DEATHS AND INJURIES ON OUR COUNTY’S ROADS.

To help us achieve our goal we will implement the following solutions.

8.5.1 LIRS3 - ADOPT A SAFE SYSTEMS APPROACH TO ROAD SAFETY

During the life of our first implementation plan we will produce a new road safety strategy, setting out our approach to road safety and ‘vision zero’⁶⁹ - through which we will strive to continually reduce the number of deaths and injuries on our county’s roads.

To help us in this vision we intend to adopt a safe systems approach⁷⁰ to road safety – which recognises that:

- ‘We can never entirely eradicate road collisions because there will always be some degree of human error;
- When collisions do occur the human body is inherently vulnerable to death or injury; and
- Because of this, we should manage our infrastructure, vehicles and speeds to reduce crash energies to levels that can be tolerated by the human body’⁷¹.

8.5.2 LIRS4 - IDENTIFY COMMON CAUSES AND LOCATIONS OF COLLISIONS

To ensure we are focusing our funding towards the schemes most in need, we will periodically review casualty data – enabling us to identify the road users and locations most at risk, as well as identifying collision cluster sites. Where such reviews highlight safety issues on the A1 as it passes through Rutland we will work with colleagues at Highways England and seek measures to reduce future casualties.

⁶⁸ Rutland County Council, *Police collision data*, unpublished (Accessed: November 2017)

⁶⁹ A vision to continually reduce the number of casualties on our roads, with the ultimate long-term goal of a highway network free from death and serious injury - a vision in line with that of the Parliamentary Advisory Council for Transport Safety – see: <http://www.pacts.org.uk/safe-system/>

⁷⁰ A safe systems approach looks to manage road safety through 5 pillars: road safety management, safer roads and mobility, safer vehicles, safer road users and post - crash response.

⁷¹ Department for transport (2015), Working Together to Build a Safer Road System British Road Safety Statement Moving Britain Ahead, available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/487949/british_road_safety_statement_web.pdf, (Accessed: November 2017)

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We will also keep abreast of national trends and information relating to factors influencing road safety.

8.5.3 LIRS5 – APPLY THE THREE E’S

We will continue to deliver road safety improvements, in partnership with local police and the road policing unit from Leicestershire Fire and Rescue, through the three E’s: engineering, education and enforcement. Further details will be provided in our road safety strategy and a skid resistance policy.

8.5.4 LIRS6 - WORK WITH RESIDENTS AND OUR COMMUNITIES

We recognise that residents are often aware of an issue before anyone else. Where we are alerted of a perceived problem (such as speeding, access, parking or lack of walking or cycling provision), such matters will be considered where necessary by the dedicated Highways and Transport Working Group. All adopted neighbourhood plans⁷² were considered during the development of MRF and will, where appropriate, be considered by the Highways and Transport Working Group in relation to any concerns put forward.

To inform some of the work of this group, during the first implementation plan period we will produce our Road Safety Strategy, which will include our revised policy on traffic calming. This document will outline the types of traffic calming measures that we would consider installing in Rutland.

8.5.5 SOLUTIONS IDENTIFIED ELSEWHERE WITHIN THE DOCUMENT

- PGS3 - Maintain our assets in a cost effective way
- LERS5 - Enable schools and colleges to manage the problem
- LERS6 - Provide the infrastructure needed to encourage walking and cycling
- LIRS2 - Support technological advances
- LIRS8 - Ensure suitably designed, safe and accessible provisions
- LIRS10 - Maintain our walking and cycling assets
- LIRS11 - Work with local interest groups
- LIRS14 - Promote personal independence
- VERS1 - Carry out a rolling review of existing provisions and consider (where appropriate) remedial action

⁷² At time of writing.

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8.6 THE CHALLENGE: LIRC3 - PHYSICAL AND PERSONAL BARRIERS INHIBITING RESIDENTS FROM WALKING AND CYCLING.

Within Rutland there are high levels of leisure walking and cycling, but lower levels of utility walking and cycling than in England as a whole⁷³. We would like to capture our residents’ enthusiasm for leisure walking and cycling to foster a shift towards greener, healthier travel options and as a result help reduce levels of physical inactivity and the number of adults in Rutland with excess weight. Through our 2016 Rutland Travel Survey⁷⁴ however, our residents highlighted a number of barriers that discourage them from walking or cycling as a means of travel – including:

- concern for safety;
- maintenance and upkeep of routes;
- lack of suitable routes, including those for users with reduced mobility or sight;
- insufficient route marking;
- conflict between different user groups; and
- convenience.

8.7 OUR GOAL: LIRG3 - REMOVE THE BARRIERS INHIBITING OUR RESIDENTS FROM WALKING AND CYCLING, PARTICULARLY THOSE THAT WOULD ENABLE SHORTER UTILITY JOURNEYS TO BE UNDERTAKEN BY BIKE AND FOOT – HELPING TO IMPROVE OUR RESIDENTS’ HEALTH, ACCESS TO SERVICES AND OUR ENVIRONMENT.

To help us achieve our goal we will implement the following solutions.

8.7.1 LIRS7 - PROMOTE WALKING AND CYCLING AS TRAVEL OPTIONS

We will seek opportunities to work with partner organisations to promote the benefits of walking and cycling (including the use of electric bikes) - not only to health and wellbeing, but also the environment and household expenditure. This will involve the provision of cycling and walking events and training, for residents of all ages and mobility

⁷³ Department for Transport (2016). *Table CW0105 - Proportion of how often and how long adults walk for (at least 10 minutes) by local authority*, available at: <https://www.gov.uk/government/statistical-data-sets/how-often-and-time-spent-walking-and-cycling-at-local-authority-level-cw010> (Accessed: November 2017) and *table CW0104 – Proportion of how often and how long adults cycle for by local authority*, available at: <https://www.gov.uk/government/statistical-data-sets/how-often-and-time-spent-walking-and-cycling-at-local-authority-level-cw010>, (Accessed: November 2017)

⁷⁴ Rutland County Council (2016), *Rutland travel survey*, available at: <https://www.rutland.gov.uk/my-community/transport/transport-strategy/> (Accessed: October 2017).

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8.7.2 LIRS8 - ENSURE SUITABLY DESIGNED, SAFE AND ACCESSIBLE PROVISIONS

Should funding become available to create new footways, cycleways or PROW, we will ensure they are built in accordance with highway guidelines and best practice.

We will also undertake engagement with local stakeholder groups to ensure new routes are, as far as possible, suitable for those with mobility restrictions. Our Rutland Signs Guidance and Street Furniture Policy sets out criteria to help ensure accessibility and safety. Where required we will also undertake a project specific equality impact assessment to assess the impact of new transport or highway provisions.

8.7.3 LIRS9 - PROVIDE SUFFICIENT ROUTE MARKING AND PUBLICITY

We will audit cycleway route marking within the county and identify opportunities for directional signage – should funding become available in the future. Our Rutland Signs Guidance & Street Furniture Policy document outlines our approach to marking joint cycleways and footways. Furthermore since a lack of knowledge of available facilities can present a barrier to use, we will investigate ways to better promote and communicate the infrastructure available (as identified within section 1.5 and solutions VERS3 and VERS4).

8.7.4 LIRS10 – MAINTAIN OUR WALKING AND CYCLING ASSETS

Our HAMP currently outlines our approach to maintaining (among other things) roads, cycleways and footways. Future versions of our HAMP will also include a section on PROW asset management.

With regards to overhanging vegetation, we will continue to liaise with landowners to ensure our highways and public rights of way are kept clear. We will continue to cut verges (in some instances town councils, parish councils or parish meetings may do this on our behalf), and weed spray cycle and footways for the purpose of safety. Subject to available funding we may also identify priority footways and cycleways where more frequent verge cutting and spraying may be beneficial.

Our winter maintenance policy outlines our approach to footway gritting, although with restricted budget available there are limited opportunities to expand routes.

8.7.5 LIRS11 - WORK WITH LOCAL INTEREST GROUPS

We will seek opportunities to work with local interest groups to help resolve conflicts evolving from the use of shared spaces and devise campaigns to help improve relationships between cyclists, walkers, horse riders and motorists.

8.7.6 SOLUTIONS IDENTIFIED ELSEWHERE WITHIN THE DOCUMENT

- PGS1 - Reduce the need to drive
- PGS2 - Assess the capacity of our networks
- LERS6 - Provide the infrastructure needed to encourage walking and cycling

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8.8 THE CHALLENGE: LIRC4 - RESIDENTS WITH LIMITED MOBILITY OR WITHOUT ACCESS TO A VEHICLE MAY STRUGGLE TO ACCESS ESSENTIAL SERVICES AND HEALTH PROVISIONS AND COULD FACE SOCIAL ISOLATION.

Due to our county’s rural nature, residents without transport or with limited mobility may struggle to access essential services, including healthcare provisions such as doctor’s surgeries and dental facilities - impacting on health and wellbeing. This is particularly true for those residents without a doctor’s surgery and dental facilities within walking distance, who require hospital treatment outside of the county or wish to visit a family member in hospital. Such barriers can also impact on residents’ ability to visit family or friends and, as a result, residents of all ages are at risk of social isolation, potentially impacting on both independence and mental health.

These barriers are exacerbated by a lack of knowledge of what transport provisions exist meaning that even where transport provision is in place people may remain isolated due to a lack of knowledge of its existence

8.9 OUR GOAL: LIRG4 - A PASSENGER TRANSPORT NETWORK THAT CATERS FOR OUR MOST VULNERABLE RESIDENTS.

To help us achieve our goal we will implement the following solutions.

8.9.1 LIRS12 - PROMOTE TRANSPORT PROVISIONS

As identified within our passenger transport strategy, we will continue to promote the transport provisions available in county and will undertake a range of positive promotion and marketing campaigns - to boost usage and raise awareness. This could involve exploring new channels of communication, and providing information in a range of formats. We will also seek to work with partners in order to help raise awareness of these services as word of mouth can be one of the most successful promotional tools.

8.9.2 LIRS13 - MAKE SERVICES ACCESSIBLE

To ensure our provisions are accessible, we will constantly seek improvements such as clearer, easier to read timetable information. We will also investigate opportunities to provide additional concessionary travel privileges for residents with disabilities or special educational needs (further details can be found within our Passenger Transport Strategy); and will seek to identify any opportunities to boost wheelchair accessible taxi provisions within the county – both for residents and visitors.

Where required we will also undertake a project specific equality impact assessment and health impact assessment to assess the impact of new transport or highway provisions on our residents.

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8.9.3 LIRS14 - PROMOTE PERSONAL INDEPENDENCE

Over the life of MRF we will continue to identify opportunities to develop and promote independence – by continuing to provide, and identify opportunities to expand, delivery of travel training. Travel training is provided to help residents currently unable or restricted in their ability to travel independently, due to learning or physical disabilities.

8.9.4 SOLUTIONS IDENTIFIED ELSEWHERE WITHIN THE DOCUMENT

- PGS1 - Reduce the need to drive
- PGS2 - Assess the capacity of our networks
- PGS4 - Facilitate an efficient and flexible passenger transport network
- PGS5 - Work with partners to provide further transport provisions

8.10 LIVING IN RUTLAND: SUMMARY OF CHALLENGES, GOALS, SOLUTIONS AND RELEVANT STRATEGIES, PLANS AND POLICIES.

Table 4 in appendix B provides an overview of the ‘Living in Rutland’ related challenges, goals, solutions and relevant strategies, plans and policies.

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9 VISITING AND ENJOYING RUTLAND: HELPING TOURISTS, VISITORS AND RESIDENTS TO ACCESS AND ENJOY RUTLAND’S TOWNS, VILLAGES AND COUNTRYSIDE

9.1 THE CHALLENGES WE FACE

VERC1 - Gaps and missing links in our existing public rights of way and joint cycleway/ footway network.

VERC2 - Lack of public awareness of public rights of way, joint cycleways/ footways and cycling and walking events and provisions.

VERC3 - Barriers restricting access to and between Rutland’s key tourist attractions and centres of recreation and leisure.

9.2 THE CHALLENGE: VERC1 - GAPS AND MISSING LINKS IN OUR EXISTING PUBLIC RIGHTS OF WAY AND JOINT CYCLEWAY/ FOOTWAY NETWORK.

Our 2016 countywide travel survey⁷⁵ highlighted public concern regarding the lack of dedicated off road circular routes available for walkers, cyclists and horse riders. Lack of circular routes can act as a deterrent to use. Gaps in our network may also result in users having to continue their journey on a road.

Gaps in our network exist for a number of reasons, including:

- insufficient funding available to create the required linkages;
- lack of support from landowners obstructing the creation of new routes;
- physical barriers (such as insufficient road width); and
- existing sections of the network that are unsuitable for their intended use.

In the coming years we may also see further gaps in in our network due to:

- proposals from Network Rail to remove PROW crossings across train lines; and
- development on land crossed by a PROW.

9.3 OUR GOAL: VERG1 - AN INTEGRATED NETWORK OF WALKING, CYCLING AND PUBLIC RIGHTS OF WAY ROUTES THAT CONNECT OUR VILLAGES AND TOWNS WITH EACH OTHER AND ENABLE CIRCULAR WALKS AND RIDES.

To help us achieve our goal we will implement the following solutions.

⁷⁵ Rutland County Council (2016), *Rutland travel survey*, available at: <https://www.rutland.gov.uk/my-community/transport/transport-strategy/> (Accessed: October 2017).

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9.3.1 VERS1 – CARRY OUT A ROLLING REVIEW OF EXISTING PROVISIONS AND CONSIDER (WHERE APPROPRIATE) REMEDIAL ACTION

We will undertake a rolling review of our existing walking, cycling and horse riding provisions and consider remedial actions, where appropriate. Reviews will be carried out periodically and cover matters such as: availability, condition, route marking and directional signposting. The findings will be recorded in our asset management system and action taken where required.

9.3.2 VERS2 - PRIORITISE INVESTMENT OPPORTUNITIES

Gaps⁷⁶ in our utility⁷⁷ walking and cycling network will be documented in our LCWIP (local cycling and walking infrastructure plan) – which we will develop during the life of the first implementation plan. With future funding likely to be limited, it will define criteria to assess and prioritise improvements, new routes and provisions (should funding become available).

9.3.3 SOLUTIONS IDENTIFIED ELSEWHERE WITHIN THE DOCUMENT

- PGS1 - Reduce the need to drive
- PGS2 - Assess the capacity of our networks
- PGS10 - Protect our green space and public rights of way network

9.4 THE CHALLENGE: VERC2 - LACK OF PUBLIC AWARENESS OF OUR PUBLIC RIGHTS OF WAY, JOINT CYCLEWAY/ FOOTWAYS AND CYCLING AND WALKING EVENTS AND PROVISIONS.

Our 2016 countywide travel survey⁷⁸ asked respondents to suggest improvements that would encourage walking and cycling within Rutland. Survey respondents wanted to see more information regarding available routes, events and clearer route marking⁷⁹. Residents also suggested locations for further cycle parking; however a number of the locations suggested already have provisions – indicating the need to further promote or improve our offering.

9.5 OUR GOAL: VERG2 - CLEAR PUBLICITY OF OUR PUBLIC RIGHTS OF WAY, CYCLING AND WALKING INFRASTRUCTURE AND EVENTS. PROMOTIONAL MATERIALS THAT ARE EASY TO UNDERSTAND AND TAILORED TO THE NEEDS OF DIFFERENT USER GROUPS.

To help us achieve our goal we will implement the following solutions.

⁷⁶ Including missing links that would provide connections to our tourism, leisure and recreation destinations.

⁷⁷ Cycling or walking carried out as a means of transport rather than as a sport or leisure activity.

⁷⁸ Rutland County Council (2016), *Rutland travel survey*, available at: <https://www.rutland.gov.uk/my-community/transport/transport-strategy/> (Accessed: October 2017).

⁷⁹ When looking at the responses received in our 2016 county wide travel survey, regarding improvements to encourage walking, nearly 13% of respondents to the question (1536) stated the need for improved promotion and nearly 9% felt clearer route signposting was needed. The survey indicated that this was also true for cycling, although to a lesser extent. Source: Ibid.

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9.5.1 VERS3 - PRODUCE CLEAR AND EASY TO READ PROMOTIONAL MATERIALS

Subject to future funding availability we will produce further promotional materials, highlighting available infrastructure.

We will also ensure that any new promotional materials, promoting our walking, cycling and horse riding routes, are easy to read and tailored to the targeted audience. Going forward, we will look at ways of ensuring new materials are compatible with mobile devices. Our transport and highway communication plan will set out further information on our approach to promotion.

9.5.2 VERS4 - WORK WITH PARTNERS TO PROMOTE PROVISIONS AND EVENTS

Due to the cross cutting benefits that walking and cycling can bring, it is important that we work with our colleagues from tourism, leisure and health to maximise awareness of provisions and events within county. We will also seek opportunities to work more closely with Anglian Water and the Rutland Water Partnership (of which we are a partner) - to promote such activities (both for leisure and as a means of travel) and further encourage tourism not only at Rutland Water, but the county as a whole.

9.5.3 SOLUTIONS IDENTIFIED ELSEWHERE WITHIN THE DOCUMENT

- LIRS9 - Provide sufficient route marking and publicity
- VERS1 – Carry out a rolling review of existing provisions and consider (where appropriate) remedial action

9.6 THE CHALLENGE: VERC3 – BARRIERS RESTRICTING ACCESS TO AND BETWEEN RUTLAND’S KEY TOURIST ATTRACTIONS AND CENTRES OF RECREATION AND LEISURE.

Rutland Water sits centrally within the county and draws tourists from a wide area. However, despite its popularity, at certain times it can be hard to reach without a car (with the reservoir itself acting to some extent as an access barrier - due to its size and central position the county). This is also true for a number of other tourist destinations and some sport and recreation locations. To a lesser extent it also applies to some PROW - where routes start in the countryside and cannot easily be reached by public transport, foot or bicycle.

Insufficient parking provision can also be a deterrent to use. Combined, these barriers reduce opportunities for health and wellbeing activities.

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9.7 OUR GOAL: VERG3 - ACCESSIBLE LEISURE, RECREATION AND TOURISM OPPORTUNITIES, COMPLIMENTED BY A SUSTAINABLE TRANSPORT NETWORK AND PARKING PROVISION THAT SUPPORTS TOURISM.

To help us achieve our goal we will implement the following solutions.

9.7.1 VERS5 - SUPPORT SUSTAINABLE PASSENGER TRANSPORT OPPORTUNITIES

During the life of LTP3 we were able to trial a dedicated tourism bus called ‘ShoreLink’. The service provided a cycle friendly bus connecting Oakham and Uppingham with Rutland Water. This trial, which finished in September 2015 highlighted that despite previous perception, there is little demand for a dedicated tourism service. In light of this, should future funding opportunities arise, we will build on the knowledge gained through the trial and look at alternative, innovative solutions that could complement our existing network whilst improving transport provisions to leisure, recreation and tourism destinations. This may include projects such as working with Anglian Water to investigate opportunities to utilise water taxis to provide links across Rutland Water and to encourage people to cycle from Rutland Water into Oakham.

Over the life of MRF we will also look to work with and promote the services of taxi, community and voluntary transport providers to enable access to leisure, sport and recreation opportunities.

9.7.2 SOLUTIONS IDENTIFIED ELSEWHERE WITHIN THE DOCUMENT

- PGS1 - Reduce the need to drive
- WRS4 - Undertake a strategic parking review

9.8 VISITING AND ENJOYING RUTLAND: SUMMARY OF CHALLENGES, GOALS, SOLUTIONS AND RELEVANT STRATEGIES, PLANS AND POLICIES.

Table 5 in appendix B provides an overview of the ‘Visiting and enjoying Rutland’ related challenges, goals, solutions and relevant strategies, plans and policies.

10 DELIVERY

To help us achieve the goals set out within MRF we will produce a series of 4 implementation plans. These implementation plans will exist as separate documents – with the first implementation plan covering the initial 5 year period of MRF’s lifespan. When reading MRF and the associated implementation plan, it should be noted that some of the actions set out will be dependent on securing additional funding.

During the development of Moving Rutland Forward it became evident that there were gaps in our operational policy baseline. As such, a number of actions within this first implementation plan involve the preparation of new or revised policies (aligning with the overarching vision and aims of MRF), providing the building blocks on which future decisions and actions will be based.

Within the first implementation plan we will identify:

- the actions and initiatives we wish to deliver;
- our approach to delivery;
- funding opportunities; and
- how we will monitor progress.

Please note, Moving Rutland Forward is a strategic document spanning nearly two decades. As such, it is not possible to include detailed information of all actions to be delivered during this time. A greater level of detail will be included within the sub documents of MRF.

Subsequent implementation plans will be published upon expiry of the existing implementation plan, and will cover a period of no more than 5 years each with the exception of the final plan - which will cover the remaining period of MRF.

APPENDIX B: MOVING RUTLAND FORWARD – RUTLAND’S FOURTH LOCAL TRANSPORT PLAN

11 APPENDIX A - LINKS BETWEEN MOVING RUTLAND FORWARD (MRF) AND THE CONSULTATION DRAFT LOCAL PLAN (2017)

Table A1 - Links between MRF and the Consultation Draft Local Plan (2017)

MRF objective and themes	Consultation Draft Local Plan (2017) objectives
<p>Theme: Population growth</p> <p>Overarching objectives:</p> <ul style="list-style-type: none"> Facilitate delivery of sustainable population and economic growth. Meet the needs of our most vulnerable residents. 	<ul style="list-style-type: none"> Strategic Objective 1: Locations for development Strategic Objective 2: Vibrant and prosperous market towns Strategic Objective 3: Diverse and thriving villages Strategic Objective 4: Housing for everyone’s needs Strategic Objective 5: Healthy and socially inclusive communities Strategic Objective 9: Sustainable transport and infrastructure Strategic Objective 11: Safeguarding minerals and waste development Strategic Objective 12: Natural and cultural environment Strategic Objective 13: Built environment and local townscape Strategic Objective 14: High quality design and local distinctiveness Strategic Objective 15: Resources, waste and climate change Strategic Objective 17: Sustainable waste management Strategic Objective 18: Mineral and Waste Development
<p>Theme: Working in Rutland</p> <p>Overarching objectives:</p> <ul style="list-style-type: none"> Facilitate delivery of sustainable population and economic growth. 	<ul style="list-style-type: none"> Strategic Objective 1: Locations for development Strategic Objective 2: Vibrant and prosperous market towns Strategic Objective 7: Strong and diverse economy Strategic Objective 8: Rural economy and communities Strategic Objective 9: Sustainable transport and infrastructure Strategic Objective 10: Town Centres Strategic Objective 11: Safeguarding minerals and waste development Strategic Objective 14: High quality design and local distinctiveness Strategic Objective 15: Resources, waste and climate change Strategic Objective 17: Sustainable waste management Strategic Objective 18: Mineral and Waste Development

APPENDIX B: MOVING RUTLAND FORWARD – RUTLAND’S FOURTH LOCAL TRANSPORT PLAN

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<p>Theme: Learning in Rutland</p> <p>Overarching objectives:</p> <ul style="list-style-type: none"> • Facilitate delivery of sustainable population and economic growth. • Meet the needs of our most vulnerable residents. • Support a high level of health and wellbeing (including combating rural isolation). 	<ul style="list-style-type: none"> • Strategic Objective 1: Locations for development • Strategic Objective 9: Sustainable transport and infrastructure • Strategic Objective 14: High quality design and local distinctiveness • Strategic Objective 15: Resources, waste and climate change
<p>Theme: Living in Rutland</p> <p>Overarching objectives:</p> <ul style="list-style-type: none"> • Facilitate delivery of sustainable population and economic growth. • Meet the needs of our most vulnerable residents. • Support a high level of health and wellbeing (including combating rural isolation). 	<ul style="list-style-type: none"> • Strategic Objective 1: Locations for development • Strategic Objective 2: Vibrant and prosperous market towns • Strategic Objective 3: Diverse and thriving villages • Strategic Objective 4: Housing for everyone’s needs • Strategic Objective 5: Healthy and socially inclusive communities • Strategic Objective 6: A stronger and safer community • Strategic Objective 9: Sustainable transport and infrastructure • Strategic Objective 10: Town Centres • Strategic Objective 14: High quality design and local distinctiveness • Strategic Objective 15: Resources, waste and climate change
<p>Theme: Visiting and enjoying Rutland</p> <p>Overarching objectives:</p> <ul style="list-style-type: none"> • Facilitate delivery of sustainable population and economic growth. • Support a high level of health and wellbeing (including combating rural isolation). 	<ul style="list-style-type: none"> • Strategic Objective 1: Locations for development • Strategic Objective 2: Vibrant and prosperous market towns • Strategic Objective 5: Healthy and socially inclusive communities • Strategic Objective 6: A stronger and safer community • Strategic Objective 7: Strong and diverse economy • Strategic Objective 8: Rural economy and communities • Strategic Objective 9: Sustainable transport and infrastructure • Strategic Objective 10: Town Centres • Strategic Objective 12: Natural and cultural environment • Strategic Objective 13: Built environment and local townscape • Strategic Objective 14: High quality design and local distinctiveness • Strategic Objective 19: Restoration of mineral works

APPENDIX B: MOVING RUTLAND FORWARD – RUTLAND’S FOURTH LOCAL TRANSPORT PLAN

12 APPENDIX B – SUMMARY OF CHALLENGES, GOALS, SOLUTIONS AND RELEVANT STRATEGIES, PLANS AND POLICIES

Table B1: Population growth - Summary of challenges, goals, solutions and relevant strategies, plans and policies

Our challenges	Our goals	Our solutions	Relevant strategies, plans or policies
PGC1 - Population changes placing additional demand on our passenger transport and highway network.	PGG1 - Passenger transport provisions and a highway network that are resilient and adaptable to changing demand.	<ul style="list-style-type: none"> • PGS1 - Reduce the need to drive • PGS2 - Assess the capacity of our networks • PGS3 - Maintain our assets in a cost effective way • PGS4 - Facilitate an efficient and flexible passenger transport network • PGS5 - Work with partners to provide further transport provisions 	<ul style="list-style-type: none"> • Highway guidelines including, our new highway design guidance (once adopted) • LCWIP (once written) • HAMP • Passenger transport strategy • Winter maintenance policy • Consultation Draft Local Plan (2017) policies: <ul style="list-style-type: none"> - For PGS1: RLP1, 2, 3, 4, 6, 7, 8, 9, 10, 17, 18, 26, 30, 32, 33 and 42. - For PGS2: RLP2, 3, 5, 7, 8, 9, 11, 20, 21, 22, 24, 26, 30, 33, 44, 52 and 56. - For PGS4 and PGS5: RLP2, 8, 10, 11 and 30.
PGC2 – The impact of population growth on parking provisions.	PGG2 - Sufficient parking capacity for our current and future population.	<ul style="list-style-type: none"> • PGS6 - Ensure new developments have sufficient parking <p>Solutions identified in other sections:</p> <ul style="list-style-type: none"> • WRS4 - Undertake a strategic parking review • WRS5 - Identify opportunities for further parking provisions. 	<ul style="list-style-type: none"> • Parking strategy (to be revised) • Consultation Draft Local Plan (2017) policies: <ul style="list-style-type: none"> - For PGS6: RLP18, 30, 31 and 33.

APPENDIX B: MOVING RUTLAND FORWARD – RUTLAND’S FOURTH LOCAL TRANSPORT PLAN

Our challenges	Our goals	Our solutions	Relevant strategies, plans or policies
		<ul style="list-style-type: none"> • WRS6 – Produce market town plans • LIRS6 - Work with residents and our communities • 	
PGC3 - Concern from residents regarding disruption caused by road works associated with development and utility enhancements.	PGG3 - A co-ordinated and integrated approach to highway maintenance and utility enhancements.	<ul style="list-style-type: none"> • PGS7 - Produce and update a network management plan • PGS8 - Introduce a utilities permit scheme 	<ul style="list-style-type: none"> • Network management plan (once written)
PGC4 - Growth and development within Rutland may negatively impact on our environment and county’s rural character.	PGG4 - Sustainable development that enhances and supports our county’s rural character and heritage.	<ul style="list-style-type: none"> • PGS9 - Retain our heritage • PGS10 - Protect our green space and public rights of way network • PGS11 - Reduce our impact on the environment <p>Solutions identified in other sections:</p> <ul style="list-style-type: none"> • PGS1 - Reduce the need to drive • PGS2 - Assess the capacity of our networks 	<ul style="list-style-type: none"> • Rutland Signs Guidance & Street Furniture Policy • Highway guidelines including, our new highway design guidance (once adopted) • ROWIP • Sustainable travel statement (once written) • LCWIP (once written) • Consultation Draft Local Plan (2017) policies: <ul style="list-style-type: none"> - For PGS10: RLP2, 4, 6, 7, 8, 9, 35, 40 and 41. - For PGS11: RLP2, 4, 6, 7, 8, 9, 18, 21, 22, 24, 25, 26, 30, 33, 42, 43 and 58. - For PGS13: RLP2, 3, 4, 6 7, 8, 9, 18, 21, 22, 24, 25, 26, 30, 31, 33, 38, 39, 42, 43, 56 and 58.

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APPENDIX B: MOVING RUTLAND FORWARD – RUTLAND’S FOURTH LOCAL TRANSPORT PLAN

Table B2: Working in Rutland - Summary of challenges, goals, solutions and relevant strategies, plans and policies

Our challenges	Our goals	Our solutions	Relevant strategies, plans or policies
WRC1 - Some employment locations are hard to access without a car because they are located in remote, rural locations and/ or operate shift patterns.	WRG1 - Transport options that support economic growth by enabling residents to access employment opportunities and in doing so help fulfil workforce shortages and reduce environmental impact.	<ul style="list-style-type: none"> • WRS1 – Promote car sharing • WRS2 – Encourage the creation of business site travel plans • WRS3 – Investigate an alternative to the Wheels to Work scheme <p>Solutions identified in other sections:</p> <ul style="list-style-type: none"> • PGS1 - Reduce the need to drive • PGS2 - Assess the capacity of our networks 	<ul style="list-style-type: none"> • Sustainable travel statement (once written) • Highway guidelines including, our new highway design guidance (once adopted) • LCWIP (once written) • Consultation Draft Local Plan (2017)policies: <ul style="list-style-type: none"> - For WRS1: RLP30. - For WRS2: RLP10 and RLP30. - For WRS3: RLP30.
WRC2 - A need to make our market towns fit for the future.	WRG2 – Unique, attractive and vibrant market towns that provide enhanced provisions for residents, whilst attracting visitors and supporting economic vitality.	<ul style="list-style-type: none"> • WRS4 - Undertake a strategic parking review • WRS5 - Identify opportunities for further parking provisions • WRS6 – Produce market town plans <p>Solutions identified in other sections:</p> <ul style="list-style-type: none"> • PGS6 - Ensure new developments have sufficient parking 	<ul style="list-style-type: none"> • Parking policy • Consultation Draft Local Plan (2017)policies: <ul style="list-style-type: none"> - For WRS4, WRS5 and WRS6: RLP27.
WRC3 - A shortage of new business sites in the county with good road and rail connections.	WRG3 – Local businesses supported by transport links that enable the efficient movement of goods.	<ul style="list-style-type: none"> • WRS7 - Ensure new business development is suitably located 	<ul style="list-style-type: none"> • Consultation Draft Local Plan (2017)policies: <ul style="list-style-type: none"> - For WRS7: RLP1, 2, 3, 4, 7, 10, 19, 20, 21, 24, 27, 30, 33, 52, 55 and 57.

APPENDIX B: MOVING RUTLAND FORWARD – RUTLAND’S FOURTH LOCAL TRANSPORT PLAN

Our challenges	Our goals	Our solutions	Relevant strategies, plans or policies
WRC4 – Business growth may lead to increased traffic and HGV movements.	WRG4 – Traffic management provisions that limit the impact of HGV and other vehicular traffic.	<ul style="list-style-type: none"> WRS8 – Consider HGV and lorry parking WRS9 – HGV restrictions and rail freight 	<ul style="list-style-type: none"> Parking strategy (to be revised) Network management plan (once written) Consultation Draft Local Plan (2017)policies: <ul style="list-style-type: none"> For WRS8 and WRS9: RLP2, 5, 7, 8, 9, 21, 22, 26, 30, and 56.
WCR5 - Freight and passenger rail changes may have a negative impact on businesses.	WRG5 - Limit the impact that changes to freight and passenger rail may bring.	<ul style="list-style-type: none"> WRS10 - Work with Network Rail 	<ul style="list-style-type: none"> Consultation Draft Local Plan (2017)policies: <ul style="list-style-type: none"> For WRS10: RLP30.

Table B3: Learning in Rutland - Summary of challenges, goals, solutions and relevant strategies, plans and policies

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Our challenges	Our goals	Our solutions	Relevant strategies, plans or policies
LERC1 - Growing demand for home to school transport services.	LERG1 - School transport provisions that serve the needs of our young residents, whilst being cost effective.	<ul style="list-style-type: none"> LERS1 - Review our post 16 education transport provisions LERS2 - Ensure school transport policies are adhered to LERS3 - Look at alternative procurement and delivery options <p>Solutions identified in other sections:</p> <ul style="list-style-type: none"> PGS1 - Reduce the need to drive PGS2 - Assess the capacity of our networks LERS6 - Provide the infrastructure needed to encourage walking and cycling 	<ul style="list-style-type: none"> Home to school travel and transport policy Travel assistance for children with special educational needs or disabilities Highway guidelines including, our new highway design guidance (once adopted) LCWIP (once written) Consultation Draft Local Plan (2017) policies: <ul style="list-style-type: none"> For LERS1, LERS2, LERS3 and LERS4: RLP10 and RLP30.

APPENDIX B: MOVING RUTLAND FORWARD – RUTLAND’S FOURTH LOCAL TRANSPORT PLAN

Our challenges	Our goals	Our solutions	Relevant strategies, plans or policies
<p>LERC2 - Congestion around schools at the start and end of the school day.</p>	<p>LERG2 - High levels of walking and cycling to school and college – leading to improved health in our young, reduced congestion on our roads and improved local air quality.</p>	<ul style="list-style-type: none"> • LERS4 – Encourage a change in mind-set • LERS5 - Enable schools and colleges to manage the problem • LERS6 - Provide the infrastructure needed to encourage walking and cycling <p>Solutions identified in other sections:</p> <ul style="list-style-type: none"> • WRS4 – Undertake a strategic parking review • LIRS6 - Work with residents and our communities • 	<ul style="list-style-type: none"> • SMOTS • LCWIP (once written) • Parking strategy (to be revised) • Consultation Draft Local Plan (2017)policies: <ul style="list-style-type: none"> - For LERS1: RLP2, 8, 10, 11, 30, 33, 36, 42, 44 and 58.

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Table B4: Living in Rutland - Summary of challenges, goals, solutions and relevant strategies, plans and policies

Our challenges	Our goals	Our solutions	Relevant strategies, plans or policies
<p>LIRC1 - Reliance on the car, due to the rural nature of our county.</p>	<p>LIRG1 - Reduce car dependency within the County – in a way that doesn't hinder access to services or economic development.</p>	<ul style="list-style-type: none"> • LIRS1 - Promote sustainable travel options • LIRS2 - Support technological advances <p>Solutions identified in other sections:</p> <ul style="list-style-type: none"> • PGS1 - Reduce the need to drive • PGS2 - Assess the capacity of our networks 	<ul style="list-style-type: none"> • Sustainable travel statement (once written) • Passenger transport strategy • Highway guidelines including, our new highway design guidance (once adopted) • LCWIP (once written) • Consultation Draft Local Plan (2017)policy: <ul style="list-style-type: none"> - For LIRS1: RLP2, 30, 31, 33.

APPENDIX B: MOVING RUTLAND FORWARD – RUTLAND’S FOURTH LOCAL TRANSPORT PLAN

Our challenges	Our goals	Our solutions	Relevant strategies, plans or policies
		<ul style="list-style-type: none"> PGS4 – Facilitate an efficient and flexible passenger transport network LERS6 – Provide the infrastructure needed to encourage walking and cycling 	<ul style="list-style-type: none"> - For LIRS2: RLP31 and 32.
LIRC2 - Road safety risks and resident concerns regarding road safety.	LIRG2 - Reduce the number of deaths and injuries on our county’s roads.	<ul style="list-style-type: none"> LIRS3 - Adopt a safe systems approach to road safety LIRS4 - Identify common causes and locations of accidents LIRS5 – Apply the three e’s LIRS6 - Work with residents and our communities <p>Solutions identified in other sections:</p> <ul style="list-style-type: none"> PGS3 – Maintain our assets in a cost effective way LIRS2 – Support technological advances LIRS8 – Ensure suitably designed, safe and accessible provisions LIRS10 – Maintain our walking and cycling assets LIRS11 – Work with local interest groups LIRS14 – Promote personal independence LERS5 – Enable schools and colleges to manage the problem 	<ul style="list-style-type: none"> Road safety strategy (once written) Parking strategy (to be revised) Highway guidelines including, our new highway design guidance (once adopted) Consultation Draft Local Plan (2017)policy: <ul style="list-style-type: none"> - For LIRS3 and LIRS5: RLP33.

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APPENDIX B: MOVING RUTLAND FORWARD – RUTLAND’S FOURTH LOCAL TRANSPORT PLAN

Our challenges	Our goals	Our solutions	Relevant strategies, plans or policies
		<ul style="list-style-type: none"> LERS6 – Provide the infrastructure needed to encourage walking and cycling VERS1 – Carry out a rolling review of existing provisions and consider (where appropriate) remedial action 	
<p>LIRC3 - Physical and personal barriers inhibiting residents from walking and cycling.</p>	<p>LIRG3 - Remove the barriers inhibiting our residents from walking and cycling, particularly those that would enable shorter utility journeys to be undertaken by bike and foot – helping to improve our residents’ health, access to services and our environment.</p>	<ul style="list-style-type: none"> LIRS7 - Promote walking and cycling as travel options LIRS8 - Ensure suitably designed, safe and accessible provisions LIRS9 - Provide sufficient route marking and publicity LIRS10 – Maintain our walking and cycling assets LIRS11 - Work with local interest groups <p>Solutions identified in other sections:</p> <ul style="list-style-type: none"> PGS1 - Reduce the need to drive PGS2 - Assess the capacity of our networks LERS6 - Provide the infrastructure needed to encourage walking and cycling 	<ul style="list-style-type: none"> Sustainable travel statement (once written) Highway guidelines including, our new highway design guidance (once adopted) LCWIP (once written) ROWIP Rutland Signs Guidance & Street Furniture Policy HAMP Winter maintenance policy Parking strategy (to be revised) Consultation Draft Local Plan (2017)policies: <ul style="list-style-type: none"> - For LIRS7: RLP2, 23 and 30. - For LIRS8: RLP8, 9, 10, 17, 18, 22, 26, 30, 33, 35, 36, 42 and 43. - For LIRS10: RLP23, 30, 42 and 43.
<p>LIRC4 - Residents with limited mobility or without access to a vehicle may struggle to access essential</p>	<p>LIRG4 - A passenger transport network that caters for our most vulnerable residents.</p>	<ul style="list-style-type: none"> LIRS12 - Promote transport provisions LIRS13 - Make services accessible 	<ul style="list-style-type: none"> Passenger transport strategy Road safety strategy (once written) Consultation Draft Local Plan (2017)policies: <ul style="list-style-type: none"> - For LIRS12 and 13: RLP2 and 30.

APPENDIX B: MOVING RUTLAND FORWARD – RUTLAND’S FOURTH LOCAL TRANSPORT PLAN

Our challenges	Our goals	Our solutions	Relevant strategies, plans or policies
services and health provisions and could face social isolation.		<ul style="list-style-type: none"> • LIRS14 - Promote personal independence <p>Solutions identified in other sections:</p> <ul style="list-style-type: none"> • PGS1 - Reduce the need to drive • PGS4 - Facilitate an efficient and flexible passenger transport network • PGS5 – Work with partners to provide further transport provisions 	

Table B5: Visiting and enjoying Rutland - Summary of challenges, goals, solutions and relevant strategies, plans and policies

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Our challenges	Our goals	Our solutions	Relevant strategies, plans or policies
VERC1 - Gaps and missing links in our existing public rights of way and joint cycleway/ footway network.	VERG1 - An integrated network of walking, cycling and public rights of way routes that connect our villages and towns with each other and enable circular walks and rides.	<ul style="list-style-type: none"> • VERS1 – Carry out a rolling review of existing provisions and consider (where appropriate) remedial action. • VERS2 – Prioritise investment opportunities <p>Solutions identified in other sections:</p> <ul style="list-style-type: none"> • PGS1 – Reduce the need to drive • PGS2 - Assess the capacity of our networks • PGS10 - Protect our green space and public rights of way network 	<ul style="list-style-type: none"> • HAMP • ROWIP • LCWIP (once written) • Highway guidelines including, our new highway design guidance (once adopted) • Consultation Draft Local Plan (2017)policies: <ul style="list-style-type: none"> - For VERS2: RLP11.

APPENDIX B: MOVING RUTLAND FORWARD – RUTLAND’S FOURTH LOCAL TRANSPORT PLAN

Our challenges	Our goals	Our solutions	Relevant strategies, plans or policies
<p>VERC2 - Lack of public awareness of public rights of way, joint cycleway/ footways and cycling and walking events and provisions.</p>	<p>VERG2 - Clear publicity of our public rights of way, cycling and walking infrastructure and events. Promotional materials that are easy to understand and tailored to the needs of different user groups.</p>	<ul style="list-style-type: none"> • VERS3 - Produce clear and easy to read promotional materials • VERS4 - Work with partners to promote provisions and events <p>Solutions identified in other sections:</p> <ul style="list-style-type: none"> • VERS1 – Carry out a rolling review of existing provisions and consider (where appropriate) remedial action. 	<ul style="list-style-type: none"> • Sustainable transport strategy • ROWIP • LCWIP (once written) • HAMP • Consultation Draft Local Plan (2017)policies: <ul style="list-style-type: none"> - For VERS4: RLP23 and 30. - For VERS5: RLP2 and 30.
<p>VERC3 – Barriers restricting access to and between Rutland’s key tourist attractions and centres of recreation and leisure.</p>	<p>VERG3 - Accessible leisure, recreation and tourism opportunities, complimented by a sustainable transport network and parking provision that supports tourism.</p>	<ul style="list-style-type: none"> • VERS5 – Support sustainable passenger transport opportunities <p>Solutions identified in other sections:</p> <ul style="list-style-type: none"> • PGS1 – Reduce the need to drive • WRS4 – Undertake a strategic parking review. 	<ul style="list-style-type: none"> • LCWIP (once written) • ROWIP • Sport and recreation facility strategy (Local Strategic Partnership document) • Parking policy

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Further information

For further information, or to request this document in an alternative format, please contact us:

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Moving Rutland Forward

A summary of Rutland's fourth local transport plan

Our vision for a transport network and services that:

- Support sustainable growth
- Meet the needs of our most vulnerable residents
- Help improve health and wellbeing

2019 - 2036

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1 INTRODUCTION

Rutland is a rural county with a dispersed and increasingly elderly population. It is also a county with aspirations to deliver growth in housing, and develop a thriving economy that will make it an attractive location for people and businesses to locate. These characteristics and aspirations bring with them a number of transport needs and challenges which Moving Rutland Forward (MRF) - our 4th Local Transport Plan, is designed to address.

MRF supersedes our third local transport plan (LTP3) which was launched in 2011 and covered the period up to 2026. In the short space of time since LTP3 was published we have successfully achieved a number of the aspirations within it – such as the opening of Oakham bus station in May 2014 (further detail on achievements can be found in the full MRF strategy). This, alongside changes to local policy, mean the timing is ideal to develop a new local transport plan setting out our vision for transport in Rutland to 2036. Whilst MRF sets out our long term vision, it will be a ‘living document’, and as such could be reviewed if necessary to reflect future changes to local or national policy and aspirations.

MRF is the overarching document for a range of other plans, policies and strategies. Some of these – including the rights of way improvement plan, and the passenger transport strategy – are already published. However we are only at the beginning of the journey, and during the life of the plan a number of additional documents will be produced. These include, *inter alia*, a network management plan, a road safety strategy and a local cycling and walking infrastructure plan. A full list can be found within the main MRF document.

This document provides a summary of the key elements of MRF.

2 OUR TRANSPORT VISION

MRF sets out our transport vision, shown in figure 1, and seeks to provide a transport system and services that:

- **facilitate delivery of sustainable population and economic growth by:**

- Providing resilient and adaptable infrastructure and services that cater for our most vulnerable residents, whilst boosting the vitality of our economy.
- Maintaining our highway network to a high standard through the efficient use of available resources – ensuring the safety and quality of our assets.
- Mitigating the potential impact of development on our highway network and seeking opportunities to enhance facilities and services to better meet the needs of our future population.

- **meet the needs of our most vulnerable residents by:**

- Providing an efficient network of passenger transport services that connect as many of the county’s residents and visitors as possible with a range of key services and facilities in a cost-effective way.

- **support a high level of health and wellbeing (including combating rural isolation) by:**

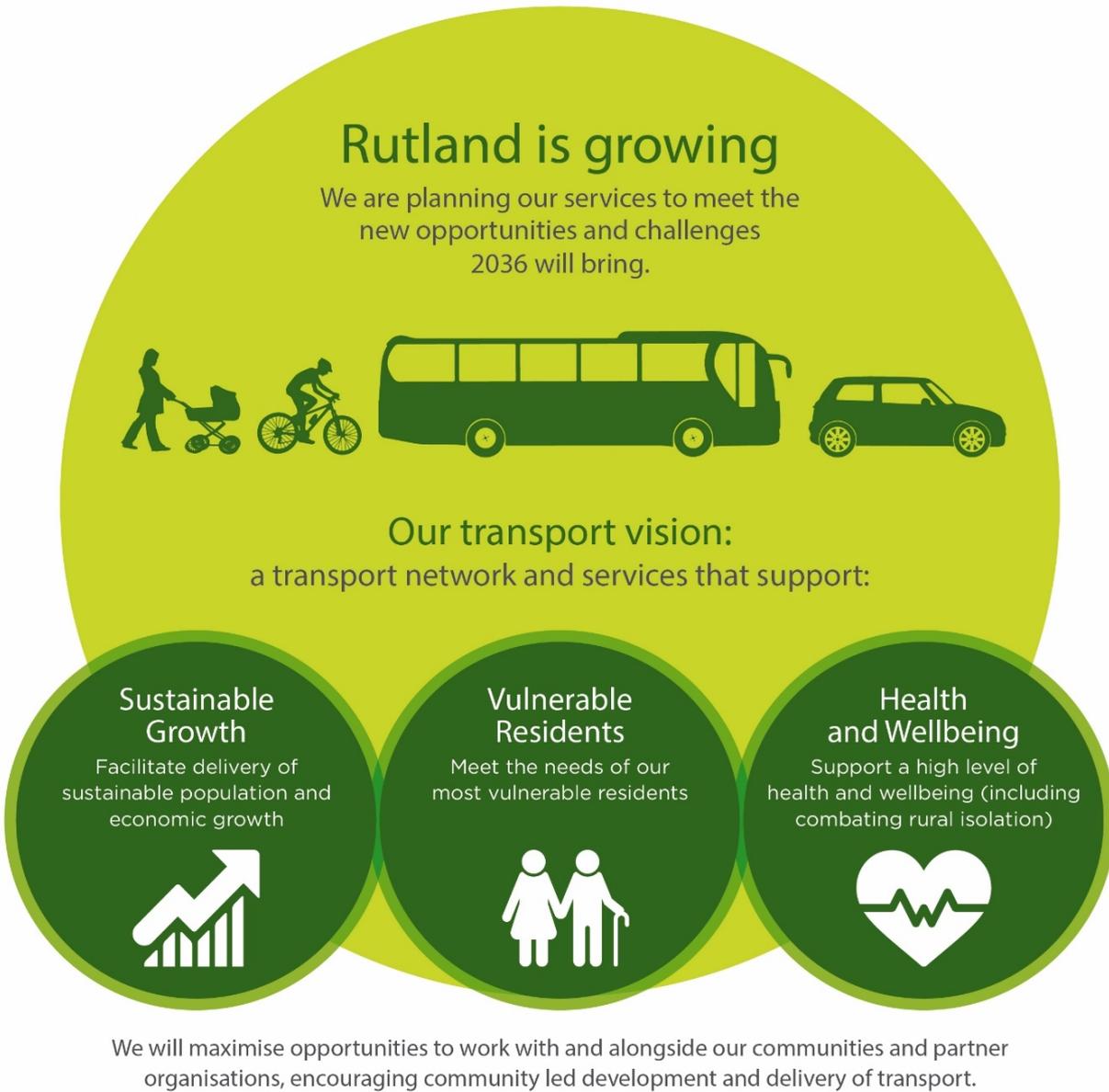
- Making walking and cycling ‘the norm’ by working to remove barriers and investigating opportunities to develop an integrated network of cycleways, footways and public rights of way that provide connections between our settlements and with essential services and leisure opportunities.
- Making our roads safer by implementing a safe systems approach to road safety and adopting ‘vision zero’¹ – through which we will strive to continually reduce the number of deaths and injuries on our county’s roads.

¹ A vision to continually reduce the number of casualties on our roads, with the ultimate long-term goal of a highway network free from death and serious injury - a vision in line with that of the Parliamentary Advisory Council for Transport Safety – see: <http://www.pacts.org.uk/safe-system/>

2.1 FIGURE 1 – OUR VISION

Moving Rutland Forward

Rutland’s Fourth Local Transport Plan



Our plan’s themes:



3 CONTENT OF MOVING RUTLAND FORWARD

Emanating from our vision are five themes (shown in figure 1) that take into account national and local policy, feedback from stakeholders and our communities and evidence from a range of other sources. Within the main MRF document, each of these themes have a dedicated chapter – setting out the corresponding transport challenges faced, our goals in response to each of these, and the solutions proposed to help address them.

The five themes and associated goals are outlined below. Information regarding the solutions proposed to help us achieve these goals can be found in the full MRF document.

3.1 POPULATION GROWTH: PLANNING FOR THE FUTURE AND MEETING THE NEEDS OF A GROWING RUTLAND

- Passenger transport provisions and a highway network that are resilient and adaptable to changing demand.
- Sufficient parking capacity for our current and future population.
- A co-ordinated and integrated approach to highway maintenance and utility enhancements.
- Sustainable development that enhances and supports our county's rural character and heritage.

3.2 WORKING IN RUTLAND: MEETING THE NEEDS OF NEW AND EXISTING RUTLAND BUSINESSES, THEIR CUSTOMERS AND THEIR WORKFORCE

- Transport options that support economic growth by enabling residents to access employment opportunities and in doing so help fulfil workforce shortages and reduce environmental impact.
- Unique, attractive and vibrant market towns that provide enhanced provisions for residents, whilst attracting visitors and supporting economic vitality.
- Local businesses supported by transport links that enable the efficient movement of goods.
- Traffic management provisions that limit the impact of HGV and other vehicular traffic.
- Limit the impact that changes to freight and passenger rail may bring.

3.3 LEARNING IN RUTLAND: HELPING OUR RESIDENTS REACH THEIR FULL POTENTIAL

- School transport provisions that serve the needs of our young residents, whilst being cost effective.

APPENDIX C – SUMMARY OF MOVING RUTLAND FORWARD

- High levels of walking and cycling to school and college – leading to improved health in our young, reduced congestion on our roads and improved local air quality.

3.4 LIVING IN RUTLAND: HELPING RUTLAND RESIDENTS TO ACCESS ESSENTIAL SERVICES AND SUPPORTING HEALTH AND WELLBEING

- Reduce car dependency within the County – in a way that doesn't hinder access to services or economic development.
- Reduce the number of deaths and injuries on our county's roads.
- Remove the barriers inhibiting our residents from walking and cycling, particularly those that would enable shorter utility journeys to be undertaken by bike and foot – helping to improve our residents' health, access to services and our environment.
- A passenger transport network that caters for our most vulnerable residents.

3.5 VISITING AND ENJOYING RUTLAND: HELPING TOURISTS, VISITORS AND RESIDENTS TO ACCESS AND ENJOY RUTLAND'S TOWNS, VILLAGES AND COUNTRYSIDE

- An integrated network of walking, cycling and public rights of way routes that connect our villages and towns with each other and enable circular walks and rides.
- Clear publicity of our public rights of way, cycling and walking infrastructure and events. Promotional materials that are easy to understand and tailored to the needs of different user groups.
- Accessible leisure, recreation and tourism opportunities, complimented by a sustainable transport network and parking provision that supports tourism.

4 DELIVERY

The delivery plan for MRF is set-out in our first implementation plan, (covering the next 5 years). This lists the actions we will implement in order achieve our vision and our approach to delivery (including seeking opportunities for further partnership working and enhanced communication and promotion of existing and new provisions and services). Appendix A summarises the actions to be delivered during the life of MRF.

Delivery of MRF has a vital role to play in the future evolution of Rutland and will – we hope – deliver upon its title and help move Rutland forward.

APPENDIX C – SUMMARY OF MOVING RUTLAND FORWARD

5 APPENDIX A – MOVING RUTLAND FORWARD ACTIONS

MRF implementation plan actions

POPULATION GROWTH				
Action	Business as usual	Implementation plan one	Future implementation plans	Delivery date
Develop a more robust internal consultation process for new planning applications		X		6 months after MRF is published.
Update the Highways Asset Management Plan (HAMP).		X		Late 2019
Adopt highway design guidance.		X		Early 2020
Work in partnership with surrounding local authorities and Local Enterprise Partnerships to seek opportunities to improve the A47, where it is demonstrated as necessary, through the Department for Transport (DfT) funding such as the Major Road Network and Large Local Majors programmes investment programme.		X		Late 2020
Produce and keep up to date a network management plan.	X	X		Late 2020
Undertake a strategic parking review and develop a new parking strategy.		X		Late 2019
Investigate opportunities to work with community and voluntary transport providers.		X		Early 2021
Develop a Local Cycling and Walking Infrastructure Plan.		X		Mid 2020

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APPENDIX C – SUMMARY OF MOVING RUTLAND FORWARD

Seek further opportunities to enhance dialogue with Network Rail.	X			-
Maintain our highway infrastructure as per our highways inspection policy, highway asset management plan, winter service policy, ROWIP and PROW maintenance plan (once written).	X			-
Develop a performance management framework.		X		Late 2019
Produce a Resilient Network Policy		X		Late 2019
WORKING IN RUTLAND				
Action	Business as usual	Implementation plan one	Future implementation plans	Delivery date
Investigate an alternative to the Wheels to Work Scheme.		X		Early 2020
Work with local businesses to develop site travel plans for business and industrial sites.			X	TBC
Undertake a car sharing promotional campaign.			X	TBC
Consider replacing car sharing website with more user friendly system (funding dependent).			X	TBC
Produce market town plans.		X		Mid 2020

APPENDIX C – SUMMARY OF MOVING RUTLAND FORWARD

LEARNING IN RUTLAND				
Action	Business as usual	Implementation plan one	Future implementation plans	Delivery date
Consider alternative school transport delivery options.		X		From plan adoption.
Review post 16 education transport provisions and prepare a new post 16 education transport policy.		X		Late 2020
Assist schools and colleges with the development/ revision of travel plans.	X			-
Update and review our sustainable modes of travel strategy (SMOTS).	X			-
LIVING IN RUTLAND				
Action	Business as usual	Implementation plan one	Future implementation plans	Delivery date
Investigate additional concessionary travel privileges for residents with disabilities or SEND.		X		Late 2020
Produce a new road safety strategy.		X		Early 2022
Identify opportunities to work with local interest groups to resolve conflicts between different highway users.			X	TBC
Continue to deliver and expand our pedestrian travel training programme.	X			-
Periodically review casualty data to identify trends and priorities.	X			-
Deliver enhanced promotion of transport and highway provisions.	X			-

APPENDIX C – SUMMARY OF MOVING RUTLAND FORWARD

Develop and keep under review a sustainable travel statement.		X		Early 2021
Keep up to date a winter service policy.	X			-
Produce a skid resistance policy.		X		Late 2019
Identify priority routes where more frequent verge cutting and spraying may be beneficial for the purpose of safety.		X		Late 2023
Work with partners to promote walking and cycling.	X			-
Operate the Highways and Transport Working Group through which local highway and transport concerns will be considered.	X			-
VISITING AND ENJOYING RUTLAND				
Action	Business as usual	Implementation plan one	Future implementation plans	Delivery date
Undertake an audit of cycleway and footway markings and signage.			X	TBC
Consider opportunities to develop transport provisions that provide links to leisure, recreation and tourism opportunities (subject to funding).			X	TBC
Undertake a rolling review of existing walking, cycling and horse riding provisions. Results to be recorded in our asset management systems and where appropriate take remedial action.	X			-
OVERARCHING AND MISCELLANEOUS ACTIONS				
Action	Business as usual	Implementation plan one	Future implementation plans	Delivery date

APPENDIX C – SUMMARY OF MOVING RUTLAND FORWARD

Deliver and keep under annual review the sub documents and strategies of MRF.	X			-
Provide an annual progress update on MRF.	X			-
Identify grant opportunities.	X			-
Produce a highway and transport communication plan.		X		Early 2020

Further information

For further information, or to request this document in an alternative format, please contact us:

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Moving Rutland Forward

Implementation Plan One
2019 – 2023



Rutland
County Council

APPENDIX D – IMPLEMENTATION PLAN ONE

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1 INTRODUCTION

Moving Rutland Forward (MRF) is the name of our fourth local transport plan (LTP4) - a strategic document outlining the transport challenges faced in Rutland, along with potential solutions.

The vision of MRF is to deliver a transport network and services that:

- facilitate delivery of sustainable population and economic growth;
- meet the needs of our most vulnerable residents; and
- support a high level of health and wellbeing (including combating rural isolation).

To help us achieve the above vision, over the life of MRF we will produce a series of 4 implementation plans – outlining our approach to delivery.

This document constitutes the first implementation plan and covers the initial 5 year period of MRF's lifespan. Within this plan we identify:

- the actions and initiatives we will deliver,
- funding opportunities, and
- how we will monitor progress.

It should be noted when reading through this implementation plan, that a number of the actions require staff time or grant funding. Deliverability is therefore dependent on availability of these resources.

Furthermore, MRF is a strategic document, spanning over nearly two decades. As such it is not possible to include detailed information on all actions to be delivered during this time. Instead, such detail will be included within the sub documents of MRF. However, during the development of MRF it became evident that there were gaps in our operational policy baseline. Therefore, a number of actions within this first implementation plan involve the preparation of new or revised policies (that align with the overarching vision and aims of MRF), providing the building blocks from which all future decisions and actions will be based.

Subsequent implementation plans will be published upon expiry of the existing implementation plan, each covering a period of no more than 5 years with the exception of the final plan - which will cover the remaining period of MRF.

2 ACTIONS AND INITIATIVES

Table 1, on the following page, summarises the actions that will be delivered during the life of this first implementation plan, broken down by the themes of MRF – which are:

- **Population growth:** planning for the future and meeting the needs of a growing Rutland;
- **Working in Rutland:** meeting the needs of new and existing Rutland businesses, their customers and their workforce;
- **Learning in Rutland:** helping our residents reach their full potential;
- **Living in Rutland:** helping Rutland residents to access essential services and supporting health and wellbeing; and
- **Visiting and enjoying Rutland:** helping tourists, visitors and residents to access and enjoy Rutland’s towns, villages and countryside.

Table 1 also outlines some of the actions that we will deliver in future implementation plans as well as the key ‘business as usual’ tasks carried out by the council’s highway and transport teams.

Appendix A and B provide more detail on the actions in table 1 - and will act as the council’s operational delivery guide.

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Table 1 - MRF implementation plan actions

POPULATION GROWTH				
Action	Business as usual	Implementation plan one	Future implementation plans	Delivery date
Develop a more robust internal consultation process for new planning applications		X		6 months after MRF is published.
Update the Highways Asset Management Plan (HAMP).		X		Late 2019
Adopt highway design guidance.		X		Early 2020
Work in partnership with surrounding local authorities and Local Enterprise Partnerships to seek opportunities to improve the A47, where it is demonstrated as necessary, through the Department for Transport (DfT) funding such as the Major Road Network and Large Local Majors programmes investment programme.		X		Late 2020
Produce and keep up to date a network management plan.	X	X		Late 2020
Undertake a strategic parking review and develop a new parking strategy.		X		Late 2019
Investigate opportunities to work with community and voluntary transport providers.		X		Early 2021
Develop a Local Cycling and Walking Infrastructure Plan.		X		Mid 2020

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Seek further opportunities to enhance dialogue with Network Rail.	X			-
Maintain our highway infrastructure as per our highways inspection policy, highway asset management plan, winter service policy, ROWIP and PROW maintenance plan (once written).	X			-
Develop a performance management framework.		X		Late 2019
Produce a Resilient Network Policy		X		Late 2019
WORKING IN RUTLAND				
Action	Business as usual	Implementation plan one	Future implementation plans	Delivery date
Investigate an alternative to the Wheels to Work Scheme.		X		Early 2020
Work with local businesses to develop site travel plans for business and industrial sites.			X	TBC
Undertake a car sharing promotional campaign.			X	TBC
Consider replacing car sharing website with more user friendly system (funding dependent).			X	TBC
Produce market town plans.		X		Mid 2020

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LEARNING IN RUTLAND				
Action	Business as usual	Implementation plan one	Future implementation plans	Delivery date
Consider alternative school transport delivery options.		X		From plan adoption.
Review post 16 education transport provisions and prepare a new post 16 education transport policy.		X		Late 2020
Assist schools and colleges with the development/ revision of travel plans.	X			-
Update and review our sustainable modes of travel strategy (SMOTS).	X			-
LIVING IN RUTLAND				
Action	Business as usual	Implementation plan one	Future implementation plans	Delivery date
Investigate additional concessionary travel privileges for residents with disabilities or SEND.		X		Late 2020
Produce a new road safety strategy.		X		Early 2022
Identify opportunities to work with local interest groups to resolve conflicts between different highway users.			X	TBC
Continue to deliver and expand our pedestrian travel training programme.	X			-

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Periodically review casualty data to identify trends and priorities.	X			-
Deliver enhanced promotion of transport and highway provisions.	X			-
Develop and keep under review a sustainable travel statement.		X		Early 2021
Keep up to date a winter service policy.	X			-
Produce a skid resistance policy.		X		Late 2019
Identify priority routes where more frequent verge cutting and spraying may be beneficial for the purpose of safety.		X		Late 2023
Work with partners to promote walking and cycling.	X			-
Operate the Highways and Transport Working Group through which local highway and transport concerns will be considered.	X			-
VISITING AND ENJOYING RUTLAND				
Action	Business as usual	Implementation plan one	Future implementation plans	Delivery date
Undertake an audit of cycleway and footway markings and signage.			X	TBC
Consider opportunities to develop transport provisions that provide links to leisure, recreation and tourism opportunities (subject to funding).			X	TBC
Undertake a rolling review of existing walking, cycling and horse riding provisions. Results to be recorded in our asset	X			-

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management systems and where appropriate take remedial action.				
OVERARCHING AND MISCELLANEOUS ACTIONS				
Action	Business as usual	Implementation plan one	Future implementation plans	Delivery date
Deliver and keep under annual review the sub documents and strategies of MRF.	X			-
Provide an annual progress update on MRF.	X			-
Identify grant opportunities.	X			-
Produce a highway and transport communication plan.		X		Early 2020

APPENDIX D – IMPLEMENTATION PLAN ONE

3 FUNDING

Delivery of the actions set out within this plan is dependent on the availability of sufficient funding and resources.

This chapter sets out the various funding options currently in place; however future availability of these sources is uncertain. In light of this it is vital that activities and actions are prioritised to ensure the most effective use of funds.

The processes used to prioritise transport and highway related improvements and schemes are detailed within the corresponding, topic specific, sub documents of MRF– as outlined in table 2.

Table 2 – Associated documents outlining prioritisation mechanisms

Area	Document
Highway maintenance	Highways Asset Management Plan
Road safety	Road Safety Strategy (once produced)
Public rights of way	Rights of Way Improvement Plan (ROWIP) and PROW (public rights of way) Maintenance Plan (once produced)
Bus subsidisation	Passenger Transport Strategy
Walking and cycling infrastructure	Local Cycling and Walking Infrastructure Plan (once produced).

APPENDIX D – IMPLEMENTATION PLAN ONE

3.1 REVENUE FUNDING

Revenue funding can be used to deliver highway and transport services. Table 3 sets out the confirmed revenue funding allocations, with further information on these funding sources detailed in the remainder of this section.

Table 3 – Confirmed revenue funding allocations for highway and transport services and provisions

Budget area	2017/18	2018/19	2019/20	Description
Public Transport	788,800	826,100	842,600	Including: <ul style="list-style-type: none"> - public transport provision - concessionary travel reimbursements - support to community transport providers
School and college transport	885,100	1,045,100	1,077,100	Including: <ul style="list-style-type: none"> - home to school transport - post 16 education transport - commissioned transport fleet
Transport for adult social services, looked after children and individuals with SEND.	479,100	528,100	523,700	Including: <ul style="list-style-type: none"> - adult social services transport - children looked after transport - SEND transport
Highway maintenance	1,556,200	1,281,600	916,800	Including: <ul style="list-style-type: none"> - road drainage and structures - term maintenance contract costs - road maintenance - winter maintenance

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Budget area	2017/18	2018/19	2019/20	Description
Lighting, Barriers & Traffic Signals	134,400	127,400	143,300	Including: - maintenance and energy costs of lighting, barriers and traffic signals.
Public Rights of Way	90,400	93,600	95,800	Including: - maintenance and improvement of the public rights of way network
Parking	-350,000	-333,700	-325,500	Including: - enforcement - signs and lines - revenue generated Note: parking generates revenue to cover operational costs.
Transport Management	590,800	432,700	423,700	Including: - development of transport policies - road safety education initiatives - Bikeability grant funding from the DfT - sustainable travel promotion - internal fleet provisions
Total	4,174,800	4,000,900	3,697,500	

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APPENDIX D – IMPLEMENTATION PLAN ONE

3.1.1 INTERNAL REVENUE BUDGET ALLOCATIONS

RCC has a limited amount of revenue funding available to support highway and transport operations. Internal budgets are determined annually and are approved by full council. Table 3 summarises these allocations.

3.1.2 REVENUE GRANT ALLOCATIONS

The council also receives revenue grant allocations from a number of external sources. Table 3 summarises these, with further detail provided below:

- **Bikeability grant funding:** The government currently provides revenue grant funding to enable local authorities to deliver Bikeability training to primary school children. Funding is not guaranteed and local authorities must submit an application to the Department for Transport (DfT) putting forward their funding requirements over a set period.
- **Bus service operator grant (BSOG):** The bus service operator grant (BSOG) is a grant provided by the government to help bus operators and community transport organisations recover some fuel costs – helping operators keep fares down and enabling them to run services that might otherwise be unprofitable and get cancelled.

Direct BSOG payments are made from the government to community transport providers and operators of bus services on routes considered as commercially viable. The amount received is based on the service provider's annual fuel consumption.

In addition to these direct payments, the government also provides local authorities with BSOG funding. Up until April 2018 this funding was ring fenced and therefore to be used for expenditure on sustaining or improving bus services. Although ring fenced, there was however room for local authorities to determine how the funding was utilised – though the DfT indicate a desire for local authorities to allocate the funding towards operators of non-commercial services.

We are awaiting clarification regarding whether future BSOG funding provided to local authorities will be ring fenced.

APPENDIX D – IMPLEMENTATION PLAN ONE

3.2 CAPITAL FUNDING

Capital funding is used to maintain and develop physical highway and transport assets. Table 4 outlines the confirmed capital funding allocations available to RCC, with further detail provided in the remainder of this section.

Table 4 – Confirmed capital grant funding allocations for highway and transport services and provisions

Budget area	2017/18	2018/19	2019/20
Department for Transport – Highways capital maintenance block	1,696,000	2,380,000	1,535,000
Department for Transport – Highways incentive fund allocation	147,000	226,000	320,000
Department for Transport – Integrated transport block	458,000	458,000	458,000
Department for Transport - National Productivity Investment Fund	378,000	-	-
Department for Transport - Pothole action fund	76,500	54,812	102,003

3.2.1 CAPITAL GRANT ALLOCATIONS

- **Department for Transport – Integrated transport block:** The Department for Transport currently provides non ring – fenced capital funding to local authorities to help fulfil the following statutory duties:
 - carry out studies into collisions arising out of the use of vehicles on the highway and take appropriate measures to prevent such accidents (Road Traffic Act 1988);
 - prepare a Local Transport Plan (LTP) and deliver the programme of works and policies set down within it (Transport Act 2000).

Examples of where Integrated Transport Block funding can be directed include:

- integrated transport schemes including walking and cycling infrastructure,
 - public transport improvements (capital),
 - public rights of way improvements, and
 - accessibility schemes.
- **Department for Transport - Highway maintenance block (needs based):** The highway maintenance block is used to carry out improvements to maintain the public highway – as required by the Highways Act 1980.

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Through the highway maintenance block, RCC receives funding based on a needs calculation.

- **Department for Transport – Highway maintenance block (incentive fund allocation):** The Department for Transport also allocates highway maintenance funding through the incentive fund scheme – which rewards local highway authorities who can demonstrate they are delivering value for money in carrying out cost effective improvements (our maintenance practices are outlined within our highways asset management plan (HAMP)).

Incentive funding is based on the results of a self - assessment questionnaire, which all local highway authorities in England (excluding London) are invited to complete. It should be noted that local authorities are not competing with each other for funding, but are demonstrating that efficiency measures are being pursued in order to receive their full share of the funding.

Through the self - assessment, local authorities score themselves against 22 questions, and place themselves into one of 3 Bands on the basis of the available evidence. Band 3 is the highest scoring band and is currently that which RCC sits within.

The DfT will not necessarily want to see the supporting evidence from every local highway authority, although it does reserve the right to undertake sample audits. It will however, be the responsibility of the Section 151 Officer at each local authority to ensure that they are satisfied that the evidence is sufficient for him/her to sign off the overall submission and total score.

The incentive funding awarded to each local highway authority will be based on their score in the questionnaire and will be relative to the amount received through the needs-based funding formula.

- **National productivity investment fund:** The national productivity investment fund will provide the country with £23 billion in high-value investment from 2017-18 to 2021-22 to help enhance the country's productivity. Of the available funding, £2.6 billion has been set aside to tackle congestion and ensure the UK's transport networks are fit for the future.
- **Pothole action fund:** The government have also provided over 100 local authorities with additional funds to help tackle pot holes on local roads. The pothole action fund is anticipated to run up to 2020/21.

3.3 ADDITIONAL FUNDING OPPORTUNITIES

In addition to the funding sources outlined in the previous sections, funding opportunities also exist through the following mechanisms:

3.3.1 DEVELOPER CONTRIBUTIONS

Through the planning process we will look at opportunities to secure developer contributions to help deliver the initiatives and schemes set out within our implementation plan. Developer contributions can be attained through two means:

- **Section 106 agreements:** Infrastructure improvements can be requested via planning obligations including s106 agreements and s278 highway agreements. Such agreements will relate to specific developments and aim to mitigate the impact of the development.
- **Community infrastructure levy:** In March 2016 the council adopted a community infrastructure levy (CIL) policy- requiring certain new developments to pay a charge based on the scale of development. CIL funding is not site specific and funds are pooled together in a central pot and utilised for infrastructure improvements within the county.

3.3.2 PARTNERSHIP FUNDING OPPORTUNITIES

Going forward we will look for opportunities to seek investment through partnership working and partnership groups such as Midland's Connect (a sub- national transport body), as well as other service areas within the council, such as public health, education and youth services.

Should the opportunity arise we will also look to work with Local Enterprise Partnerships (LEPs) to submit bids through any future local growth deal (or similar) that the government may launch. Growth deals provide funds to LEPs for projects that benefit the local area and economy.

3.3.3 FUTURE GRANT FUNDING OPPORTUNITIES

From time to time the government launch grants for transport and highway related initiatives. In such instances if appropriate we will look to submit a bid for funding or support.

A recent example of this is our successful bid to the DfT for support to help us develop our LCWIP (local cycling and walking infrastructure plan).

4 HIGHWAY AND TRANSPORT CONCERNS

In addition to the actions set out in section 2, it should be noted that the council operates a dedicated Highways and Transport Working Group (HTWG), through which highways and transport related concerns are addressed.

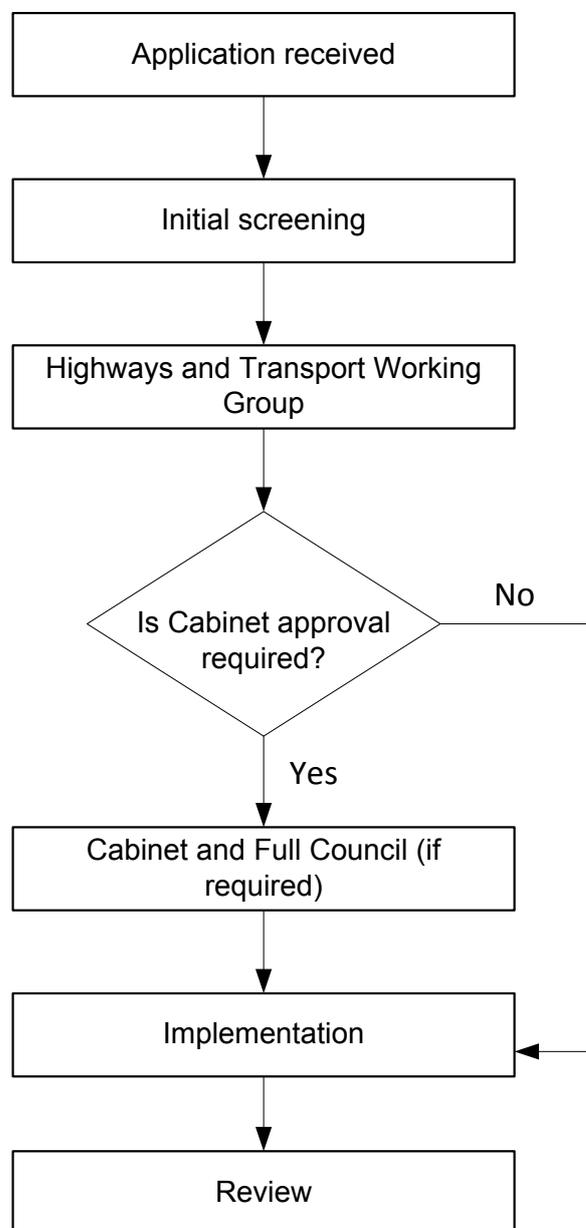
The group consists of representatives from the emergency services, along with the leader of the council, the portfolio holder for culture & leisure and highways & transportation, the strategic director for places, the deputy director for places and key council officers from the highway and transport teams.

Highway or transport concerns can be submitted (to the council) for consideration by:

- parish councils or meetings, and town councils,
- a county councillor,
- Rutland Access Group,
- a Member of Parliament, and
- representatives of the emergency services.

The HTWG enables a more reactive process for dealing with highway and transport concerns. Figure 1, highlights the process that is followed upon being alerted of a highway or transport concern.

Figure 1- HTWG concern flowchart



5 PARTNERSHIP WORKING, PROMOTION AND COMMUNICATION

5.1 PARTNERSHIP WORKING

Delivery of the actions set out within this implementation plan will be achieved through input from various teams within Rutland County Council (RCC). However, we recognise that although we must take the strategic lead in delivery, the success and benefit of these initiatives will be maximised through greater partnership working with community and voluntary organisations, education establishments, emergency services, local businesses, partnership groups, Midland's Connect (a sub – national transport body) and neighbouring local enterprise partnerships.

By working in partnership we will open up opportunities to share best practice, generate buy in and support and boost staffing and financial resources. Through partnership working we also hope to enable and facilitate community led development and delivery of transport services and schemes.

In light of this, during the life of this implementation plan, and MRF as a whole, we will continue to work with and strengthen relationships with our partners and seek opportunities to enhance the transport provisions available within the county through joint working.

5.2 PROMOTION AND COMMUNICATION

Within the MRF document there is a recurring theme regarding lack of public awareness of the travel and transport infrastructure and services available within our county. As such a number of the actions set out within this implementation plan will focus not only on improving provisions, but at enhancing promotion and communication of information, infrastructure and services.

Furthermore, as outlined within MRF, by early 2020 we will have produced a transport and highway communication plan – setting out our overarching approach to marketing and communicating transport and highway services, facilities, infrastructure and works.

6 MONITORING PROGRESS

To help us track progress towards the overarching vision of MRF, we must monitor and evaluate our activities. In light of this, we will produce a brief annual update on the actions and schemes identified within this implementation plan, as well as a short update on the sub policies, plans and strategies of MRF.

Additionally, as mentioned within chapter 1, we will produce 3 further implementation plans, which will each run for 5 years with the exception of the 4th plan - which will cover the remaining period of MRF.

APPENDIX D – IMPLEMENTATION PLAN ONE

7 RISKS

Table 5 below outlines the key risks that have been identified that may impede delivery of the actions set out within this implementation plan.

Table 5 – Potential risks to the delivery of the implementation plan

Reference	Risk	Likelihood	Impact	Severity	Mitigation or action plan
MRF-RI-01	Statutory policy changes.	1	1	1	<ul style="list-style-type: none"> Carry out an annual review of MRF and update the document accordingly.
MRF-RI-02	Corporate aims and objectives change.	1	3	3	<ul style="list-style-type: none"> Carry out an annual review of MRF and update the document accordingly. Flag potential implications to the strategic management team.
MRF-RI-03	Lack of staffing resources.	3	3	9	<ul style="list-style-type: none"> Ensure initiatives are prioritised to ensure staffing resources are directed to those schemes which will provide most benefit. Look at opportunities to work in partnership to deliver schemes.
MRF-RI-04	Lack of certainty regarding funding.	3	5	15	<ul style="list-style-type: none"> Ensure initiatives are prioritised to maximise funding and benefits. Apply for grant funding opportunities. Investigate alternative funding opportunities.

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MRF-RI-05	Increased project costs or decreased budgets.	2	5	10	<ul style="list-style-type: none"> • Ensure thorough project planning at the outset. • Include contingency measures for such scenarios. • Ensure projects or well managed and progress monitored. • Ensure service level agreements are monitored and adhered to.
MRF-RI-06	Unintended consequences impacting on delivery.	2	5	10	<ul style="list-style-type: none"> • Ensure thorough project planning at the outset. • Include contingency measures for such scenarios. • Undertake project specific risk assessments at the outset of any new scheme.

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8 APPENDIX A: SHORT TERM ACTIONS AND INITIATIVES

Table A1 identifies the actions and initiatives that we will deliver during the first 5 years of MRF.

Table A1 – Actions and initiatives to be delivered during the first implementation plan

Ref.	Action	RCC lead	RCC support	MRF challenge and solution	Timeframe	Funding source
MRF – IMP - 01	Develop a more robust internal consultation process for new planning applications (including the assessment of transport modelling reports, and highways and transport assessments) – including the development of criteria to assess a planning applications compliance with	Transport strategy (including road safety and sustainable travel).	Transport operations, highways (including PROW), parking, development control and planning policy.	<p>PGC1 - Population changes placing additional demand on our passenger transport and highway network.</p> <p>Solutions: PGS1, PGS2, PGS3, PGS4, PGS5</p> <p>PGC2 - The impact of population growth on parking provisions.</p> <p>Solutions: PGS6</p> <p>PGC4 - Growth and development within Rutland may negatively impact on our environment and county’s rural character.</p> <p>Solutions: PGS9, PGS10, PGS11</p>	6 months after MRF is published.	Staff time.

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Ref.	Action	RCC lead	RCC support	MRF challenge and solution	Timeframe	Funding source
	<p>policies outlined within MRF, Rights of Way Improvement Plan (ROWIP), road safety strategy (once produced), Passenger Transport Strategy, highway design guidance (once adopted), and future local cycling and walking infrastructure plan (LCWIP) (once produced).</p>			<p>WRC1 - Some employment locations are hard to access without a car because they are located in remote, rural locations and/or operate shift patterns.</p> <p>Solutions: WRS2</p> <p>WRC4 - Business growth may lead to increased traffic and HGV movements.</p> <p>Solutions: WRS8, WRS9</p>		
MRF-IMP-02	<p>Consider alternative delivery options for providing school transport.</p>	<p>Transport operations.</p>	<p>Transport strategy.</p>	<p>LERC1 - Growing demand for home to school transport services.</p> <p>Solutions: LERS3</p>	<p>From plan adoption, then ongoing.</p>	<p>Staff time.</p>

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Ref.	Action	RCC lead	RCC support	MRF challenge and solution	Timeframe	Funding source
MRF-IMP-03	Produce a skid resistance policy.	Highways		<p>LIRC2 – Road safety risks and resident concerns regarding road safety.</p> <p>Solutions: LIRS5</p>	Late 2019.	Staff time.
MRF – IMP - 04	Undertake a strategic parking review and develop a new parking strategy.	Parking services.	Highways.	<p>PGC1 - Population changes placing additional demand on our transport and highway network.</p> <p>Solutions: PGS2</p> <p>PGC2 – The impact of population growth on parking provisions.</p> <p>Solutions: PGS6</p> <p>WRC2 - A need to make our market towns fit for the future.</p> <p>Solutions: WRS4, WRS5, WRS6</p> <p>WRC4 - Business growth may lead to increased traffic and HGV movements.</p> <p>Solutions: WRS8, WRS9</p>	Late 2019.	Staff time.

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Ref.	Action	RCC lead	RCC support	MRF challenge and solution	Timeframe	Funding source
MRF – IMP - 05	Update the highways asset management plan (HAMP) – including the incorporation of PROW assets.	Highways (including PROW)		<p>PGC1 - Population changes placing additional demand on our transport and highway network.</p> <p>Solutions: PGS3</p> <p>LIRC3 - Physical and personal barriers inhibiting residents from walking and cycling.</p> <p>Solutions: LIRS10</p>	Late 2019.	Staff time.
MRF-IMP-06	Produce a Performance Management Framework	Highways		<p>PGC1 - Population changes placing additional demand on our transport and highway network.</p> <p>Solutions: PGS3</p>	Late 2019.	Staff time.
MRF-IMP-07	Produce a Resilient Network Policy	Highways		<p>PGC1 - Population changes placing additional demand on our transport and highway network.</p> <p>Solutions: PGS3</p>	Late 2019	Staff time.

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Ref.	Action	RCC lead	RCC support	MRF challenge and solution	Timeframe	Funding source
MRF – IMP - 08	Investigate and adopt highway design guidance.	Highways.		<p>PGC1 - Population changes placing additional demand on our passenger transport and highway network.</p> <p>Solutions: PGS1, PGS2</p> <p>PGC4 - Growth and development within Rutland may negatively impact on our environment and county’s rural character.</p> <p>Solutions: PGS9, PGS10, PGS11</p> <p>LIRC3 - Physical and personal barriers inhibiting residents from walking and cycling.</p> <p>Solutions: LIRS8</p>	Early 2020	<p>Staff time.</p> <p>Internal budget (to fund registration fee for joint initiative scheme.)</p>
MRF-IMP-09	Produce a highway and transport communication plan.	Communications	Highways, Public Rights of Way, Transport Strategy (including road safety and sustainable travel),	<p>WRC1 - Some employment locations are hard to access without a car because they are located in remote, rural locations and/ or operate shift patterns.</p> <p>Solutions: WRS1 and WRS3</p>	Early 2020.	<p>Staff time.</p> <p>Internal budget (to fund marketing materials).</p>

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Ref.	Action	RCC lead	RCC support	MRF challenge and solution	Timeframe	Funding source
			and Parking.	<p>LERC1 - Growing demand for home to school transport services.</p> <p>Solutions: LERS2</p> <p>LERC2 - Congestion around schools at the start and end of the school day.</p> <p>Solutions: LERS4</p> <p>LIRC1 - Reliance on the car, due to the rural nature of our county.</p> <p>Solutions: LIRS1</p> <p>LIRC3 - Physical and personal barriers inhibiting residents from walking and cycling.</p> <p>Solutions: LIRS7, LIRS9</p> <p>LIRC4 - Residents with limited mobility or without access to a vehicle may struggle to access essential services and health provisions and could face social isolation.</p>		

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Ref.	Action	RCC lead	RCC support	MRF challenge and solution	Timeframe	Funding source
				<p>Solutions: LIRS12 and LIRS13</p> <p>VERC2 - Lack of public awareness of our public rights of way, joint cycleway/ footways and cycling and walking events and provisions.</p> <p>Solutions: VERS3, VERS4</p> <p>VERC3 – Barriers restricting access to and between Rutland’s key tourist attractions and centres of recreation and leisure.</p> <p>Solutions: VERS5</p>		
MRF – IMP - 10	Investigate an alternative to the Wheels to Work Scheme.	Transport operations.	Transport Strategy (sustainable travel)	<p>WRC1 - Some employment locations are hard to access without a car because they are located in remote, rural locations and/ or operate shift patterns.</p> <p>Solutions: WRS3</p>	Early 2020	<p>Staff time.</p> <p>Grant funding.</p>

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Ref.	Action	RCC lead	RCC support	MRF challenge and solution	Timeframe	Funding source
MRF – IMP - 11	Develop and publish our LCWIP.	Transport strategy (including road safety and sustainable travel).	PROW	<p>PGC1 - Population changes placing additional demand on our transport and highway network.</p> <p>Solutions: PGS1, PGS2</p> <p>VERC1 - Gaps and missing links in our existing public rights of way and joint cycleway/ footway network.</p> <p>Solutions: VERS2</p>	Mid 2020.	<p>Staff time.</p> <p>LCWIP grant funding (confirmed).</p>
MRF – IMP - 12	Produce market town plans – with involvement from local stakeholders.	Economic Growth.	Highways, Transport Strategy, Parking, Development Control and Planning Policy.	<p>WRG2 – Unique, attractive and vibrant market towns that provide enhanced provisions for residents, whilst attracting visitors and supporting economic vitality.</p> <p>Solutions: WRS4, WRS5, WRS6</p>	Mid 2020.	Staff time.
MRF – IMP - 13	Investigate opportunities to deliver additional concessionary travel privileges for those	Transport operations.		<p>LIRC4 - Residents with limited mobility or without access to a vehicle may struggle to access essential services and health provisions and could face social isolation.</p>	Late 2020.	<p>Internal budget.</p> <p>Staff time.</p>

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Ref.	Action	RCC lead	RCC support	MRF challenge and solution	Timeframe	Funding source
	residents with disabilities or SEND.			Solutions: LIRS13		
MRF – IMP - 14	Review our post 16 education transport provisions and prepare a new post 16 education transport policy.	Transport strategy.	Transport operations.	<p>PGC1 - Population changes placing additional demand on our transport and highway network.</p> <p>Solutions:</p> <p>LERC1 - Growing demand for home to school transport services.</p> <p>Solutions: LERS1</p>	Late 2020.	Staff time.
MRF – IMP - 15	Work in partnership with surrounding local authorities and Local Enterprise Partnerships to seek opportunities to improve the A47, where it is demonstrated as necessary, through the Department for Transport (DfT) funding such as the	Highways.	Transport strategy.	<p>PGC1 - Population changes placing additional demand on our passenger transport and highway network.</p> <p>Solutions: PGS3</p>	Late 2020.	Staff time.

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Ref.	Action	RCC lead	RCC support	MRF challenge and solution	Timeframe	Funding source
	Major Road Network and Large Local Majors programmes investment programme.					
MRF – IMP - 16	Investigate opportunities to work with community and voluntary transport providers to maximise the transport offer available to our vulnerable residents.	Transport operations.		<p>PGC1 - Population changes placing additional demand on our passenger transport and highway network.</p> <p>Solutions: PGS4, PGS5</p> <p>VERC3 – Barriers restricting access to and between Rutland’s key tourism attractions and centres of recreation and leisure.</p> <p>Solutions: VERS5</p>	Early 2021.	Staff time.
MRF – IMP - 17	Develop and keep under review a sustainable travel statement.	Transport strategy (including sustainable travel and road safety).		<p>PGC4 - Growth and development within Rutland may negatively impact on our environment and county’s rural character.</p> <p>Solutions: PGS11</p> <p>WRC1 - Some employment locations are hard to access</p>	Early 2021.	Staff time.

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Ref.	Action	RCC lead	RCC support	MRF challenge and solution	Timeframe	Funding source
				<p>without a car because they are located in remote, rural locations and/ or operate shift patterns.</p> <p>Solutions: WRS1</p> <p>LERC2 - Congestion around schools at the start and end of the school day.</p> <p>Solutions: LERS6</p> <p>LIRC1 - Reliance on the car, due to the rural nature of our county.</p> <p>Solutions: LIRS1, LIRS2</p> <p>LIRC3 - Physical and personal barriers inhibiting residents from walking and cycling.</p> <p>Solutions: LIRS7</p>		
MRF – IMP - 18	Produce and keep up to date a network management plan – including within it reference to a new	Highways.		PGC3 - Concern from residents regarding disruption caused by road works associated with development and utility enhancements.	Late 2020.	Staff time.

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Ref.	Action	RCC lead	RCC support	MRF challenge and solution	Timeframe	Funding source
	utilities permit scheme.			Solutions: PGS7, PGS8		
MRF-IMP-19	Produce a new road safety strategy, setting out our approach to road safety and 'vision zero'. The strategy will adopt a safe systems ¹ approach to road safety and will also set out our policies on traffic calming.	Transport strategy (including road safety).	Highways.	<p>LIRC2 – Road safety risks and resident concerns regarding road safety.</p> <p>Solutions: LIRS3, LIRS4, LIRS5, LIRS6</p> <p>LIRG1 - Reduce car dependency within the county – in a way that doesn't hinder access to services or economic development.</p> <p>Solution: LIRS2</p>	Early 2022.	Staff time.

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¹ A safe systems approach looks to manage road safety through 5 pillars: road safety management, safer roads and mobility, safer vehicles, safer road users and post - crash response. *Source:* Department for Transport (2015), *Working Together to Build a Safer Road System British Road Safety Statement Moving Britain Ahead*, available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/487949/british_road_safety_statement_web.pdf, (Accessed: November 2017)

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Ref.	Action	RCC lead	RCC support	MRF challenge and solution	Timeframe	Funding source
MRF – IMP - 20	Identify priority routes where more frequent verge cutting and spraying may be beneficial for the purpose of safety and, subject to funding, look to implement these.	Transport strategy (including road safety and sustainable travel).	PROW and Environmental services	<p>PGC1 - Population changes placing additional demand on our transport and highway network.</p> <p>Solutions: PGS3</p> <p>LIRC3 - Physical and personal barriers inhibiting residents from walking and cycling.</p> <p>Solutions: LIRS10</p>	Late 2023	Staff time. Grant funding.

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9 APPENDIX B - LONGER TERM AND BUSINESS AS USUAL ACTIONS

Table B1 identifies the actions and initiatives that we will to deliver during the life of MRF, but that are outside the scope of this implementation plan. Table 2, provides the actions that are carried out to ensure service continuity (business as usual).

Table B1 – Longer term actions and initiatives

Ref.	Action	RCC lead	RCC support	MRF challenge and solution	Funding source
MRF – IMP - 21	Undertake an audit of cycleway and footway markings and signage.	Transport strategy (sustainable travel) and PROW.	Highways.	<p>LIRC3 - Physical and personal barriers inhibiting residents from walking and cycling.</p> <p>Solutions: LIRS8, LIRS9, LIRS10</p> <p>VERC1 - Gaps and missing links in our existing public rights of way and joint cycleway/ footway network.</p> <p>Solutions: VERS1</p>	<p>Staff time.</p> <p>Grant funding.</p>
MRF – IMP - 22	Work with local businesses to develop site travel plans for business and industrial sites.	Transport strategy (sustainable travel).		<p>WRC1 - Some employment locations are hard to access without a car because they are located in remote, rural locations and/ or operate shift patterns.</p> <p>Solutions: WRS2</p>	<p>Staff time.</p> <p>Grant funding.</p>

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Ref.	Action	RCC lead	RCC support	MRF challenge and solution	Funding source
MRF – IMP - 23	Identify opportunities to work with local interest groups to resolve conflicts between different highway users.	Transport strategy (including road safety and sustainable travel).	PROW	LIRC3 - Physical and personal barriers inhibiting residents from walking and cycling. Solutions: LIRS11	Staff time. Grant funding. Partnership funding.
MRF – IMP - 24	Undertake a car sharing promotional campaign.	Transport strategy (sustainable travel).		WRC1 - Some employment locations are hard to access without a car because they are located in remote, rural locations and/ or operate shift patterns. Solutions: WRS1	Staff time. Grant funding.
MRF – IMP - 25	Consider replacing car sharing website with more user friendly system (funding dependent).	Transport strategy (including sustainable travel).		WRC1 - Some employment locations are hard to access without a car because they are located in remote, rural locations and/ or operate shift patterns. Solutions: WRS1	Grant funding. DfT allocations and grant funding. Internal funds.
MRF – IMP - 26	Consider opportunities to develop transport provisions that provide links to leisure, recreation and tourism	Transport strategy (road safety and sustainable travel).	PROW, Tourism, economic development, culture and leisure, public	VERC1 - Gaps and missing links in our existing public rights of way and joint cycleway/ footway network.	Staff time. Grant funding.

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Ref.	Action	RCC lead	RCC support	MRF challenge and solution	Funding source
	opportunities (subject to funding)		health and highways.	Solutions: VERS1, VERS2 VERC3 – Barriers restricting access to and between Rutland’s key tourist attractions and centres of recreation and leisure. Solutions: VERS5	DfT allocations and grant funding.

Table B2 – Business as usual (annual and ongoing actions)

Ref.	Action	RCC lead	RCC support	MRF challenge and solutions	Funding source
MRF – BAU - 01	Deliver and keep under annual review the sub documents and strategies of MRF.	Relevant policy author/ team.	-	All	Set out within the relevant strategy document.
MRF – BAU - 02	Provide an annual progress update on MRF, this implementation plan, and the implementation plans of MRF’s associated strategies.	Transport strategy.	Transport operations. Parking Highways (including PROW)	-	Staff time.
MRF – BAU - 03	Operate a Highways and Transport Working Group	Transport strategy.	Highways and Parking	VERC1 - Gaps and missing links in our existing public rights of way and	Staff time.

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Ref.	Action	RCC lead	RCC support	MRF challenge and solutions	Funding source
	through which local highway and transport concerns will be considered.			<p>joint cycleway/ footway network.</p> <p>Solutions: VERS2</p> <p>PGC2 - The impact of population growth on parking provisions.</p> <p>Solution: PGS6</p> <p>LIRC2 – Road safety risks and resident concerns regarding road safety.</p> <p>Solution: LIRS6</p> <p>WRC4 - Business growth may lead to increased traffic and HGV movements.</p> <p>Solution: WRS8, WRS9</p>	DfT allocations and grant funding.
MRF – BAU - 04	Continue to deliver and expand our pedestrian travel training programme.	Transport Operations	Transport strategy (road safety).	LIRC4 - Residents with limited mobility or without access to a vehicle may struggle to access essential services and health provisions and could face social isolation.	Staff time.

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Ref.	Action	RCC lead	RCC support	MRF challenge and solutions	Funding source
				Solutions: LIRS14	
MRF – BAU - 05	Assist schools and colleges with the development and revision of travel plans.	Transport strategy (including road safety and sustainable travel).	-	LERC2 - Congestion around schools at the start and end of the school day. Solutions: LERS5	Staff time.
MRF – BAU - 06	Undertake a rolling review of existing walking, cycling and horse riding provisions. Results to be recorded in our asset management systems and where appropriate take remedial action.	Transport strategy (sustainable travel) and PROW	Highways.	VERC1 - Gaps and missing links in our existing public rights of way and joint cycleway/ footway network. Solutions: VERS1	Staff time.
MRF – BAU - 07	Identify grant opportunities.	All.	-	All.	Staff time.
MRF – BAU - 08	Seek further opportunities to enhance dialogue with Network Rail to ensure we are aware of any potential changes at an early stage.	Transport strategy.	Highways.	WRC5 - Freight and passenger rail changes may have a negative impact on businesses. Solutions: WRS10	Staff time.

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Ref.	Action	RCC lead	RCC support	MRF challenge and solutions	Funding source
				<p>PGC4 - Growth and development within Rutland may negatively impact on our environment and county’s rural character.</p> <p>Solutions: PGS10</p>	
MRF – BAU - 09	Maintain our highway infrastructure as per our highways inspection policy, highway asset management plan, winter service policy, ROWIP and PROW maintenance plan (once written).	Highways (including PROW)		<p>PGC1 - Population changes placing additional demand on our transport and highway network.</p> <p>Solutions: PGS3</p> <p>LIRC3 - Physical and personal barriers inhibiting residents from walking and cycling.</p> <p>Solution: LIRS10</p>	<p>DfT Highway maintenance block.</p> <p>National productivity investment fund.</p> <p>Pothole action fund.</p> <p>Internal funds.</p>
MRF – BAU - 10	Deliver enhanced and clearer promotion of our public transport provisions and highway network.	Transport operations.	PROW. Sustainable travel.	<p>LIRC4 - Residents with limited mobility or without access to a vehicle may struggle to access essential services and health provisions and could face social isolation.</p>	<p>Staff time.</p> <p>Internal budget.</p>

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Ref.	Action	RCC lead	RCC support	MRF challenge and solutions	Funding source
				<p>Solutions: LIRS12, LIRS13</p> <p>VERC2 - Lack of public awareness of our public rights of way, joint cycle way/ footways and cycling and walking events and provisions.</p> <p>Solutions: VERS3</p>	DfT allocations and grant funding.
MRF – BAU - 11	Update and review our sustainable modes of travel strategy (SMOTS).	Transport strategy (including sustainable travel and road safety).		<p>LERC2 - Congestion around schools at the start and end of the school day.</p> <p>Solution: LERS4, LERS4</p>	Staff time.
MRF – BAU - 12	Periodically review casualty data – enabling us to identify the road users and locations most at risk, as well as identifying collision cluster sites.	Transport strategy (road safety).	Highways.	<p>LIRC2 – Road safety risks and resident concerns regarding road safety.</p> <p>Solution: LIRS4</p>	<p>Staff time.</p> <p>DfT allocations and grant funding.</p>

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Ref.	Action	RCC lead	RCC support	MRF challenge and solutions	Funding source
MRF – BAU - 13	Work with partners to promote walking and cycling (including the delivery of joint events).	Transport strategy (including road safety and sustainable travel) and PROW.	Tourism, economic development, culture and leisure, public health and highways.	<p>LIRC3 - Physical and personal barriers inhibiting residents from walking and cycling.</p> <p>Solution: LIRS7, LIRS11</p> <p>VERC2 - Lack of public awareness of our public rights of way, joint cycle way/ footways and cycling and walking events and provisions.</p> <p>Solution: VERS4</p>	<p>Staff time.</p> <p>Internal budget.</p>
MRF- BAU-14	Keep up to date a winter service policy.	Highways.		<p>PGC1 - Population changes placing additional demand on our passenger transport and highway network.</p> <p>Solution: PGS3</p> <p>LIRC3 - Physical and personal barriers inhibiting residents from walking and cycling.</p> <p>Solution: LIRS10</p>	<p>Staff time.</p>

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Further information

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Passenger Transport Strategy

2019 - 2029

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GLOSSARY

Term	Acronym	Definition
Access Travel Scheme		The local name for the English National Concessionary Travel Scheme provision in Rutland.
Association of Transport Co-ordinating Officers	ATCO	An organisation providing partnership opportunities for transport professionals - through regional groups.
Baseline passenger transport service		A passenger transport service, or package of services that will meet key needs of Rutland residents (including vulnerable people) that aren't covered by commercial bus services.
Bus Service Act 2017		Legislation relating to the provision of bus services and associated activities.
Bus service operator grant	BSOG	A grant paid by Government: <ul style="list-style-type: none"> • to local authorities based on the number of tendered bus services they commissioned in 2014; and • directly to operators of eligible community transport services and commercial bus services to help them recover some fuel costs.
Call Connect		A demand responsive transport (DRT) service that runs only in response to pre-booked requests. CallConnect covers the eastern half of the county as well as crossing the county border to Stamford in Lincolnshire.
Clinical Commissioning Groups	CCGs	A series of statutory NHS bodies in charge of planning and commissioning health care services for set geographical areas.
Commercial bus service		A bus service that operates without local authority support.

Community infrastructure levy contributions	CIL	A charge payable by developers of developments 100 square metres or over. The charge is used to help provide infrastructure to support the development.
Community transport services		Transport run on a not for profit basis often by community groups and volunteers.
De Minimis agreement		De Minimis payments (in the context of the Passenger Transport Strategy) are payments to operators for bus services (or, more usually, parts of services) without competitive tendering. The circumstances in which these may be made are defined in Government regulations.
Defence Infrastructure Organisation	DIO	An arm of the Ministry of Defence in charge of buildings and infrastructure.
Demand responsive transport	DRT	A transport service that runs only in response to pre-booked requests.
Department for Health and Social Care		A ministerial department with an overarching responsibility for health and social care.
Department for Transport		A ministerial department with an overarching responsibility for transport.
Disclosure and Barring Service check	DBS	A criminal record check requested by employers, to ensure existing and potential staff are suitable for their role/ organisation.
Electronic information displays		An electronic display providing bus timetable information.
English National Concessionary Travel Scheme		A national scheme that provides free bus travel (Monday to Friday, 9.30am to 11pm and any time Saturday and Sunday) for residents of England who are of eligible state pension age or who have physical, sensory or mental impairments affecting their ability to use public transport.
Equality Act		Legal Act which protects people from discrimination in the workplace and wider society.
Financially supported services		Local bus services that need to be financially supported by the council in order for them to continue.

Good neighbour schemes		Community initiatives operated by local volunteers - providing support to local residents.
Government integrated transport block capital grant		Non ring-fenced capital funding paid as a grant to local transport authorities. Local authorities decide on the specific small-scale infrastructure improvements that it is used for, which can include road safety measures and road improvements as well as passenger transport infrastructure such as new bus shelters.
Healthcare Travel Costs Scheme		An NHS scheme that provides financial support for transport to certain medical appointments for individuals on low income and meeting set criteria.
Local cycling and walking infrastructure plan	LCWIP	A plan setting out the gaps in a local authority's utility walking and cycling network and providing a mechanism for prioritising any future investment.
Local Plan		A statutory planning document prepared by a local authority - setting out planning policies that will help to determine the future location, scale, type and design of new development within their area.
Local Transport Plan	LTP	A statutory document produced by a local transport authority - setting out their long term strategic vision for transport.
Ministry of Defence	MOD	A ministerial department with the overarching remit of protecting the security, independence and interests of the country at home and abroad.
Moving Rutland Forward		The name of Rutland's fourth local transport plan.
Multi operator tickets		Tickets which can be used on buses provided by more than one service operator. They can make bus use more convenient and affordable, and can help attract new passengers to bus services.
Network Rail		A public sector arm's length body that owns and runs Great Britain's rail infrastructure.
National Health Service	NHS	The national health service operated by NHS England.
Non-emergency patient transport	NEPT	<i>'Non-urgent, planned, transportation of patients with a medical need for transport to and from a premises providing NHS healthcare and between NHS healthcare providers. This can and should encompass a wide range of vehicle types and levels of care consistent with the patients' medical needs'</i> (Department of Health, 2007).
Passenger transport		In the context of the Passenger Transport Strategy, passenger transport includes bus services, rail services, and other forms of collective transport.

Real time information displays		Electronic display screen providing live information regarding bus arrivals and departures.
Rural isolation		Isolation that may result or be exacerbated due to the characteristics of rural settlements.
Scholar services		Local bus services that primarily serve school and college children but are registered as local bus services to also allow other people to use them. Such services operate term time only and would be deregistered if scholar demands change.
Section 106 agreement contributions	S106	A section 106 agreement is a private agreement made between local authorities and developers. S106 agreements are used to make developments acceptable in planning terms (where previously they weren't).
Service level agreement		A contract between a service provider and customer - setting out agreed deliverables and levels of service to be delivered by the provider and the conditions to which the parties must adhere.
Smart ticketing		Where a ticket is stored electronically on a microchip rather than printed on a paper ticket. In most existing smart ticketing schemes, this microchip is embedded in a smartcard, but it could also be on a smart phone.
Supported local bus service		A local bus service that requires local authority financial support in order to operate.
Sustainable growth		Growth that can be maintained without detriment to future generations.
Sustainable travel statement		A sub document of Moving Rutland Forward - outlining Rutland County Council's approach to sustainable travel.
Teckal		A company set up by a local authority, primarily focussed on providing services required by the authority (at least 80% of activity must be provided to the local authority).
Tender		A procurement process through which businesses compete (by submitting bids) to provide the service requirements of an organisation.
Train operating companies		Companies that operate passenger rail services.
Transport Act 1985		An Act to amend the law relating to road passenger transport; to make provision for the transfer of the operations of the National Bus Company to the private sector; to provide for the reorganisation of passenger transport in the public sector; to provide for local and central government financial support for certain passenger transport services and travel concessions; to make further provision with respect to the powers of London Regional Transport; to make new

		provision with respect to the constitution, powers and proceedings of the Transport Tribunal; to make provision with respect to grants payable under section 92 of the Finance Act 1965; to establish a Disabled Persons Transport Advisory Committee; and for connected purposes.
Transport Act 2000		An Act to make provision about transport.
Transport and Highways Communication Plan		A sub document of Moving Rutland Forward that will outline how Rutland County Council will promote highway and transport information to members of the public. To be produced during the life of the first Moving Rutland Forward Implementation Plan.
TransportConnect Ltd		An arms-length transport operating company set up by Lincolnshire County Council (using their own fleet) to provide transport provisions for their residents.
Travel aid scheme		A discretionary concessionary travel scheme provided by Rutland County Council for Rutland residents who are claiming Job Seekers Allowance and are actively seeking work.
Traveline		A partnership of transport companies, local authorities and passenger groups that provide public travel information.
Voluntary car schemes		Transport schemes delivered by volunteers, using their own cars, to transport people who are either unable to use public transport, or for journeys where public transport is not available or is difficult.
Vulnerable people		In the context of this Passenger Transport Strategy - disabled people or older people with mobility difficulties or other health needs.

EXECUTIVE SUMMARY

The Passenger Transport Strategy sets out our strategic approach to and vision for an efficient network of services that provide connectivity for our residents and visitors, to a range of key services and facilities in a cost – effective way. The strategy has been developed in light of budget constraints and within the overall framework provided by Moving Rutland Forward (MRF) - Rutland’s fourth local transport plan (LTP4).

In this context, passenger transport includes bus services, rail services, and other forms of collective transport. Taxi and private hire services, and specialist transport services for education and social care purposes, are dealt with in other strategy and policy documents.

Outside London, by law, operation of local bus services is a commercial profit-driven business, outside the direct control of local authorities. We can only get directly involved where some transport needs cannot be met by the commercial market and we consider it appropriate to do so - for example, on grounds of social need. Rail services are also outside our direct control.

Over the coming years changes will need to be made to services to enable us to meet the key needs of Rutland residents, including the most vulnerable people, against a backdrop of increasing service costs and budget constraints. This strategy sets out mechanisms to help achieve this and secure services that are as future proof as possible.

AIMS

The aims of the Passenger Transport Strategy are:

- To support a baseline passenger transport service, or package of services that will meet key needs of Rutland residents (including vulnerable people) that aren’t covered by commercial bus services.
- To try to influence how, where and when passenger transport operators provide commercial services in the county in order to maximise their value to Rutland residents and visitors.
- To provide an objective mechanism to help the council to decide whether to subsidise any other bus services (on top of the baseline service or package of services) that are not commercially viable but that provide valuable additional benefits at a reasonable cost.
- To work collaboratively with commercial and voluntary sector partners to constantly seek ways of providing better passenger transport services.
- To work with commercial and voluntary sector partners to provide information, raise awareness and promote use of passenger transport services.

- To (where possible) support capacity building amongst providers so that the market can provide enough services to meet the needs of residents and visitors.

PRIORITIES

We recognise that commercial and private transport services will meet many travel needs of Rutland residents and visitors. Our strategy is therefore focussed on meeting priority needs that are not met by those services, as follows:

- We will give priority to addressing the needs of vulnerable residents and supporting a high level of health and wellbeing, including combating rural isolation.
- We will focus on supporting passenger transport services that are most likely to enable people to access a range of services and facilities (including *inter alia* employment, education and healthcare). Priority is therefore given to trying to ensure that as many Rutland residents as possible are able to reach a town at least once per week.

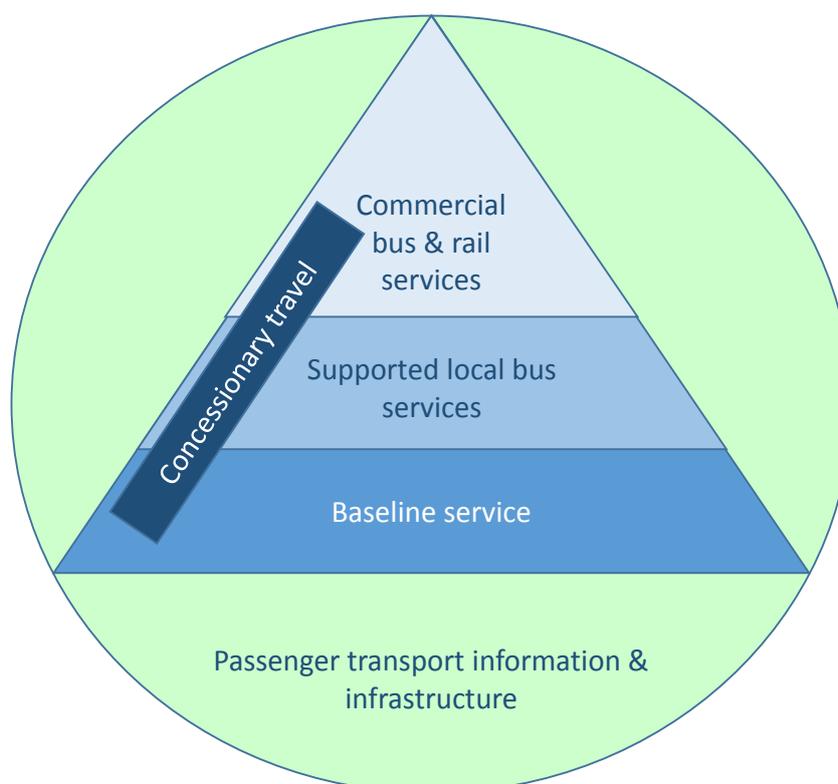
Our strategy focuses on supporting passenger transport trips at times when a range of different journey purposes are likely to be accommodated and demand is likely to be highest - giving the greatest benefit to the greatest number of residents within the available resources. For new or changed services, we will therefore only consider supporting service runs that depart from or arrive at their first Rutland location between the following core times:

- Monday to Friday 07.00 to 18.00
- Saturday 08.00 to 17.00

We are particularly keen to support services that operate in the morning and afternoon peak periods that can support employment, education and training.

STRATEGY ELEMENTS

Our Passenger Transport Strategy involves a number of elements, as illustrated below.



COMMERCIAL BUS AND RAIL SERVICES

While commercial local bus services are outside our direct control, we will continue to talk with bus operators to try to influence them to serve Rutland residents in the best way possible. Similarly, we will continue to talk with the Department for Transport when new rail franchises are being specified to try to ensure that the needs of our area are considered. We will also work with partnership bodies, such as Transport for the East Midlands, to lobby for improvements to services in the region.

BASELINE SERVICE

Our highest priority will be to support a baseline passenger transport service (or package of services) that enables Rutland residents to have access to a local town at least once per week, where this isn't provided by commercial local bus services and where the town centre isn't within a reasonable walking distance. This will operate within the core times and days outlined above and is likely to be flexible to meet people's needs ('demand-responsive'). It may comprise of a range of provisions including for example supported bus services, rail services, demand responsive services, community transport, voluntary transport or by supporting communities to develop their own services. It will make provision for meeting the needs of vulnerable people (for example, disabled people or older people with mobility difficulties or other health needs) and will reach communities that are at risk of social isolation.

SUPPORTED LOCAL BUS SERVICES

Provision of financial support for additional local bus services on top of the baseline service (or package of services) and commercial bus services is something that will be considered on a case-by-case basis. We have developed a standard objective mechanism that takes account of a number of key factors to determine whether any specific bus service should be supported or not.

CONCESSIONARY TRAVEL

We will continue to fund the national concessionary travel scheme for older and disabled people travelling in Rutland, as required by law. As part of the strategy, we will review whether the local additional ('discretionary') elements of the current Rutland concessionary travel schemes provide the best value for money or whether the funding for these elements could be better used to meet needs and demand in other ways.

PASSENGER TRANSPORT INFORMATION AND INFRASTRUCTURE

We will continue to promote and publicise passenger transport services available in the county, working with commercial operators and other delivery partners. We will regularly review the methods and materials used to provide information to the public and will adapt these as appropriate based on customer feedback. We will continue to support the operation of passenger transport services by providing and maintaining related infrastructure such as bus stops.

DELIVERY, MONITORING AND REVIEW

Rutland's Passenger Transport Strategy has been developed with likely future budget constraints in mind, to ensure that it is deliverable. Council revenue funding for passenger transport is unlikely to increase above 2017-18 levels for the foreseeable future.

A key early task of the Passenger Transport Strategy will be a review of all service support in accordance with the priorities included. This will include review of services that could form part of the baseline service (or package of services), review of supported bus services, and review of concessionary travel arrangements and scope. Implementation of any changes that come out of that review will commence once the review task is complete.

We will monitor usage of the passenger transport services that we support financially on an ongoing basis. We will review regularly whether the services we support are giving good value for money within the framework of our legal obligations, or whether improvements could be made.

1. INTRODUCTION

1.1 PURPOSE OF THE DOCUMENT

The Passenger Transport Strategy sets out our strategic approach to and vision for an efficient network of services that provide connectivity for our residents and visitors, to a range of key services and facilities in a cost – effective way. The strategy has been developed in light of budget constraints, within the overall framework provided by Moving Rutland Forward (MRF) – Rutland’s fourth local transport plan (LTP4). In this context, passenger transport includes bus services, rail services, and other forms of collective transport. Taxi and private hire services, and specialist transport services for education and social care purposes, are dealt with in other strategy and policy documents.

Over the coming years changes will need to be made to services to enable us to meet the key needs of Rutland residents, including the most vulnerable people, against a backdrop of increasing service costs and budget constraints. This strategy sets out mechanisms to help achieve this and secure services that are as future proof as possible.

1.2 RELATIONSHIP WITH MOVING RUTLAND FORWARD (MRF) – RUTLAND’S FOURTH LOCAL TRANSPORT PLAN (LTP4)

The strategy has been devised to fit with the overarching vision and the subordinate themes of Moving Rutland Forward and runs for the same timeframe – up to 2036. The overarching vision is to deliver a transport network and services that:

- facilitate delivery of sustainable population and economic growth;
- meet the needs of our most vulnerable residents; and
- support a high level of health and wellbeing (including combating rural isolation).

In order to do this, the council recognises that we must maximise opportunities to work with and alongside our communities and partner organisations.

To help achieve these aims, Moving Rutland Forward is built around five themes:

- **Population growth:** planning for the future and meeting the needs of a growing Rutland;
- **Working in Rutland:** meeting the needs of new and existing Rutland businesses, their customers and their workforce;
- **Learning in Rutland:** helping our residents reach their full potential;

- **Living in Rutland:** helping Rutland residents to access essential services and supporting health and wellbeing; and
- **Visiting and enjoying Rutland:** helping tourists, visitors and residents to access and enjoy Rutland's towns, villages and countryside.

1.3 STRATEGY VISION AND AIMS

Our vision for passenger transport in Rutland is an efficient network of services that connect as many of the county's residents and visitors as possible with a range of key services and facilities in a cost-effective way, using an appropriate mix of vehicles.

A number of challenges, goals and solutions are identified within MRF that relate to passenger transport. These are shown in Appendix A.

In line with these goals and solutions, the aims of the Passenger Transport Strategy are as follows:

- To support a baseline passenger transport service, or package of services that will meet key needs of Rutland residents (including vulnerable people) that aren't covered by commercial bus services.
- To try to influence how, where and when passenger transport operators provide commercial services in the county in order to maximise their value to Rutland residents and visitors.
- To provide an objective mechanism to help the council to decide whether to subsidise any other bus services (on top of the baseline service or package of services) that are not commercially viable but that provide valuable additional benefits at a reasonable cost.
- To work collaboratively with commercial and voluntary sector partners to constantly seek ways of providing better passenger transport services.
- To work with commercial and voluntary sector partners to provide information, raise awareness and promote use of passenger transport services.
- To (where possible) support capacity building amongst providers so that the market can provide enough services to meet the needs of residents and visitors.

2. CONTEXT

1.4 ROLE OF THE COUNCIL IN LOCAL TRANSPORT PROVISION

1.4.1 LOCAL BUS SERVICES AND PASSENGER INFORMATION PROVISION

Outside London, operation of local bus services was largely opened to commercial market forces by the Transport Act 1985, making bus service operation a profit-driven business. However local transport authorities such as Rutland County Council may still have a potential role to play. Where some transport needs cannot be met by the commercial market and if the council considers it appropriate to do so (for example, on grounds of social need) it may commission passenger transport services to go some way towards meeting those needs¹.

We are required by law to formulate, from time to time, general policies on the type of services we propose to secure – as covered in this strategy document. We are also required to consult on, and determine, what local bus information should be made available to the public and the way in which it should be made available. Where satisfactory arrangements for information provision cannot be made with commercial bus operators, we have to make that information available.

As a local transport authority we are provided with powers to:

- Enter into an agreement providing for service subsidies for the purpose of securing any service.
- Take any measures that appear to be appropriate for promoting the availability and operation of public passenger transport.

In exercising these powers, we are required by law to have regard to the needs of older or disabled people.

Under the provisions of laws passed since 1985, we can enter into various forms of partnership agreement with bus companies, although because of the limited scale of Rutland bus operations we have not sought to do so. We are prohibited from setting up a council-owned municipal bus company under the Bus Services Act 2017. However, it is not yet clear whether this prevents the council from establishing an arms-length company to operate only council-supported services, as some other local authorities have done prior to the 2017 Act.

¹ Section 63(1)(a) of the Act explains that local transport authorities must: “secure the provision of such public passenger transport services as the council considers it appropriate to secure to meet any public transport requirements within the county which would not in their view be met apart from any action taken by them for that purpose.”

1.4.2 COMMUNITY TRANSPORT SERVICES

Community transport services are operated by community-based organisations, usually composed largely of volunteers but sometimes with a small number of paid staff. Although the council has no formal role in community transport service provision, historically we have provided some support for such organisations as their activities tend to support some of the council aims – particularly with regard to meeting the transport needs of vulnerable residents.

1.4.3 RAIL SERVICES

Rail services are operated in England through a franchise system. Train operating companies (TOCs) operate the services under franchises awarded by the Department for Transport, with Network Rail responsible for rail infrastructure. Local authorities therefore have no formal role in rail operations.

However, rail services clearly provide sustainable transport access for local people and businesses to other towns and cities, with consequent economic, social and environmental benefits. We therefore use what influence we have to maximise the benefits of the rail network for our citizens and businesses and minimise negative impacts. Along with other authorities we are consulted by the Department for Transport when new franchises are being specified. We also seek to engage with station operators, infrastructure owners and train operators on issues such as significant changes to timetables or station facilities.

Over the life of this strategy we will also work with partnership bodies, such as Transport for the East Midlands, to lobby for improvements to services in the region.

1.5 SUMMARY OF THE CURRENT PASSENGER TRANSPORT SITUATION

1.5.1 LOCAL BUS SERVICES

Due to the rural nature of Rutland, only one fully commercial conventional² local bus services operates within the county (the service 9 between Oakham and Stamford). Most services require financial support from RCC (and in some cases, from neighbouring authorities) in order to operate. Indeed, in recent years we have seen an increasing number of routes (or sections of) become non-commercial – requiring a decision to be made as to whether to intervene in the market to support a service. Moving forward, this strategy sets out how such decisions will be made (see section 5.2).

The current conventional local bus services operating in Rutland at the time of writing (spring 2019) are listed below and shown in figure 1. These can be divided

² 'Conventional' in this context means bus services with fixed routes and timetables.

into 'main services' that serve the general public, and 'scholar services' that primarily serve school and college children but are registered as local bus services to also allow other people to use them. Such services operate term time only and would be deregistered if scholar demands change.

1.5.2 MAIN SERVICES

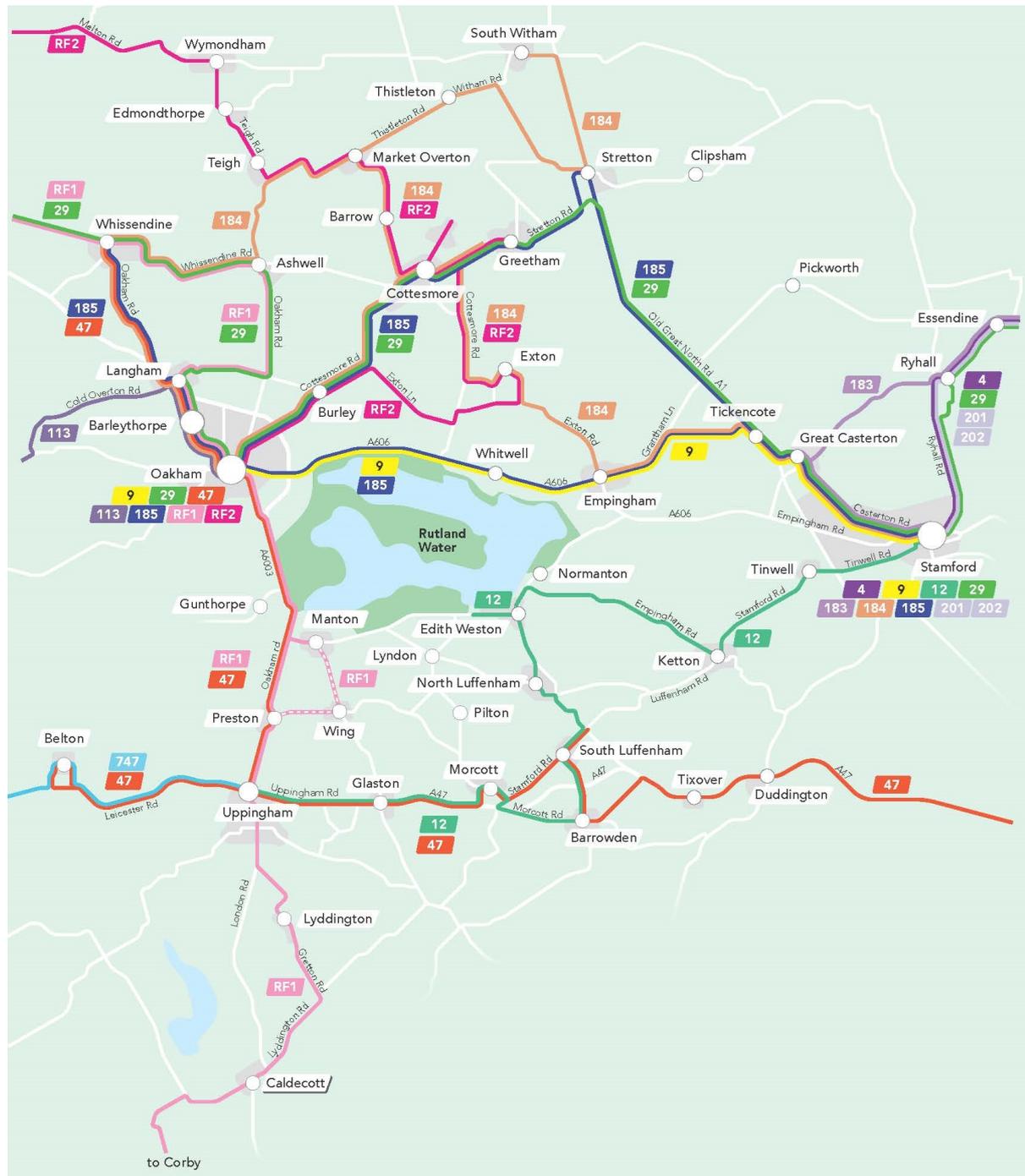
*Services supported financially by Rutland County Council are marked with an asterisk.

- 9 – Oakham to Stamford (hourly)
- 12 – Uppingham to Stamford via Rutland Water* (two hourly)
- 113 – Oakham to Melton Mowbray via Somerby and Twyford (two hourly)
- 146 – Oakham Hopper* (hourly)
- 201/2 - Bourne to Stamford and Peterborough via Essendine & Ryhall (hourly)
- 747 – Uppingham to Leicester* (hourly)
- RF1 – Melton Mowbray to Corby (supported from Oakham to Corby)* (hourly)
- RF2 – Oakham to Melton Mowbray* (two hourly)
- 47 – Whissendine to Peterborough schools via Oakham and Uppingham* (less than every two hours)

1.5.3 SCHOLAR SERVICES

- 29 – Essendine to Brooksby College/Melton Vale post-16 Centre via Oakham (less than every two hours)
- 182 - Stamford to Oakham serving Casterton College (less than every two hours)
- 184 - Colsterworth to Stamford serving Casterton College, Stamford Endowed Schools and New College Stamford via North Witham, South Witham, Market Overton & Carlby (less than every two hours)
- 185 – Oakham to Stamford via Whissendine and Cottesmore serving Casterton College and New College Stamford (less than every two hours)

Figure 1: The current Rutland bus network (as at spring 2019)³



1.5.4 DEMAND RESPONSIVE TRANSPORT (DRT)

In addition to the conventional fixed route bus services operating in Rutland, we support a demand responsive transport (DRT) service that runs only in response to pre-booked requests. This service is known as CallConnect and covers the eastern half of the county as well as crossing the county border to Stamford in Lincolnshire. The service operates between 07:00 and 19:00 Monday to Friday and between

³ Excluding the 47 which only operates one return journey daily on weekdays.

08:00 and 18:00 on Saturday in areas without other passenger transport services, or outside of their operating hours. Services do not operate on Sundays or Bank Holidays.

Residents within the CallConnect area can use the service to travel to any location within the service operating area, and if they are travelling further afield they can use the service to connect with other local bus or train services. Users must be registered as CallConnect members – but membership is free. Members can use the CallConnect bus service for any reason and use the service as often as they choose. Fares are broadly comparable with conventional bus service fares.

1.5.5 COMMUNITY TRANSPORT

Voluntary Action Rutland (VAR) operates a voluntary car scheme based in Oakham. Volunteers use their own cars to transport people who are either unable to use public transport, or for journeys where public transport is not available or is difficult. The service is currently financially supported by the council. VAR also has three wheelchair-accessible vehicles (an MPV and 2 minibuses) that are available for community use, either on a self-drive basis or with a volunteer driver. In Uppingham there is also a community bus service which operates 5 days a week...

Various parishes also have informal ‘good neighbour’ schemes, which include arranging lifts for people. Schemes operate in Barrowden, Greetham, Ketton, Market Overton, North Luffenham, Uppingham, Whissendine and Wing.

1.5.6 CONCESSIONARY TRAVEL

We currently provide two concessionary travel schemes to the residents of Rutland. These incorporate the nationally mandated English National Concessionary Travel Scheme (ENCTS) for older and disabled people, together with some local elements that are provided at the discretion of the council. These are summarised in Table 1.

Table 1: Concessionary travel in Rutland

Scheme	Nationally mandated elements	Local discretionary elements
Access Travel Scheme	Residents of England who are of eligible state pension age ⁴ or who have physical, sensory or mental impairments affecting their ability to use public transport and hold a valid ENCTS pass are entitled	Holders of an ENCTS older person’s pass are also able to travel half price on voluntary car schemes operated by Voluntary Action Rutland and other community organisations.

⁴ “Eligible state pension age” for both men and women is the date that a female individual would become eligible to claim her state pension.

Scheme	Nationally mandated elements	Local discretionary elements
	to use any local bus service for free on departures between 0930 and 2300 Monday to Friday, and at any time of day on Saturday, Sunday and Bank Holidays.	<p>In addition, Rutland residents who are eligible for an ENCTS pass can instead choose to receive £44 of travel tokens per year. These can be used to pay for travel on buses, trains and taxi services with participating operators.</p> <p>At present, there are no concessionary travel arrangements in place to allow carers or companions to travel free when accompanying a disabled person.</p>
Travel Aid Scheme	Not applicable	Residents in Rutland who are claiming Job Seekers Allowance and are actively seeking work can obtain a pass through their local Job Centre. This is valid for four weeks and entitles the holder to claim half fare travel on supported local bus services for journeys beginning in Rutland. The concession is valid for buses only.

1.5.7 TRAVEL TO HEALTHCARE

Alongside the provision outlined above, eligible residents can access free of charge non-emergency patient transport or assistance with transport costs via the NHS. Rutland County Council does not have any role in the organisation, funding or provision of these services.⁵

⁵ NEPT is commissioned by Clinical Commissioning Groups (CCGs), who have to provide services that meet the requirements as set out in legislation. Each CCG can decide who is eligible to receive transport in their area, based on the legislation and associated guidance.

Non-emergency patient transport (NEPT) is usually defined as:

“non-urgent, planned, transportation of patients with a medical need for transport to and from a premises providing NHS healthcare and between NHS healthcare providers. This can and should encompass a wide range of vehicle types and levels of care consistent with the patients’ medical needs” (Department of Health, 2007).

Transport is provided both to hospitals, and to hospital services delivered in the community. NEPT is provided solely on the basis of medical needs; social need is not taken into account.

Patients have to meet certain eligibility criteria in order to use NEPT. These are defined as:

- Where the medical condition of the patient is such that they require the skills or support of NEPT staff on/after the journey and/or where it would be detrimental to the patient’s condition or recovery if they were to travel by other means;
- Where the patient’s medical condition impacts on their mobility to such an extent that they would be unable to access healthcare and/or it would be detrimental to the patient’s condition or recovery to travel by other means; and
- Recognised as a parent or guardian where children are being conveyed.

Patients who are not eligible for NEPT, but have a social need for transport can apply to the Healthcare Travel Costs Scheme. The aim of this scheme is to reimburse patient transport costs for travel to hospital or other NHS premises for NHS funded treatment. The scheme is available to individuals on a low income⁶ who can reclaim the cost of their travel. The travel must be made using the most appropriate means of transport (defined in most cases as being public transport). If taxi is used, individuals are advised to check whether this is acceptable to the CCG prior to travelling.

1.5.8 RAIL SERVICES

Rutland has one rail station – at Oakham, which sits on the east-west Peterborough-Birmingham line. Approximately hourly daytime services on that line provide an important direct link for Rutland residents to the cities of Leicester, Birmingham, Cambridge and Peterborough, as well as to Stansted Airport. At the time of writing Oakham also sees a once daily service to and from London serving Corby, Kettering,

⁶People are classified as being low income if they or their partner receive: Income Support; Income-based Jobseeker’s Allowance; Income-related Employment and Support Allowance; Pension Credit Guarantee Credit; or you are named on, or entitled to a NHS tax credit exemption certificate; or you have a low income and are named on certificate HC2 (full help) or HC3 (limited help) or are awarded Universal Credit.

Wellingborough, Bedford, and Luton. Rutland residents also make use of train stations in Corby, Melton Mowbray, Peterborough and Stamford.

1.5.9 PASSENGER TRANSPORT INFORMATION

As much of Rutland's bus network is provided with support from the council, we play a significant role (in collaboration with bus operators) in providing bus information for the public, in line with our legal duty. This is done in the following ways:

- Production of a bus times booklet
- Production of printed leaflets for individual services
- Information panels at bus stops
- Council website page with information and links to operators' websites
- Promoting the Traveline telephone number and website

In Oakham bus station and at three bus stops in Uppingham there are also electronic information displays that show scheduled departure times.

1.6 USER NEEDS AND CUSTOMER FEEDBACK

In spring 2016, the council launched a countywide travel survey that was distributed to all households in Rutland. The aim of the survey was to help understand the travel patterns and needs of residents, in order to help shape and inform future decisions on transport. 3615 completed survey forms were received, representing a 21% response rate. The information from this has been fed into the development of Moving Rutland Forward and this Passenger Transport Strategy. The paragraphs below highlight some particularly pertinent points.

1.6.1 LOCAL BUS SERVICES

Bus users among survey respondents were generally satisfied with bus services (see figure 2), with 56% rating them as good or excellent. Older people particularly were satisfied (91% (705 respondents) of those over 65 years), which may in part be due to their ability to travel free of charge.

The geographic locations of bus users who were satisfied or dissatisfied provided a mixed view, with people from the same locations expressing satisfaction and dissatisfaction. There were a number of pockets of dissatisfaction highlighted in places that currently have no, or very limited, bus services, such as Braunston and Ridlington. This highlights that for some, a bus every two hours meets their perceived needs, but for others it does not. Nevertheless user expectations need to take account of the rural nature of the county, and what can reasonably be provided in such an area within limited budgets.

Bus users were asked to rate various elements of travel. Their responses are shown in Table 2. In general, these show a positive view of most aspects of bus services in Rutland.

Figure 2: Overall satisfaction with bus services in Rutland (1431 responses)

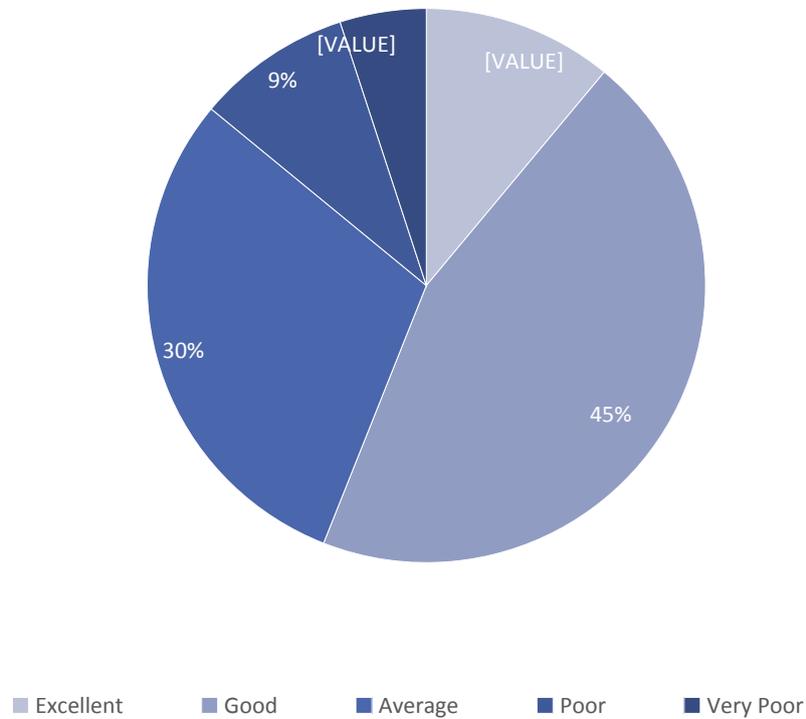


Table 2: Rating of different aspects of bus services in Rutland

% of respondents – actual number of responses in brackets	Excellent	Good	Average	Poor	Very poor	Don't know
Where buses run (1535)	11	40	24	9	5	11
How often buses run (1552)	9	33	26	15	6	11
Journey time by bus (1445)	8	43	30	5	2	13
Appearance of drivers (1462)	9	47	28	2	1	13
Bus information (1364)	5	36	31	9	4	15
Attitude of drivers (1369)	10	44	28	4	2	12
Helpfulness of driver (1489)	11	43	26	5	2	13
Comfort of bus (1496)	6	32	42	8	2	11

% of respondents – actual number of responses in brackets	Excellent	Good	Average	Poor	Very poor	Don't know
Cleanliness of bus (1500)	5	39	38	6	1	11
Safety of travel (1463)	8	45	30	3	1	12
Bus stops (1474)	8	45	27	6	3	11
Cost of travel (1102)	13	18	23	6	3	36
Range of tickets (1090)	5	15	21	4	1	53

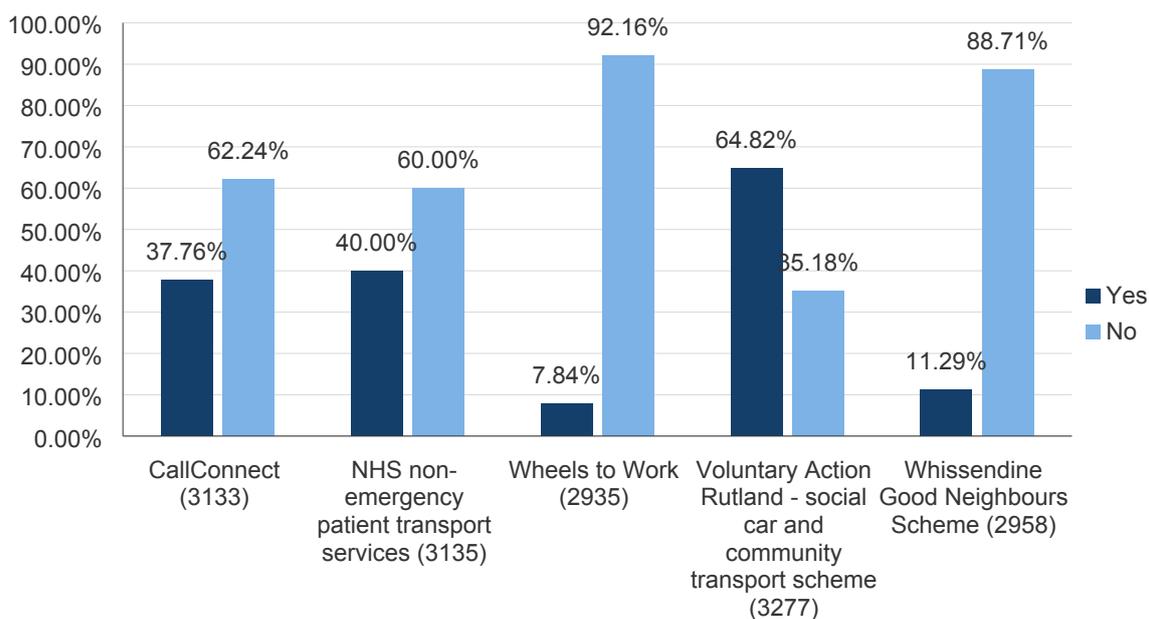
Bus users were asked what the impact on them would be if the bus service was no longer available. The most common response (63% - 1014 respondents) was that the car would be used instead. 19% of those responding (298 respondents) suggested they would seek lifts from family and friends. 17% (283 respondents) indicated they would be unable to do their shopping and 12% (194 respondents) said they would be unable to get to see their doctor.

Non bus users were asked why they did not use the bus. 59% (1419 respondents) said this was because they prefer to use the car. There were also comments about buses being inconvenient, taking too long, not running at required times, and not going where they are needed. 833 non-bus users suggested improvements to bus services. A third of these wanted to see new or amended routes and 29% wanted to see more frequent services.

1.6.2 COMMUNITY TRANSPORT AND DRT

The survey was used to test how well known various services were (see figure 3). There was reasonable awareness (65%) of the Voluntary Action Rutland social car and community transport scheme (the largest of the community transport services in the county). There was also reasonable awareness of smaller schemes such as the Whissendine Good Neighbour scheme. 38% of respondents were aware of CallConnect.

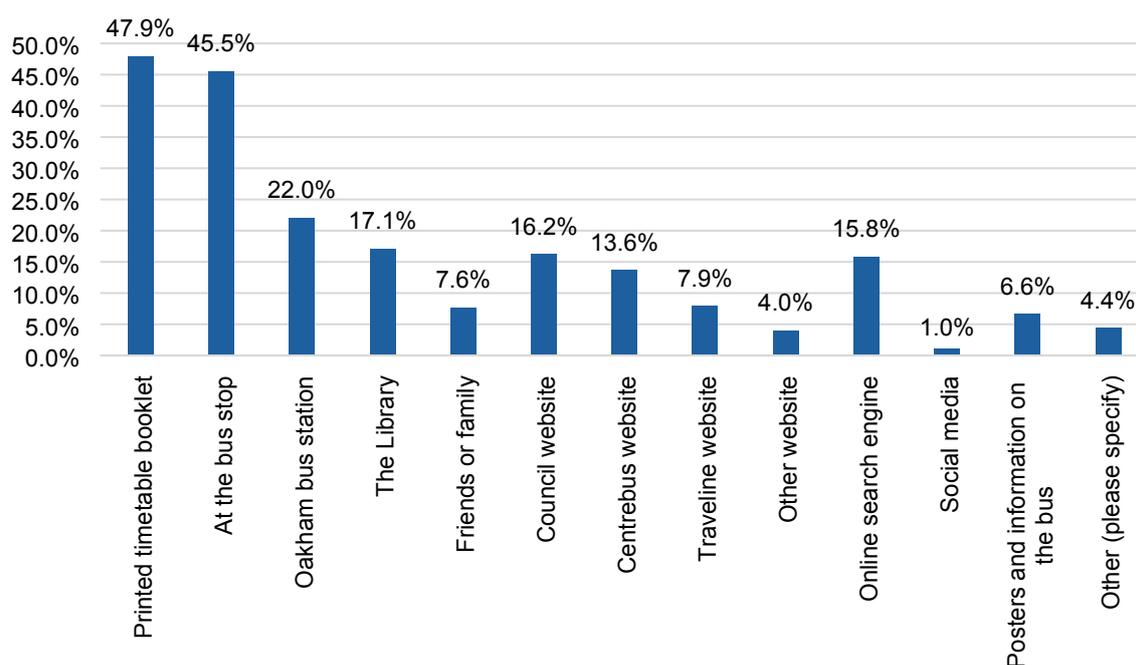
Figure 3: Awareness of alternative transport services in Rutland



1.6.3 PASSENGER TRANSPORT INFORMATION

While bus information is available from various sources and in a number of formats, the most important sources of bus information reported by bus users were the printed timetable booklet and information panels at bus stops (see figure 4). Information at Oakham bus station and at libraries was also a significant source. Various online sources of information (including the council's website and the bus operators' websites) were cited by a moderate proportion of respondents.

Figure 4: Information sources for bus users in Rutland (3511 responses)



1.7 THE SUPPLIER MARKET

The number of bus companies willing to operate conventional bus services in Rutland is very small. One operator runs the majority of services across the county and two other operators run bus services that pass through the far east of the county. Competition is weak, because demand for passenger travel in the county is limited and dispersed compared to urban areas. The county also lacks depot facilities where operators can base their in county operations.

We have recognised this and have taken some steps to intervene in the marketplace to ensure that we get value-for-money where we are paying for services. The council has an internal fleet of accessible minibuses that we use where cost-effective to meet specialist travel needs (such as school transport and social care transport). We keep opportunities under constant review and may use those vehicles for other purposes when they are not being used for the specialist transport services.

We have also entered into an agreement with Lincolnshire County Council (LCC) for them to operate the CallConnect DRT service that covers east Rutland as well as south Lincolnshire. LCC contracts with an operator to provide the vehicle and drivers needed and handles booking, scheduling and dispatch functions from their 'Matrix centre' in Lincoln.

Lincolnshire County Council has recently established an arms-length operating company with its own vehicle fleet (TransportConnect Ltd). This is primarily intended to run services for Lincolnshire County Council where cost-effective, but has the capability and freedom to operate for neighbouring authorities and private organisations some of the time.⁷ This may be potentially useful to Rutland in strengthening the supplier market if it has spare capacity. When new tender opportunities arise RCC issues them to a range of organisations including TransportConnect. They currently operate CallConnect in the east of the county.

⁷ Up to 20% of a teckal organisation's turnover can come from contracts operated for other local authorities or private organisations. Further information on teckal can be found on the CIPFA (The Chartered Institute of Public Finance & Accountancy) website: <http://www.cipfa.org/policy-and-guidance/articles/teckal-the-basics-explained>

3. OVERVIEW OF THE STRATEGY

1.8 PRIORITIES

As noted in section 2, where some transport needs cannot be met by the commercial market, the council has to consider whether it should intervene in the market by financially supporting any additional passenger transport services. We therefore need to look at what our priorities for such support are.

1.8.1 NEEDS OF VULNERABLE AND/OR RURALLY ISOLATED RESIDENTS

Among the overarching aims of MRF (see section 1) there is emphasis on targeting services to meet the needs of vulnerable residents and on supporting a high level of health and wellbeing, including combating rural isolation. Our Passenger Transport Strategy therefore gives priority to addressing these needs.

1.8.2 ACCESS TO A TOWN

Passenger transport can potentially help Rutland's residents access a range of important services and facilities, including:

- Food shopping
- Healthcare
- Employment
- Education and training
- Social and leisure activities

Our strategy is focussed on supporting passenger transport services that are most likely to enable people to access a range of such services and facilities. Priority is therefore given to trying to ensure that as many Rutland residents as possible are able to reach the core of a town at least once per week. These are typically locations where people can access the broadest range of services and facilities including shopping, health and social facilities as well as some employment and education sites. These locations also have inter-urban passenger transport connections (train, bus or coach) to other towns and cities with a broader range of facilities. As such whilst residents may not be able to access the service they need directly, providing access to a main town can help facilitate an onward connection to services further afield, for example healthcare available in Peterborough or Leicester. To support this, connection opportunities (with other bus and rail services) will be considered when planning any new or revised routes.

Oakham is classed as a main town in the Rutland Local Plan, while Uppingham is classed as a small town. Other main towns that lie just outside Rutland's borders are Stamford, Melton Mowbray and Corby.

1.8.3 CORE TIMES

Our strategy focuses on supporting passenger transport trips on certain days of the week and at certain times. In general, these are the times when a range of different journey purposes are likely to be accommodated and demand is likely to be highest, thus giving the greatest benefit to the greatest number of residents within the available resources. We will only consider supporting service runs that depart from or arrive at their first Rutland location between the following times:

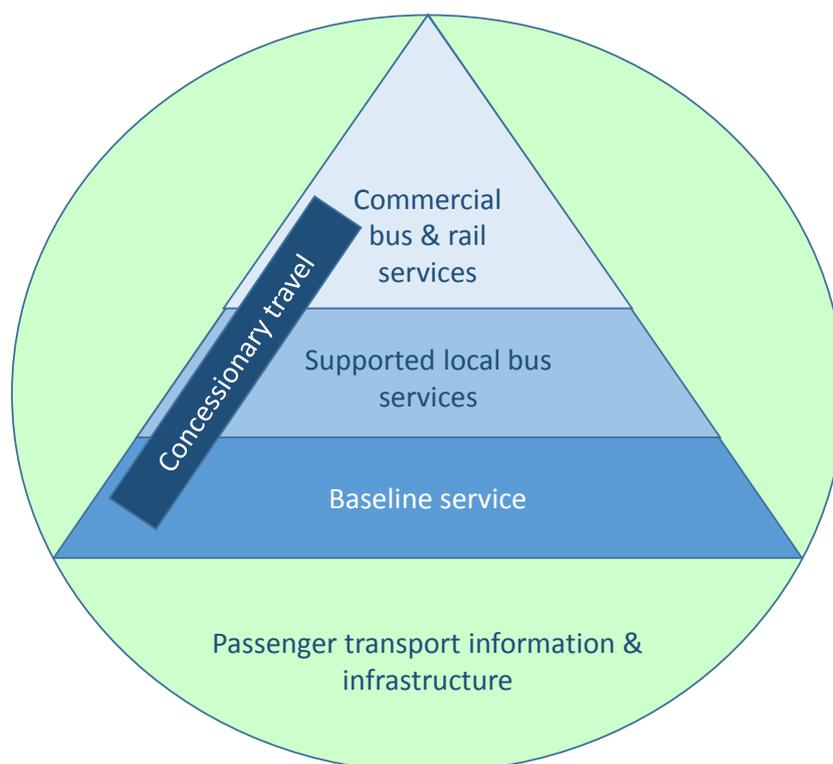
- Monday to Friday 07.00 to 18.00
- Saturday 08.00 to 17.00

We are particularly keen to support services that operate in the morning and afternoon peak periods that can support employment and training.

1.9 STRATEGY ELEMENTS

Our Passenger Transport Strategy comprises a number of elements. These are illustrated in figure 5 and summarised below. The main elements in which we are directly involved are described more fully in the following sections of this document.

Figure 5: Elements of the Rutland Passenger Transport Strategy



1.9.1 COMMERCIAL BUS AND RAIL SERVICES

As noted in section 2, there are a small number of local bus services serving parts of Rutland that we do not support financially. These are outside our direct control. However, we will continue to have dialogue with the operators and funders of these services to try to influence them to serve Rutland residents in the best way possible.

Similarly, rail services are outside our direct control, but we will continue to engage with the Department for Transport when new franchises are being specified to try to ensure that the needs of our area are considered. We will continue to engage with station operators, infrastructure owners and train operators on issues that affect Rutland residents or visitors. We will also work with partnership bodies, such as Transport for the East Midlands, to lobby for improvements to services in the region.

1.9.2 BASELINE SERVICE

In line with the priorities set out above, our highest priority will be to support a basic level of transport service for Rutland residents to facilitate access to a local town at least once per week, where this isn't provided by commercial local bus services and where the town centre isn't within a reasonable walking distance. This is likely to operate for periods within the core times and days outlined above and may comprise of a range of provisions including for example supported bus services, rail services, demand responsive services, community transport, voluntary transport or by supporting communities to develop their own services. It will make provision for meeting the needs of vulnerable people and reach communities that are at risk of social isolation.

1.9.3 SUPPORTED LOCAL BUS SERVICES

Support for local bus services on top of the baseline service (or package of services) is something that will be considered on a case-by-case basis. The argument for doing this is that the needs of significant concentrations of people who share patterns of transport demand may be better, more cost-effectively served by a fixed-time, fixed-route traditional bus service than by the baseline service (or package of services).

The starting point for decision-making on whether to support a local bus service on top of the baseline service (or package of services) concerns whether the service is, or can be, commercially viable without subsidy. Only if it is concluded that this is not the case will we consider intervening in the market to support a service. Our decision-making on which services to support will be based on a standard objective mechanism that takes account of a number of factors. In line with the priorities set out earlier, services will only be considered for subsidy in the defined core hours.

1.9.4 CONCESSIONARY TRAVEL

As part of the strategy, we will:

- review whether the discretionary elements of the Rutland concessionary travel schemes provide the best value for money or whether the funding for these elements could be better used to provide an improved baseline service for people living in settlements that currently have no local bus service.
- examine the case for improving the transport concession for people who are disabled or have special educational needs – for example, allowing them to travel for free on local buses before 9.30 am to facilitate access to employment and training.
- keep the arrangements for reimbursing bus operators that carry concessionary passengers under review, to ensure that they are in line with best practice.

1.9.5 PASSENGER TRANSPORT INFORMATION AND INFRASTRUCTURE

The social, economic and environmental benefits of having passenger transport services operating in Rutland will be maximised if residents and visitors are fully aware of the services on offer. We have identified that in some circumstances a lack of awareness of service availability can lead to individuals being unable to use services.

We will therefore continue to promote and publicise the transport services available in the county, working with commercial operators and other delivery partners. We will regularly review the methods and materials used to disseminate information to the public and will adapt these as appropriate based on market intelligence and feedback. Where possible we will trial new methods of communication and marketing to try and increase awareness. This will be especially important to ensure that people are aware of new services or service changes.

It will be particularly important to work in partnership with other teams within RCC, and organisations outside of the council to share information about existing and new public transport services as widely as possible.

Further information regarding communications will be included within our Transport and Highways Communication Plan – due to be completed during the first year of the Moving Rutland Forward Implementation Plan.

We will also continue to support the operation of passenger transport services by providing and maintaining related infrastructure. For example, we will work with bus operators to provide and maintain suitable bus stop infrastructure and will maintain Oakham bus station. We will also undertake a review of the bus interchange in Uppingham to assess its suitability.

4. BASELINE SERVICE

1.10 FOCUS

An important aim of the Passenger Transport Strategy is to try to achieve availability of a baseline service (or package of services) that meets a number of essential needs across the county. This will improve equity of service provision as, at the time of writing, the east of the county has the CallConnect scheme to connect rural communities without a conventional bus service to the town of Stamford, while the west of the county lacks such a service. Delivery of this more equitable cross-county service is potentially possible within the existing budget envelope subject to some changes to other services and to the council's discretionary concessionary travel offer.

In line with our statutory duty, a particular priority for a baseline service will be to cater for the needs of people with impaired mobility due to disability or old-age frailty, as well as for people living in social isolation.

1.11 DELIVERY OPTIONS

There are a number of options for delivering a baseline service or package of services that have been adopted in different places in the UK. We have examined the strengths and weaknesses of different options, as reported in Appendix B.

Our initial conclusion based on balancing these strengths and weaknesses is that the best baseline service offer for Rutland comprises a combination of a countywide demand responsive transport service (potentially similar to that currently offered through CallConnect in east Rutland) and continued support (although not necessarily in its current form) for community transport voluntary car schemes in the county. This combination offers a worthwhile baseline service to Rutland residents who might otherwise have difficulty accessing key facilities and services, at a reasonable price per person.

Implementation of a baseline service or package of services will be pursued as a budget priority, subject to affordability within the available budget. Further analysis will be needed to determine the most cost-effective model of baseline transport in the early stages of strategy implementation. This will include looking at the feasibility of using the council's internal vehicle fleet as part of the solution during the middle of the day in between their current commitments on school and social care trips. While the vehicles might be available, this may require employment of extra drivers and/or changing the shift patterns of current vehicle drivers.

We will also review how financial support is made available to voluntary car schemes. This will involve looking at focussing such support on trip-making that fits with our priorities, as outlined in section 3. This support could be different to the current provision.

1.12 PROCUREMENT OF BASELINE SERVICE

The exact procurement methods used for moving to a more consistent baseline service or package of services across Rutland will depend on the investigation of the most cost-effective model of baseline transport. However:

- We may work with our neighbouring authority, Lincolnshire County Council (LCC), to deliver parts of the demand responsive transport service if that is likely to give the most cost-effective and affordable solution. Where appropriate, we will reach a service level agreement (SLA) with LCC to ensure that we get the service we need.
- We will review whether and how our own internal vehicle fleet can be used as part of the baseline service during off-peak times.
- We will analyse, identify and use the best model for procurement of vehicles and drivers for any demand responsive transport element of the baseline service, taking account of the state of the market in Rutland.
- We will work closely with community groups providing voluntary car services to help ensure that the services provided are well suited to their target market in Rutland.
- We will review and refresh periodically our financial support arrangements with community groups providing voluntary car services as part of the baseline service. In general, it is likely that our financial support will in future be closely linked to the number of people carried by these services that meet the priority needs for the baseline service.

1.13 SERVICE STANDARDS

1.13.1 VOLUNTARY CAR SCHEMES

Any financial support granted to VAR and, potentially, other community groups operating voluntary car schemes (VCS), will be dependent on them meeting certain standards. These include:

- All volunteer drivers will need to undergo a thorough assessment process by the responsible community organisation before participating in the scheme. This will include but is not limited to:

- An informal interview with the manager in charge of transport
 - An enhanced Disclosure and Barring Service (DBS) check
 - Provision of two references
 - A valid driving licence
- Voluntary car schemes supported by the council will need to have a training programme for volunteer drivers that allows those drivers to meet at least safeguarding, manual handling and first aid requirements.
 - Once part of the scheme, all volunteer drivers will be regularly monitored by the scheme using the following processes:
 - Tax, insurance and MOT paperwork for volunteers' vehicles will be checked annually.
 - Feedback from clients will be logged and if necessary acted upon.
 - Regular volunteer meetings to update drivers about the scheme and provide any required training.

1.14 FARES

Fares on any demand responsive transport service will be set by the council and will be related to distance travelled. We will review fare levels periodically to reflect changes in operating costs. Charges for using a voluntary car scheme are set by the community organisation that runs the scheme.

We will consider whether we will accept ENCTS

⁸ on any element of a baseline service or package of services and explore whether fares should instead be based on ability to pay, which would allow us to extend free or reduced price travel to those that are most vulnerable across a range of age groups. If adopted this approach could also be applied to voluntary car schemes within the county

⁸ ENCTS passes do not have to be accepted on "services where more than half of the accommodation on the vehicle can be reserved in advance" which is "intended to exclude, amongst other services, many intercity coach services"

5. SUPPORTED BUS SERVICES

1.15 FOCUS

Financial support for local bus services on top of the baseline service or package of services is something that will be considered on a case-by-case basis. The argument for supporting any conventional local bus services on top of the baseline service or package of services outlined in section 3 is that the needs of significant concentrations of people who share patterns of transport demand may be better, more cost-effectively served by a fixed-time, fixed-route traditional bus service than by the more demand-responsive baseline service or package of services.

This particularly applies to local bus services that operate in morning and evening peak periods when many people are trying to access employment and education / training opportunities, and where the baseline service (or package of services) may not be able to cope with concentrated repeat demand.

We will continue to place as many entitled⁹ school and college children on registered local bus services as possible, to maximise cost-effectiveness. Where it is most cost-effective to run buses specifically aimed at school transport, these will continue where possible to be registered as local bus services so that other people can use them if they wish to do so. Such supplementary school transport focussed services will only be operated as long as there is sufficient school travel demand and will not necessarily be subject to the decision-making process set out below.

1.16 DECISION-MAKING ON LOCAL BUS SUPPORT

The starting point for decision-making on whether to support a local bus service on top of the baseline service or package of services will be an assessment of whether the service is, or can be, commercially viable without subsidy. As part of this assessment, we will look at whether the service could be re-designed or refocussed. Only if it is concluded that it is not commercially viable as it stands or in a modified form will we consider intervening in the market to support a service. In line with the priorities and focus set out in sections 3 and 5, new or changed services will only be considered for subsidy if they operate within the defined core hours and include or facilitate peak period services.

Where a service option is found not to be commercially viable, there then should be an assessment process to determine the priority that should be given to supporting

⁹ Entitled to home-to-school transport in accordance with legal requirements and/or with policies of the council.

that service. This needs to capture key aspects of the benefits and costs. To this end we have developed the scoring mechanism below for use in Rutland.

Rutland's scoring mechanism ties in with the goals of MRF and ensures that any services we support give good value for money for our residents. To help measure this, the scoring mechanism takes into account current usage levels (using net subsidy cost), potential use from people who don't have access to another service (using the catchment area), and service utility (using the number of travel opportunities provided). Further detail on these measures is provided below:

- **Net subsidy cost per person trip.** This is the main measure of value for money and compares the cost of supporting the bus service with the actual or forecast demand. The net cost part of this measure takes account of what the cost would otherwise be of arranging alternative school transport where the service provides travel to school / college for entitled pupils, and of the additional cost of providing free travel to concessionary pass holders.
- **Number of Rutland residents within the service's catchment area** who don't have access to another direct service to a town by other means (e.g. commercial bus service) and who aren't within reasonable walking distance of a town centre. This measure relates to the number of people for whom a particular service has a high value.
- **Number of weekly travel opportunities to a town within core times.** This captures a key part of the quality of service provided since, for example, a service that runs from Rutland villages into a town 30 times per week is of potentially greater value to the community it serves than one that only runs 10 times per week. Because of the additional journey purposes that are likely to be served by peak period (07.30-09.30 or 16.00-18.00) services, these are double-counted in the scoring scheme.

The objective scoring mechanism we use against each of these measures reflects their relative importance and is sufficiently 'fine-grained' to enable us to differentiate between the merits of different service options. Use of the mechanism will provide a yardstick to enable comparison between services and help inform decisions. The net cost-per-person-trip measure is effectively double the weighting of the other measures (by having a 0-20 scale rather than 0-10), reflecting its importance. The scoring mechanism is set out in Table 3 overleaf.

Table 3: Scoring mechanism for assessment of the case for supporting a local bus service

Measure	Value range	Score
Net subsidy cost per person trip	< £0.25	20
	£0.26 - £0.50	19
	£0.51 - £0.75	18
	£0.76 - £1.00	17
	£1.01 - £1.25	16
	£1.26 - £1.50	15
	£1.51 - £1.75	14
	£1.76 - £2.00	13
	£2.01 - £2.25	12
	£2.26 - £2.50	11
	£2.51 - £2.75	10
	£2.76 - £3.00	9
	£3.01 - £3.25	8
	£3.26 - £3.50	7
	£3.51 - £3.75	6
	£3.76 - £4.00	5
	£4.01 - £4.25	4
	£4.26 - £4.50	3
	£4.51 - £4.75	2
	£4.76 - £5.00	1
> £5.00	0	
Number of Rutland residents within the service's catchment area who don't have access to another direct service to a main town by other means	< 500	0
	501-1000	1
	1001-1500	2
	1501-2000	3

Measure	Value range	Score
(e.g. bus service) and who aren't within reasonable walking distance of a town centre.	2001-2500	4
	2501-3000	5
	3001-3500	6
	3501-4000	7
	4001-4500	8
	4501-5000	9
	> 5000	10
Number of weekly travel opportunities to a town from a Rutland origin within core times¹⁰	95 or more	10
	85-94	9
	75-84	8
	65-74	7
	55-64	6
	45-54	5
	35-44	4
	25-34	3
	15-24	2
	5-14	1
	<5	0

Once a service has been through the scoring mechanism, the resultant overall score (out of 40) will be viewed in the context of a case-for-support rating. This is shown in Table 4 overleaf. This information will be used by council officers to frame a recommendation for the cabinet member and relevant director to consider, alongside any other relevant information. They will then make the decision on whether to financially support a particular service taking that recommendation into account.

In cases where there is a cross boundary route we will undertake scoring for the Rutland element of the route and use this to underpin any discussions with neighbouring authorities regarding the service.

¹⁰ Peak period service runs are double counted.

Table 4: Case-for-support ratings

Overall service score	Case-for-support rating
25 or more	Strong
20-24	Marginal
<20	Weak

1.17 PROCUREMENT OF SERVICES

Supported services will continue to be procured on a service by service basis, either by putting a specified service timetable out to tender or through a negotiated 'de minimis' agreement¹¹. Tendering will be the norm, with a de minimis arrangement only used by negotiation with an operator where there is a clear cost advantage for the council or where tendering is unlikely to produce any competition.

Where services are tendered, we will seek tenders for the operation of services on both a minimum subsidy and a minimum cost basis¹², so a comparison can be undertaken. We will usually specify the free carriage of entitled school pupils within the tender document.

Whether a service is procured through tendering or use of de minimis provisions, we will specify the bus usage and fare data that the appointed operator must provide to us on a monthly basis. This will allow us to monitor service usage and will provide a good information base for any future re-tendering of the service.

1.18 SERVICE STANDARDS

All bus services (whether commercial or supported by local authorities) are subject to various legal requirements concerning vehicle safety and driver safety.

In order to ensure a high level of service is delivered across the services for which we provide financial support, we will:

- Carry out regular service spot checks
- Undertake customer satisfaction surveys
- Gather feedback from bus user group members
- Liaise with the bus operators to address any issues raised

¹¹ De minimis payments in this context are payments to operators for bus services (or, more usually, parts of services) without competitive tendering. The circumstances in which these may be made are defined in Government regulations.

¹² Under a minimum subsidy contract a bus operator retains any fare revenue taken, while under a minimum cost contract fare revenue is passed to the council.

1.18.1 PENALTIES

The following penalties will be applied in instances of early or late running, or failure to operate:

No payment will be made for journeys that run early or, through fault of the operator, run more than 30 minutes late or not at all. Payment will be reduced by a third for journeys, which run, through fault of the operator, between 10 and 30 minutes late. For these purposes the price of the contract will be deemed to be spread evenly across the annual or daily operating mileage required to provide the service, as appropriate.

1.19 FARES

Bus fares for supported services will be set in line with those on commercial services in the area. On supported local bus service contracts children's fares will be available at all times. Children are defined by age as being 5 to 15 inclusive. Children under the age of 5 will be carried free of charge provided they do not occupy a seat to the exclusion of a fare-paying passenger.

We will monitor the fares of supported services operating in Rutland to ensure fairness and consistency across routes.

1.20 TICKETING

1.20.1 MULTI-OPERATOR TICKETS

Multi operator tickets are tickets which can be used on buses provided by more than one service operator. They can make bus use more convenient and affordable, and can help attract new passengers to bus services.

At present there is no multi operator ticket scheme operating in Rutland. However, we support multi operator ticketing and will pursue any opportunities with operators to provide such a scheme in the future. This would have particular relevance in enabling people to connect easily between relevant elements of the future baseline transport service or package of services, and conventional bus services.

1.20.2 SMART TICKETING

Smart ticketing is where a ticket is stored electronically on a microchip rather than printed on a paper ticket. In most existing smart ticketing schemes, this microchip is embedded in a smartcard, but it could also be on a smart phone.

Smart technology opens up alternative ways of buying, collecting and using tickets that are often easier for passengers. For example, a ticket can be bought online and

loaded onto a smartcard at the start of a journey, or delivered directly to a mobile phone.

Although commercial operators in Rutland do not use smart ticketing technology at present, we will be supportive of any proposals from operators to implement this technology in the future.

6. INFORMATION AND INFRASTRUCTURE

1.21 PASSENGER TRANSPORT INFORMATION

1.21.1 FOCUS

We recognise that the provision of service information and marketing can encourage more travel by passenger transport, which in turn sustains services and supports network enhancements. The council will work in conjunction with bus operators and potentially Traveline¹³ either regionally or nationally to provide information on conventional and demand-responsive bus services for Rutland's residents and visitors. We will also work with the relevant voluntary organisations to help them publicise the community transport services that will form part of the baseline service or package of services outlined in section 4.

Information provision will focus on:

- What services operate in Rutland
- Where services run
- Service times and frequency
- Days of operation
- Costs / fares
- Service providers

Our aim is to ensure that information is:

- Comprehensive and covers all services
- Accurate, up-to-date and reliable
- Easy to understand and available on request in suitable formats to meet Equality Act requirements
- Available at all key stages of planning and making a journey

1.21.2 INFORMATION MEDIA

We will continue to provide information through a number of media. These include printed information and online information, both of which are well used by Rutland residents (see section 2). We will liaise with commercial operators to try to ensure that our respective information sources are complementary rather than duplicative.

¹³ Traveline is the national public transport enquiry service.

Our strategy for passenger transport information includes:

- **Printed information** – At present we produce a countywide bus times booklet and printed leaflets for individual bus services. We will continue to produce and distribute these to appropriate information outlets as long as there is significant demand for them and they continue to be cost-effective. The booklets and leaflets will, as far as reasonably practicable, be designed to conform with best practice as set out in guidance by the Association of Transport Co-ordinating Officers (ATCO).
- **Website** – Our website will be kept up-to-date and will provide information about all local bus services in Rutland and the baseline service or package of services. It will also provide links to bus operators' websites that provide timetable and route maps, ticketing information and full fares information for most routes.
- **Traveline** – Through our website and printed information materials we will promote the Traveline telephone number and website.
- **Information panels at bus stops** – We will work with bus operators to ensure that accurate and up-to-date timetable information is provided at all bus stops within Rutland. This information will be provided in large print, as far as reasonably practicable, and we will work with operators to ensure that principles set out in ATCO best practice guidance are followed to the extent possible. Electronic information displays providing scheduled bus information currently located at bus stops in Uppingham town centre and at Oakham bus interchange will continue to be maintained and operated.
- **Real time information displays** – At present there are no real-time information displays in Rutland. We will keep the potential cost-effectiveness of providing such displays under review.

With the proposed future baseline service or package of services, we recognise the need for marketing and publicity to maximise the benefits and cost-effectiveness. An appropriate marketing plan will be developed and executed as implementation of the baseline service or package of services progresses.

We will continue to monitor usage and user satisfaction with our various information provision actions, and will adjust and fine-tune them based on those actions. This will include undertaking consultation exercises on information provision as required by the Transport Act 2000.

1.22 INFRASTRUCTURE

The council will continue to provide and maintain infrastructure that facilitates passenger transport use. At present, this includes bus stop poles and shelters, information display cases, and interchange facilities.

We will also continue to work closely with service operators to identify any problems on the Rutland road network for passenger transport vehicles that could be improved by targeted infrastructure improvements. These might range from measures to reduce junction delays at peak times to filling in pot holes. Any such improvements will be considered based on the potential benefit and cost of making the improvement and of affordability.

7. DELIVERY, MONITORING AND REVIEW

1.23 FUNDING

The following sources of funding will be utilised to deliver the passenger strategy. However, this is not necessarily an exhaustive list as we are constantly looking to find new ways of funding passenger transport in Rutland.

- Our public transport revenue budget – money allocated from the overall RCC revenue budget.
- Government integrated transport block capital grant – this is non ring-fenced¹⁴ capital funding paid as grant to local transport authorities. Local authorities decide on the specific small-scale infrastructure improvements that it is used for, which can include road safety measures and road improvements as well as passenger transport infrastructure such as new bus shelters.
- Bus service operator grant (BSOG) - grant paid by Government to bus operators to help them recover some fuel costs. Local authorities receive a sum related to the bus services that they support financially. At present, this grant is simply passed on by the council to the contracted bus operators (who historically used to receive it directly). However, in future, we may look at alternative ways of spending it to ensure that it is utilised in the most effective way.
- Other central government grants – these are usually made available through ad hoc competitions between local authorities for specific purposes
- Section 106 agreement contributions from developers - when property developments are brought forward within the planning system, we will consider whether there is a case for the developer to provide funding for specific passenger transport services or related infrastructure to serve the development's area of influence
- Community infrastructure levy (CIL) contributions - we will consider whether some of the Community Infrastructure Levy (CIL) funds due from developments should be used to support the Passenger Transport Strategy
- Contributions from public bodies
- Contributions from schools or colleges
- Contributions from employers

¹⁴ 'Ring fenced' funding can only be used by a local authority for a specific purpose. Non 'ring fenced' funding can be reallocated by a council for a purpose other than the one that justified its provision.

The council will allocate appropriate budget from these sources to pursue the passenger strategy described in this document. Given the pressures on local authority budgets it is unlikely that available funding from our own public transport revenue budget will increase from the 2017-18 levels for the next few years, and this has been taken into account in developing this strategy. We will look to make maximum use of available funding from other sources as appropriate.

1.24 IMPLEMENTATION PLAN

1.24.1 BUDGET

Rutland's Passenger Transport Strategy has been developed with likely future budget constraints in mind, to ensure that it is deliverable. As noted above, council revenue funding for passenger transport is unlikely to increase above 2017-18 levels for the foreseeable future. The future allocation between different areas within that budget will clearly reflect the budget priorities identified within this strategy document.

1.24.2 IMPLEMENTATION TASKS AND TIMESCALES

The anticipated short-term tasks (along with timings) to be delivered through the Passenger Transport Strategy are shown in Appendix C.

A key early task is to review all service support in accordance with the principles and prioritisation mechanisms defined in this Passenger Transport Strategy. This will include review of services that could form part of the baseline service or package of services (supported bus services, rail services, demand responsive services, community transport, voluntary transport or by supporting communities to develop their own services) and review of concessionary travel arrangements and scope. Implementation of any changes to service support that come out of that review will commence once the review task is complete.

We will continue to support provision of passenger transport information and associated infrastructure in accordance with this Passenger Transport Strategy.

1.24.3 CONSULTATION

This strategy has undergone a 12 week period of public consultation, following which a number of amendments were made to the document. Going forward the council will make some changes to public transport services without additional consultation. These will include, inter alia:

- Small scale changes to public transport services (for example: reduction in travel opportunities of less than 50%, changes to route, changes to timetable, fare increases etc.).

The council will undertake public consultation of at least 3 weeks on:

- Major changes to public bus services that are 100% financially supported by RCC. A major change is defined as: complete withdrawal of a bus service; reduction in travel opportunities of greater than 50%.

However such consultation will not be undertaken if the changes are required in an emergency and are outside of the control of RCC.

RCC reserves the right to consult on other changes if appropriate. Please note however that changes instigated by the incumbent operator on services not 100% supported by RCC are unlikely to involve public consultation due to the timescales involved.

1.24.4 MONITORING AND REVIEW

We will monitor usage of the passenger transport services that we support financially on an ongoing basis, to ensure that they are providing good value for money. This will include:

- Getting monthly usage figures from the baseline service providers
- Getting monthly passenger journey numbers on supported bus services from the bus operators concerned
- Getting monthly concessionary travel journey numbers and associated fare data from all service providers and operators that accept concessionary pass holders for free or discounted travel

We will review regularly whether the services we support are giving best value for money within the framework of our legal obligations, or whether improvements could be made.

8. APPENDIX A – LINKS BETWEEN MOVING RUTLAND FORWARD (MRF) AND THE PASSENGER TRANSPORT STRATEGY

Table A1: Moving Rutland Forward (MRF) challenges, goals and solutions relevant to the Passenger Transport Strategy

MRF challenge	MRF goal	MRF solutions
Population growth		
PGC1 - Population changes placing additional demand on our passenger transport and highway network.	PGG1 - Passenger transport provisions and a highway network that are resilient and adaptable to changing demand.	<p>PGS1 - Reduce the need to drive</p> <p>During the early life of MRF we will adopt highway design guidance (produced under a joint local authority initiative) that developers will be required to adhere to. This document, along with our Local Plan, will set out transport and accessibility standards encouraging new development to be appropriately located and designed to enable travel by foot, bicycle or public transport.</p> <p>Additionally, we will develop a local cycling and walking infrastructure plan (LCWIP) setting out our aspirations for cycling and walking infrastructure. The LCWIP will be written during the first 5 years of this plan (see VERS2).</p> <p>PGS2 - Assess the capacity of our networks</p> <p>Developers are required to produce a highway and transport assessment of all major planning applications. These detail how existing infrastructure and services can accommodate the proposed development, or where they can't, suggest suitable mitigation or provide us with the opportunity to request mitigating measures. This will be particularly important for any future large development proposals that are likely to have more far reaching impacts. In such</p>

MRF challenge	MRF goal	MRF solutions
		<p>cases providing the correct infrastructure and services will be essential for integrating the development with the county, whilst minimising the impact on existing provisions.</p> <p>When carrying out these assessments, developers must refer to the relevant highway guidelines, our LCWIP (once written) and our passenger transport strategy.</p> <p>Over the life of MRF and our Local Plan, we will also provide feedback on development proposals and changes to the highway network within neighbouring counties (and vice versa) – ensuring sufficient consideration is given to the impact of nearby growth, development and infrastructure improvements on our own transport and highway infrastructure and provisions. In addition we will work with Highways England to identify the impact that such growth and development may have on the A1, which passes through Rutland or lobby for necessary mitigation measures.</p> <p>This plan acknowledges historical documents which highlight the desire for relief roads in various parts of our county, for example the A6003 that passes through Caldecott. A bid for any relief road system must be supported by a feasibility study which produces clear evidence of need. Such a study may have significant financial implications associated with traffic data collection and external funding for this exercise should be considered.</p> <p>PGS4 - Facilitate an efficient and flexible passenger transport network</p>

MRF challenge	MRF goal	MRF solutions
		<p>We will work with commercial and voluntary sector partners to provide a passenger transport service that enables travel to key service centres and health care provisions such as doctor's surgeries and dentist facilities (either by way of a direct link or by providing connections) - enabling residents to access facilities that meet their health and wellbeing needs.</p> <p>To support this, where required service connectivity (with other bus and rail services) will be considered during the planning of new or revised routes. Further detail can be found in our passenger transport strategy.</p> <p>PGS5 - Work with partners to provide further transport provisions</p> <p>As outlined within our passenger transport strategy, during the life of MRF we will also look at opportunities to work with community, voluntary and other public sector transport providers to maximise the transport offer available to our vulnerable residents.</p>
Learning in Rutland		
<p>LERC1 - Growing demand for home to school transport services.</p> <p>LERC2 - Congestion around schools at the</p>	<p>LERG1 - School transport provisions that serve the needs of our young residents, whilst being cost effective.</p> <p>LERG2 - High levels of walking and cycling to school and college – leading to improved</p>	<p>LERS3 - Look at alternative procurement and delivery options</p> <p>To ensure we have sufficient transport provisions to meet current and future needs we will continue to be mindful of alternative procurement and delivery options - including the joint procurement of services with neighbouring local authorities, delivering services in house and where possible by utilising local bus services rather than closed contracts.</p>

MRF challenge	MRF goal	MRF solutions
start and end of the school day.	health in our young, reduced congestion on our roads and improved local air quality.	<p>LERS6 - Provide the infrastructure needed to encourage walking and cycling</p> <p>Lack of safe routes can act as a barrier to walking and cycling. During the life of MRF we will identify if there are any gaps in the network that could (subject to available funding) be filled to enable safer routes to and within our market towns, to schools and colleges.</p> <p>Furthermore, to encourage walking and cycling, we will investigate ways to make the environments for such activities more inviting. This will be covered in our sustainable travel statement (once written).</p> <p>PGS1 - Reduce the need to drive (previously mentioned).</p> <p>PGS2 - Assess the capacity of our networks (previously mentioned).</p>
Living in Rutland		
LIRC1 - Reliance on the car, due to the rural nature of our county.	LIRG1 - Reduce car dependency within the county – in a way that doesn't hinder access to services or economic development.	<p>LIRS1 - Promote sustainable travel options</p> <p>It is appreciated that Rutland is a rural community and that in some cases, options such as walking and cycling may not always be possible. However, through the actions that will be set out in our Sustainable Travel Statement, we will encourage residents to consider whether any of their journeys could be carried out by greener, more sustainable means – such as walking, cycling, bus or train. For example, residents in Oakham and Uppingham may have more opportunities to travel via such means and we will investigate ways to encourage this.</p>

MRF challenge	MRF goal	MRF solutions
		<p>Our Transport and Highways Communication Plan (to be developed in the first year of implementation plan one) will also provide detail of promotional campaigns, aimed at encouraging healthier and greener travel options.</p> <p>PGS1 - Reduce the need to drive (previously mentioned).</p> <p>PGS2 - Assess the capacity of our networks (previously mentioned).</p> <p>PGS4 - Facilitate an efficient and flexible passenger transport network (previously mentioned).</p>
<p>LIRC4 - Residents with limited mobility or without access to a vehicle may struggle to access essential services and health provisions and could face social isolation.</p>	<p>LIRG4 - A passenger transport network that caters for our most vulnerable residents</p>	<p>LIRS12 - Promote transport provisions</p> <p>As identified within our passenger transport strategy, we will continue to promote the transport provisions available in county and will undertake a range of positive promotion and marketing campaigns - to boost usage and raise awareness. This could involve exploring new channels of communication, and providing information in a range of formats. We will also seek to work with partners in order to help raise awareness of these services as word of mouth can be one of the most successful promotional tools.</p> <p>LIRS13 - Make services accessible</p> <p>To ensure our provisions are accessible, we will constantly seek improvements such as clearer, easier to read timetable information. We will also investigate opportunities to provide additional</p>

MRF challenge	MRF goal	MRF solutions
		<p>concessionary travel privileges for residents with disabilities or special educational needs (further details can be found within our Passenger Transport Strategy); and will seek to identify any opportunities to boost wheelchair accessible taxi provisions within the county – both for residents and visitors.</p> <p>Where required we will also undertake a project specific equality impact assessment and health impact assessment to assess the impact of new transport or highway provisions on our residents.</p> <p>LIRS14 - Promote personal independence</p> <p>Over the life of MRF we will continue to identify opportunities to develop and promote independence – by continuing to provide, and identify opportunities to expand, delivery of travel training. Travel training is provided to help residents currently unable or restricted in their ability to travel independently, due to learning or physical disabilities.</p> <p>PGS1 - Reduce the need to drive (previously mentioned)</p> <p>PGS4 - Facilitate an efficient and flexible passenger transport network (previously mentioned)</p> <p>PGS5 - Work with partners to provide further transport provisions (previously mentioned)</p>

9. APPENDIX B – STRENGTHS AND WEAKNESSES OF DIFFERENT BASELINE SERVICE OPTIONS

There are a number of options for delivering a countywide baseline service that have been adopted in different places in the UK. We have examined the strengths and weaknesses of different options, which include.

- **Local authority subsidised demand-responsive taxi services** linking defined rural settlements with their nearest town. Typically, the local authority will appoint a minicab or taxi company to provide a service from one or two villages to the nearest town at a heavily discounted fare. Services like this tend to operate to a very limited fixed timetable one day per week, with users required to pre-book. As an example, Leicestershire County Council currently operates such services in some villages that have no conventional bus service.
- **Local authority subsidised fixed-timetable minibus services** linking defined rural settlements to their nearest town one day per week, with vehicles serving different groups of settlements on each weekday. Derbyshire County Council has recently contemplated introducing such services, but eventually decided on a more flexible demand-responsive service.
- **Local authority subsidised demand-responsive minibus services**, connecting rural settlements with towns (and potentially with each other), either directly or through connection with inter-urban bus services. This is the type of service that is operated in the east of Rutland and throughout Lincolnshire under the CallConnect brand.
- **Local authority supported community transport schemes** such as voluntary car schemes (VCS) or minibus transport. Voluntary Action Rutland operates a voluntary car scheme across Rutland, and a number of other more local organisations also operate smaller-scale schemes.

Each of these options has strengths and weaknesses. Our assessment of these strengths and weaknesses is set out in Table B1. This takes account of the particular situation in Rutland.

Whilst a countywide model would represent a high standard in terms of service, budgetary restrictions are likely to mean that the baseline service provided is likely to be formed of a package of different options.

Table B1: Strengths and weaknesses of baseline service options

Service option	Strengths	Weaknesses
<p>Local authority subsidised demand-responsive taxi based services to nearest town.</p>	<p>Contracts can be let such that if there is no demand, there is minimal cost.</p> <p>Can offer a door-to-door service for people with impaired mobility.</p>	<p>Tend to be little-used, as times of travel and destinations served are very limited (for example, some Leicestershire contracted taxi DRT services attract little or no annual patronage).</p> <p>Expensive in terms of subsidy cost per person-trip, particularly where the local taxi market is weak.</p> <p>Requires pre-booking.</p>
<p>Local authority subsidised fixed-timetable minibus services to nearest town.</p>	<p>Some people prefer a turn-up-and-go fixed timetable service.</p>	<p>Tend to be little-used, as times of travel and destinations served are very limited.</p> <p>Subsidy payable even if there are no passengers.</p> <p>Most cost-effective where services can be operated by local community transport providers under a service level agreement with the local authority. In Rutland, there is minimal capacity within the community transport sector for doing this.</p> <p>No door-to-door service for people with impaired mobility.</p>

Service option	Strengths	Weaknesses
<p>Local authority subsidised demand responsive minibus services, serving nearest town, other destinations and connecting with inter-urban bus services.</p>	<p>Offers widest travel opportunities in areas of low demand such as rural Rutland.</p> <p>Maximises value of vehicle and driver in terms of trips carried.</p> <p>Can be door-to-door for people with impaired mobility.</p> <p>Offers potential for lower cost per passenger-trip than other options.</p>	<p>Some overhead cost for booking and scheduling service, although in Rutland this can be minimised through partnership working with Lincolnshire CC.</p> <p>Requires pre-booking.</p>
<p>Local authority supported community transport schemes</p>	<p>Use of volunteers makes operations very cost-effective.</p> <p>A community-driven solution, in line with MRF objectives.</p>	<p>Community transport service provision in Rutland is limited, with voluntary car schemes providing a service to some areas but no minibus-based service offer.</p> <p>Requires pre-booking.</p>

10. APPENDIX C - IMPLEMENTATION PLAN

Table C1: Implementation tasks and timescales

Action	RCC lead	RCC support	MRF solution	Time	Funding source
Review of potential baseline transport delivery elements or package of services, supported bus services and concessionary travel support	Transport operations	Transport strategy	<p>PGS2 – Assess the capacity of our networks</p> <p>PGS4 – Facilitate an efficient and flexible passenger transport network</p> <p>PGS5 – Work with partners to provide further transport provisions</p> <p>LERS3 - Look at alternative procurement and delivery options</p> <p>LIRS13 - Make services accessible</p> <p>LIRS14 – Promote personal independence</p>	Late 2019 onwards	Staff time
Implement revised baseline transport service or package of services.	Transport operations		<p>PGS2 – Assess the capacity of our networks</p> <p>PGS4 – Facilitate an efficient and flexible passenger transport network</p> <p>PGS5 – Work with partners to provide further transport provisions</p>	Early 2020 onwards	<p>Staff time</p> <p>Internal budget</p> <p>BSOG</p> <p>Grant funding</p>

Action	RCC lead	RCC support	MRF solution	Time	Funding source
			<p>LERS3 - Look at alternative procurement and delivery options</p> <p>LIRS13 - Make services accessible</p> <p>LIRS14 – Promote personal independence</p>		
Implement revised supported local bus network and concessionary travel support	Transport operations		<p>PGS2 – Assess the capacity of our networks</p> <p>PGS4 – Facilitate an efficient and flexible passenger transport network</p> <p>PGS5 – Work with partners to provide further transport provisions</p> <p>LERS3 - Look at alternative procurement and delivery options</p> <p>LIRS13 - Make services accessible</p> <p>LIRS14 – Promote personal independence</p>	Early 2020 onwards	<p>Staff time</p> <p>Internal budget</p> <p>BSOG</p>
Provide and maintain passenger	Transport operations		<p>PGS2 - Assess the capacity of our networks</p> <p>PGS4 – Facilitate an efficient and flexible passenger transport network</p>	As required	<p>Staff time</p> <p>Internal budget</p>

Action	RCC lead	RCC support	MRF solution	Time	Funding source
transport infrastructure			<p>PGS5 – Work with partners to provide further transport provisions</p> <p>LIRS1 - Promote sustainable travel options</p> <p>LIRS12 - Promote transport provisions</p> <p>LIRS13 - Make services accessible</p> <p>LIRS14 – Promote personal independence</p>		Department for Transport – Integrated transport block grant
Review Uppingham bus interchange	Highways	Transport Operations	<p>PGS2 - Assess the capacity of our networks</p> <p>PGS4 – Facilitate an efficient and flexible passenger transport network</p> <p>PGS5 – Work with partners to provide further transport provisions</p> <p>LIRS1 - Promote sustainable travel options</p> <p>LIRS12 - Promote transport provisions</p> <p>LIRS13 - Make services accessible</p>	Within first year of implementation plan.	<p>Staff time</p> <p>Department for Transport – Integrated transport block grant</p>

Action	RCC lead	RCC support	MRF solution	Time	Funding source
			LIRS14 – Promote personal independence		
Monitor developments in multi-operator and smart ticketing, and liaise with operators as appropriate	Transport strategy		PGS4 – Facilitate an efficient and flexible passenger transport network PGS5 – Work with partners to provide further transport provisions LIRS1 - Promote sustainable travel options LIRS12 - Promote transport provisions LIRS13 - Make services accessible LIRS14 – Promote personal independence	As required	Staff time
Monitor usage and make service changes to maximise value for money on baseline transport services or package of services.	Transport operations		PGS2 – Assess the capacity of our networks PGS4 – Facilitate an efficient and flexible passenger transport network PGS5 – Work with partners to provide further transport provisions	Annually or as required	Staff time

Action	RCC lead	RCC support	MRF solution	Time	Funding source
Monitor usage and make service changes to maximise value for money on supported local bus network	Transport operations		PGS2 – Assess the capacity of our networks PGS4 – Facilitate an efficient and flexible passenger transport network PGS5 – Work with partners to provide further transport provisions	Ongoing	Staff time
Deliver enhanced and clearer promotion of our public transport provisions	Transport operations		PGS1 – Reduce the need to drive LIRS1 - Promote sustainable travel options LIRS12 - Promote transport provisions LIRS13 - Make services accessible	Ongoing	Staff time Internal budget

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Further information

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Rights of Way Improvement Plan

2019 - 2029

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GLOSSARY

Byway Open to All Traffic (BOAT)	A highway over which the public have a right of way for vehicular and all other kinds of traffic but which is used by the public mainly for the purposes for which footpaths and bridleways are used
CIPFA	The Chartered Institute of Public Finance and Accountancy
CLA	Country Land and Business Association
CROW Act	Countryside and Rights of Way Act (2000)
Definitive Map & Statement	The Definitive Map is a legal document showing the position and status of every public right of way in an authority's area. The Definitive Statement records any additional details relating to those right of way.
DfT	Department for Transport
DMMO	Definitive Map Modification Orders are used to correct errors in or omissions from the Definitive Map & Statement
HLS	Higher Level Stewardship Scheme
LTP	Local Transport Plan
NE	Natural England
ONS	Office of National Statistics
PPO	A Public Path Order is the legal order that's required to create, extinguish or modify a public right of way
PROW	Public Right of Way
Public bridleway	A highway over which the public have a right of way on foot, on horseback or a bicycle
Public footpath	A highway over which the public have a right of way on foot only
Restricted Byway	A highway over which the public have a right of way on foot, on horseback and in a vehicle other than a mechanically propelled vehicle
ROWIP	Rights of Way Improvement Plan
(SLR)LAF	(South Lincolnshire & Rutland) Local Access Forum
SSSi	Site of Special Scientific Interest
UUCR	Unsurfaced Unclassified County Road

EXECUTIVE SUMMARY

The Countryside and Rights of Way Act ('the Act') required all local highway authorities to prepare and publish plans, referred to as rights of way improvement plans (ROWIPs), explaining how they would make improvements to the public rights of way network in their area to provide a better experience for users. Authorities were given five years from the commencement of the relevant sections of the act (2002) to meet these obligations and publish their plans. The Act also required that plans were reviewed at intervals not exceeding ten years.

Ten years have passed since the first ROWIP for Rutland was published, prompting the preparation of its replacement. Our second ROWIP is part of a suite of plans and policies supporting Moving Rutland Forward - Rutland's fourth Local Transport Plan (LTP4) which runs from 2019 to 2036 to coincide with the time frame of our emerging Local Plan Review. The ROWIP was prepared in parallel to facilitate closer integration but will need to be reviewed no later than 2029. Whilst it supersedes the original plan and all policies contained therein our vision remains largely unaltered:

"A connected, accessible and well-maintained network of local rights of way that meets the present and future needs of users and encourages them to engage with the natural environment for exercise, leisure and transport purposes."

From our assessments we concluded that we need to be mindful of the needs of our aging population and those with disabilities and that the network will need to be made more accessible if it's to meet their needs. We also found that to encourage more people in Rutland to make short journeys by walking or cycling we need to look at the routes linking the places they live with the services they need; rights of way that fulfil this role need to be maintained to a high standard if we want people to keep using them.

We learned that the fragmented nature of the network available to cyclists and horse riders makes it difficult for them to complete a meaningful journey without riding on roads or resorting to using footpaths, and found little evidence to support the idea landowners are happy to provide increased access if given sufficient financial incentive.

To address the issues, and exploit the opportunities identified in the assessments our statement of action proposes that we:

- Maintain our rights of way network infrastructure to a high standard,
- Publish an accurate and up to date definitive map and statement,
- Improve safety, connectivity and accessibility across the network,
- Protect the network from illegal obstructions and the adverse effects of development,

- Promote the network and improve the availability of information to encourage greater use.

1. INTRODUCTION

This is the second Rights of Way Improvement Plan (ROWIP) for Rutland, prepared under Section 60 of the Countryside and Rights of Way Act 2000 (the CROW Act). It is part of a suite of plans and policies supporting Moving Rutland Forward - Rutland's fourth Local Transport Plan (LTP4) and sets out the means by which we are proposing to secure an improved public rights of way network. It supersedes the original plan published in 2007 and all policies contained therein.

1.1 THE LEGISLATIVE FRAMEWORK

Section 60 of the Countryside and Rights of Way (CROW) Act 2000¹ required local highway authorities to publish ROWIPs by November 2007. The plans are strategic documents explaining how local authorities are proposing to improve the public rights of way network and contained assessments of the extent to which present and likely future needs of the public were being met. No more than 10 years after the publication of the plan it has to be reviewed and new assessments made.

After making the new assessment authorities must decide whether to amend their plans. If the plan is amended an updated version must be published. If an authority decides to leave their plan unchanged they must publish a report explaining the reasons for their decision.

All local highway authorities already have duties under the Wildlife and Countryside Act 1981 and the Highways Act 1980 to keep the definitive map and statement of public rights of way up to date and to ensure that ways are adequately signposted, maintained and free from obstruction. ROWIPs should build upon this work and not conflict with these existing duties or reduce the effectiveness with which they are carried out.

1.2 INTEGRATION WITH THE LOCAL TRANSPORT PLAN

Increasing recognition of the potential for improvements to the local rights of way network to contribute towards a more integrated and sustainable transport network led to the publication of a good practice note² encouraging the integration of ROWIPs and LTPs.

In acknowledging the links between the two documents it was suggested that ROWIPs might include some recognition of the national transport goals and any

¹ <https://www.legislation.gov.uk/ukpga/2000/37/contents>

² Natural England (2009). LTP and ROWIP Integration: Good practice note (NE325). <http://bit.ly/2EZEZPz>

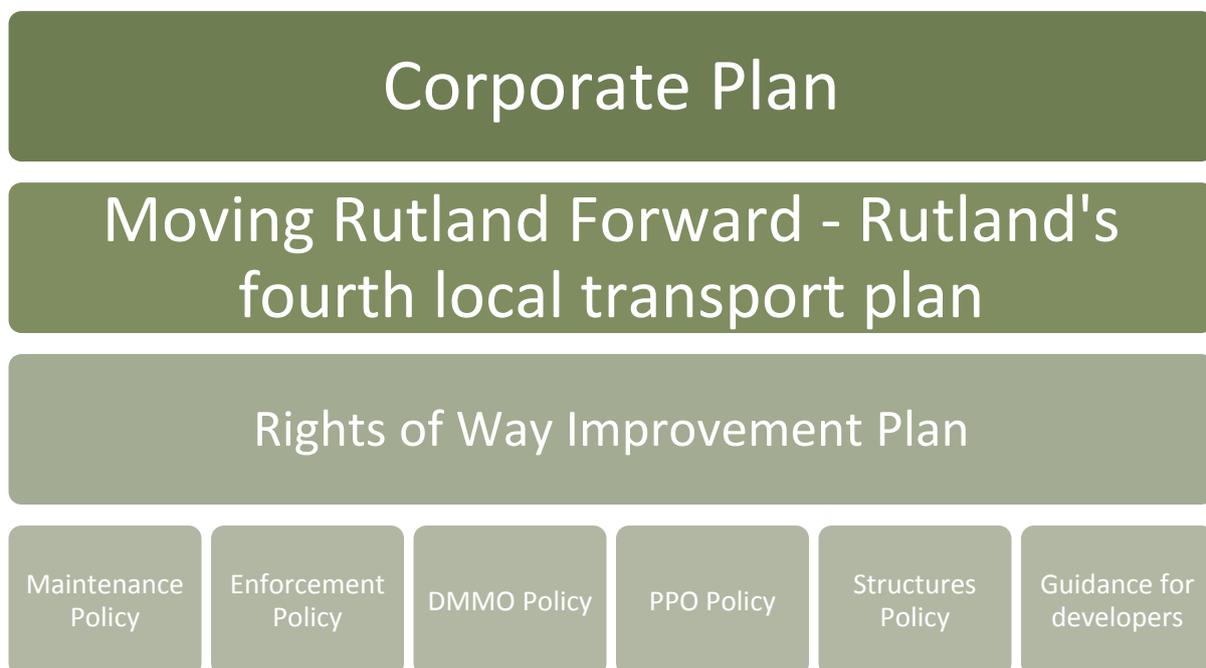
other local transport objectives and outline how development of the rights of way network can help contribute to these goals.

Our fourth LTP runs from 2019 to 2036 to coincide with the time frame of the emerging Local Plan Review. This, our second ROWIP was prepared in parallel to facilitate closer integration, but in line with legislation it will only run until 2029.

1.3 OUR VISION

A connected, accessible and well-maintained network of local rights of way that meets the present and future needs of users and encourages them to engage with the natural environment for exercise, leisure and transport purposes.

Figure 1: Rights of way policies and the Local Transport Plan³



1.4 ACHIEVEMENTS SINCE 2007

In the time since the publication of the first ROWIP we have managed to make some significant progress towards achieving the objectives in the statement of action it contained (the reference numbers below refer to actions in the 2007 ROWIP).

We have improved maintenance standards across the network, installed hundreds of new sign and waymark posts (1B), and are using recycled materials where appropriate (1K). There has been a huge reduction in the number of physical barriers on our network: no new stiles have been authorised since the publication of the first

³ DDMO – Definitive Map Modification Order, PPO – Public Path Order

ROWIP in 2007 (3A); we have adopted a policy on structures (3B); and managed to reduce the number of stiles on the network by 26% (3C).

We have also created new footpaths and bridleways which have improved the safety and attractiveness of routes affected by the transport network (8B), extending the network available to cyclists and horse riders (4D).

People who want information about where they can go walking or riding in Rutland now have a choice of media: we're now on the third iteration of our popular web mapping application (2C) that can be used to view the local rights of way; we have published a series of five new leaflets promoting circular walking routes around some of our larger villages (7B); and map display boards showing local walks and rides have been funded in Tinwell and Barrowden.

Finally, working with volunteers from the Local Access Forum we carried out accessibility audits of three paths in the county with potential to be used by people with restricted mobility (5B); the results were used to produce the 'Countryside for All' series of accessible walks leaflet (5E).

2. THE RUTLAND CONTEXT

2.1 GEOGRAPHY

Situated in the east midlands, Rutland shares borders with Lincolnshire, Leicestershire, Northamptonshire and Peterborough. It's England's smallest county and covers an area of approximately 382 km², of which more than 80% is used for agriculture. The landscape is dominated by Rutland Water, a man-made reservoir in the middle of the county.

The environmental quality of Rutland's landscape is high and the character of the landscape is varied with five different landscape character types. These range from high plateau landscapes across large areas of the north east and south west to lowland valleys in the centre and north-west and on the county's southern border along Welland Valley. There are 19 sites of special scientific interest (SSSIs) in the county, including Rutland Water. There are 221 local wildlife sites and important areas of calcareous grassland and ancient and broadleaved woodland in the county.

The A1 passes through the eastern part of Rutland providing good north-south road links whilst east-west connections comprise the A47 serving the southern part of Rutland and the A606 Stamford-Nottingham road. Oakham station is served by the CrossCountry Birmingham (New Street) to Stansted Airport route, and a once daily return service to London St Pancras via Corby.

Rutland has a low population density of around 1 person per hectare. At the time of the 2001 census the Office of National Statistics declared the county the most rural area in England and Wales. There are 54 settlements including our two market towns; Oakham (population 10,922) and Uppingham (population 4,745)⁴. The remaining 52 vary in size from small hamlets to large villages.

2.2 DEMOGRAPHICS

The Office of National Statistics (ONS) estimates Rutland's population reached 39,474 in 2017. Ethnically the county is very homogeneous; 94% of residents describe themselves as white British compared to the national average of 80%. The proportion of the working age population that's economically active is higher in Rutland than the national and regional average and includes a particularly high percentage of self-employed people.

The county is relatively affluent with very low levels of deprivation, the lowest in the East Midlands and 301st out of 326 nationally, where 1 is the most deprived. Figures

⁴ Population as reported by census 2011

from the 2011 census (National Statistics Socio-economic Classification) revealed that, compared to the national average, people in Rutland are far more likely to be employed in managerial, administrative or professional occupations than routine occupations.

Rutland is currently one of the healthiest places to live in England, even when compared with the statistical nearest neighbours defined by our Joint Strategic Needs Assessment (JSNA)⁵. This is reflected in the relatively small proportions of people in Rutland affected by limiting long term conditions, disabilities⁶, or considered obese. Surprisingly though, the percentage of people in Rutland classed as overweight (but not obese) is higher than the both the national and regional averages.

Table 1: Census 2011 General health (QS302EW)

	England	East Midlands	CIPFA NN Av ⁷	Rutland
Very good	47.2	45.3	47.5	50.4
Good	34.2	35.1	34.6	34.0
Fair	13.1	14.0	13.1	12.1
Bad	4.2	4.3	3.8	2.7
Very bad	1.2	1.2	2.7	0.8

The health of Rutland residents might be attributed to the fact that they're particularly active. A recent survey⁸ reported that 65.3% undertook at least 150 minutes per week of physical activity. This is significantly higher than the national figure (57%) and compares favourably with the average of our CIPFA nearest neighbours (61%), but the proportion of people who are physically active enough decreases markedly with age and we're expecting the proportion of people aged 60 or over in Rutland to increase significantly in the next 20 years.

In 2013/14, the number of people in Rutland registered with dementia was 266 or 0.7% of the population. This is higher than the England average value of 0.6%⁹. However an estimation of dementia prevalence published by the Alzheimer's Society suggests a much higher figure of 1.7%, believing there are many incidences yet to

⁵ Rutland County Council (2015). Joint Strategic Needs Assessment. <http://bit.ly/2CLQdK7>

⁶ Office for National Statistics (2011). Census: Long-term health problem or disability. [QS303EW](http://bit.ly/2CG6wrQ)

⁷ The Chartered Institute of Public Finance and Accountancy (CIPFA) have created a model which seeks to measure similarity between Local Authorities by measuring the Euclidean distance between selected variables.

⁸ Sport England (2015). Active People Survey. <http://bit.ly/2qsOeVp>

⁹ Quality and Outcomes Framework (2013). Prevalence achievements & exception. <http://bit.ly/2CG6wrQ>

be diagnosed. The proportion of adults aged 18-64 with physical disabilities supported through the year in 2012/13 was 595.9 per 100,000 population (125 adults), significantly higher than the national average of 451.7 per 100,000 population.

3. LINKS TO OTHER PLANS AND STRATEGIES

In the time since the publication of the first ROWIP public policy has changed relatively little. Active travel is still being hailed as something of a panacea for the issues faced by government, which is hardly surprising considering the expanding body of research supporting such claims.

Guidance requires that local authorities prepare their ROWIPs in the context of a range of other relevant plans and strategies at local, regional and national level. Therefore during the production of this plan we have reviewed relevant policies that have been published. A summary is below and the full review is included at Appendix A.

3.1 POLICY CONTEXT

The benefits associated with the increased levels of physical activity gained from walking and cycling are now well understood and are described by the Department for Transport (DfT)¹⁰ in the following terms:

“For people, it means cheaper travel and better health. For businesses, it means increased productivity and increased footfall in shops. And for society as a whole it means lower congestion, better air quality, and vibrant, attractive places and communities.”

The positive impact that natural environment can have on mental and physical health was demonstrated by the National Ecosystem Assessment (NEA) and the Marmot review, leading government to conclude that we need to strengthen the connections between people and nature and that everyone should have fair access to a good quality natural environment^{11 12}.

The countryside access network is in a position to deliver against both these aims; it can facilitate increased levels of walking and cycling on an extensive network of traffic free routes through attractive natural environments. The message from government has clearly been understood in Rutland; from tourism to transport,

¹⁰ Department for Transport (2017). Cycling and Walking Investment Strategy. <http://bit.ly/2EblktT>

¹¹ DEFRA (2013). Government Forestry and Woodlands Policy Statement. <http://bit.ly/2EZ6CZ4>

¹² The Marmot Review (2010). Fair Society, healthy lives: the Marmot review. <http://bit.ly/2EZRhaR>

increasing levels of walking and riding in the countryside is an aim shared by many of our internal plans and strategies ^{13 14 15 16}.

¹³ Rutland County Council (2017). Strategic Plan for Culture and Leisure in Rutland. <http://bit.ly/2CHFyQA>

¹⁴ Rutland County Council (2017). Rutland Local Plan 2016 - 2036: Consultation Draft. <http://bit.ly/2CVQEOJ>

¹⁵ Rutland County Council (2016). Rutland Joint Health and Wellbeing Strategy. <http://bit.ly/2qpXgCl>

¹⁶ Discover Rutland (2016). Tourism Vision 2016 – 2019. <http://bit.ly/2qwC4eg>

4. ASSESSMENT DATA

In preparing a rights of way improvement plan local authorities are required to make an assessment of the extent to which local rights of way¹⁷ meet the present and likely future needs of the public, paying particular attention to their accessibility to people who are blind, partially sighted or who experience problems with their mobility.

4.1 USE, DEMAND AND REASONS FOR ACCESS

User's needs can vary according to their personal circumstances and their reasons for, or manner of, use. If we are to understand how local rights of way might be improved to better meet the needs of users we have to consider a) their reasons for using local rights of way, and b) any other local factors that might have some bearing on their use.

4.1.1 POPULATION PRESSURES

Changes in the size and structure of the population in Rutland will present significant challenges to the delivery of public services over the life of the plan. The proportion of the Rutland population aged 60 or over is currently much higher than the regional and national averages and the difference is expected to increase over the life of the plan.

Table 2: % of population over the age of 60 (subnational population projections for local authorities 2016)

	2017	2027	2036
England	23.40	26.93	29.13
East Midlands	24.76	28.69	30.87
Rutland	30.80	36.86	40.29

We need to be mindful of the needs of our aging population; the general reduction in stamina, mobility and sensory acuity experienced by many older people means they can face many of the same barriers to use of the rights of way network experienced by the disabled. The network will need to be made more accessible if it's to meet their needs.

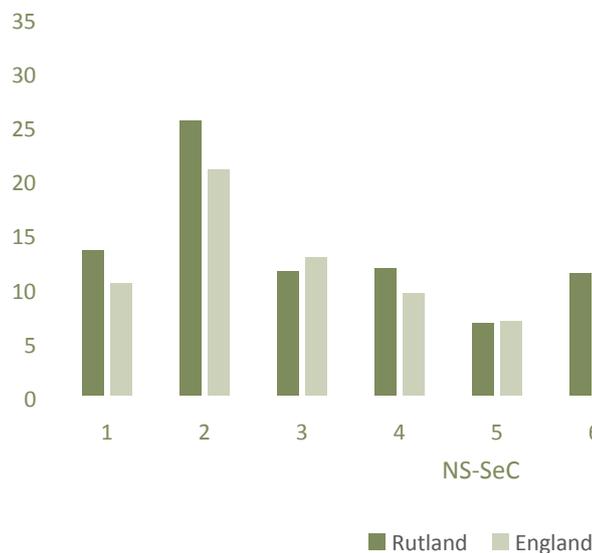
¹⁷ Defined as all footpaths, cycle tracks, bridleways and restricted byways in the authority's area

4.1.2 SOCIO-ECONOMIC PROFILE

Rutland is a relatively affluent area with very low levels of deprivation, the lowest in the East Midlands and 301st out of 326 nationally, where 1 is the most deprived. Compared to the national average people in Rutland are far more likely to be employed in managerial, administrative or professional occupations than routine occupations¹⁸.

Various studies have found that recreational activity in the countryside is more common in the more affluent socio-economic groups. Cycle ownership has also been found to be higher amongst more affluent socio-economic groups¹⁹.

Figure 2: Socio-economic classification 2011 census (All usual residents aged 16 to 74)



4.1.3 HEALTH

We understand that health and exercise are already common reasons for people visiting the outdoors. A survey examining the ways in which people engage with the natural environment found the proportion of visits made for health reasons rose from around a third in 2009/10 (34 per cent) to just under half in 2015/16²⁰.

¹⁸ Data from 2011 census National Statistics Socio-economic Classifications (NS-SEC)

¹⁹ Entec (2001). Rights of Way Use & Demand Study.

²⁰ Natural England (2017). MENE: Headline report from the 2015-16 survey. <http://bit.ly/2CSGcYI>

According to the chief medical officer's report²¹ increasing how much someone walks or cycles will raise their overall level of physical activity, reducing their risk of coronary heart disease, stroke, cancer, obesity and type 2 diabetes. It helps keep the musculoskeletal system healthy, promotes mental wellbeing and older people who engaged in walking were found to be less likely to develop dementia²². In addition to the direct benefits from physical activity, walking and cycling offer pleasure, independence and exposure to outdoor environments, which may be particularly significant for people with disabilities whose participation in other activities may be more restricted.

Access to green space could be a natural solution to health inequalities, with research²³ showing a range of benefits from engaging with the natural environment including better sleep, improved immunity, greater social interaction and increased physical activity. The same research also found links between contact with nature and a number of mental health benefits, including improved mood and reduced stress, anxiety and severity of children's symptoms of attention deficit hyperactivity disorder (ADHD).

4.1.4 TOURISM / ECONOMY

Outdoor recreation makes a significant contribution to local economies. Visit Britain found that £2.1 billion was spent in England on outdoor activities in 2015²⁴. Opportunities for outdoor activities can influence where people choose to take a holiday; those who visit might spend money on equipment as well as on food and drink in local shops and restaurants.

Visit Britain reported that there were 255 million day visits in Great Britain in 2015 where one or more of the main activities involved taking part in outdoor activities, and also that 113 million visits had outdoor activities as the single main activity. The most popular activity reported was a long walk or hike, featuring in 83 million day visits to rural locations. The contribution made by to the UK economy each year by leisure and tourism cycling on the National Cycle Network was calculated by Sustrans²⁵ to be worth more than £650 million.

4.1.5 UTILITY

The Department for Transport wants to make walking and cycling the natural choices for shorter journeys. Personal benefits include cheaper travel and better health, but

²¹ Department for Health (2011). Start active, stay active. <http://bit.ly/2CY6RTy>

²² Public Health England (2014). Improving access to green spaces. <http://bit.ly/2CVole1>

²³ Institute of Health Equity (2014). Natural solutions to tackling health inequalities. <http://bit.ly/2AvvOD7>

²⁴ Visit Britain (2015). The GB Day Visitor Statistics 2015. <http://bit.ly/2F0zAYR>

²⁵ Sustrans (2015). Cycle tourism boosts economy. <http://bit.ly/2CseNM6>

for society as a whole it means lower congestion, better air quality, and vibrant, attractive places and communities.

Walking for utility purposes, that is to get from place to place rather than for recreation, is less common in Rutland than it is nationally²⁶; it's the same story with cycling²⁷. We have also found that fewer children walk or cycle to school in Rutland than nationally²⁸. Local consultation found that there is a lack of routes linking the places people live with the services they need, and that where routes do exist they may need to be maintained to a higher standard.

4.2 DIFFERENT USERS AND THEIR NEEDS

The next stage in making our assessment is to consider how needs vary according to the manner in which different people use local rights of way. To do this we have drawn data from a range of sources, combining the findings from consultation undertaken for the first ROWIP with our countywide travel survey²⁹ and national research from relevant user groups.

4.2.1 WALKERS

Walking is the most popular form of leisure activity in the countryside³⁰, ahead of cycling and horse riding and is more common in rural households and in households from the more affluent socio-economic groups³¹; it's also more common in women than men³².

In Rutland walking is more commonly a recreational activity than a means of transport (Table 3); our rural nature and the long distances people need to travel to access essential goods and services make walking a less viable mode of transport.

Table 3 : Proportion of how often and how long adults walk for, 2014/15 (CW0105)

	England	East Midlands	CIPFA NN Av	Rutland
Walking monthly (recreation)	53.9	55.4	60.5	65.7

²⁶ Department for Transport (2015). Walking and cycling statistics. [Table CW0105](#)

²⁷ Department for Transport (2015). Walking and cycling statistics. [Table CW0104](#)

²⁸ Department for Education (2011). School census. [Local authority tables: SFR12/2011](#)

²⁹ Rutland County Council (2016). Countywide travel survey. <http://bit.ly/2CUEnKx>

³⁰ Rutland County Council (2006). Rights of Way Improvement Plan Consultation. <http://bit.ly/2mOKLsq>

³¹ Entec (2001). Rights of Way Use & Demand Study.

³² Sport England (2016). Active Lives Survey. <http://bit.ly/2EaApwL>

Walkers are unique in that they are the only group using the rights of way network that might feel that there are enough routes to meet their current needs. People often feel strongly about whether there enough paths and tracks already, but opinion on this question is divided; those in rural areas are more likely to think there are enough³¹.

Consultation undertaken in preparation for the first ROWIP found support for creating new footpaths to be limited. Instead it was suggested that we should focus on improving connectivity to create circular routes. We found more support for making routes easier to find and follow, using a combination of better maintenance, waymarking and promotion.

4.2.2 EQUESTRIANS

The Equestrian Access Forum (EAF) brings together the main equestrian access organisations in the UK under a single banner with the aim of increasing access to off-road riding and carriage driving.

They estimate that nationally horse riders have access to only 22% of all public rights of way recorded on the definitive map; in Rutland this figure is more positive being closer to 40%.

They proposed widespread changes to the processes followed in recording historic rights of way³³ because, not unreasonably perhaps, they feel that reclaiming historic routes through the definitive map process is the only method that has delivered any significant gains to the equestrian network.

To give an indication of what they feel could be achieved, in 2002 the Countryside Agency estimated that there were some 16,000 km of unrecorded rights of way in England, and that some 6700 km of these rights of way were either bridleways or byways.

We found that there is strong support amongst horse riders for the creation of new bridleways in Rutland³⁴ and, following a consultation exercise with members of the local bridleways association, we know where they're needed. Other issues important to local riders are safer roads / roadside verges and the condition of gates.

4.2.3 CARRIAGE DRIVERS

³³ Equestrian Access Forum (2012). Making ways for horses. <http://bit.ly/2Av3z7J>

³⁴ Rutland County Council (2006). Rights of Way Improvement Plan Consultation. <http://bit.ly/2mOKLsq>

In simple terms the desires of carriage drivers are no different to any other group; they want a local network of safe routes providing a variety of drives and offering links to wider networks. However byways and restricted byways amount to only 5% (9,700 km) of rights of way nationally, and only 2% in Rutland.

Unsurfaced unclassified county roads (UUCRs) are largely traffic free and are potentially a valuable addition to the network for carriage drivers. However whilst legally roads they are not maintained to the same standards. Use of tarmac should be avoided on UUCRs, it's unsuitable for horses and might encourage increased use by motor vehicles, but well-drained surfaces with adequate bearing capacity are essential.

4.2.4 CYCLISTS

A study of the riding preferences of mountain bikers in England and Wales, and the implications for improving public rights of way networks and wider access to the countryside³⁵ identified that there was relatively little research in to off-road cycling or mountain biking in England.

Whilst acknowledging the limitations of the Cycling UK survey³⁶ (self-selection bias) the huge number of responses provides some reassurance that the results are a reasonable indication of what regular off-road cyclists are doing and what they would like from the public rights of way network. Health and fitness were the most commonly cited motivation for off-road cycling, ahead of avoiding traffic.

Over half (56%) of the more than eleven thousand respondents to the survey ride on bridleways and byways 'at least weekly'; many ride regularly on trails whose status they don't know. The survey found that putting bikes on the back of the car isn't as common as may be thought; most people cycle from their door rather than drive for rides on rights of way (66%). Routes in broadleaf woodland are the most popular, with coniferous woodland being only marginally less popular.

Asked about the rights of way network nationally, almost three quarters of respondents felt that it's unsuitable for modern cycle usage and nearly half said that the existing network often makes it difficult to put together a 'legal' route. This is probably why almost 80% admitted to riding on public footpaths or undesignated trails, with around a third claiming to do so at least weekly.

Of the 9460 people claiming to ride on public footpaths and undesignated trails 65% cited a lack of choice or convenience as their main motivation and just over half referred to the danger associated with cycling on the road. This is reflected in our

³⁵ FITZGERALD, M. and CROWE, L. (2014). The riding preferences of mountain bikers in England and Wales, and the implications for improving public rights of way networks and wider access to the countryside. <http://bit.ly/2m0yu7w>

³⁶ Cycling UK (2017). Rides of Way: Cycling UKs Off-Road Report. <http://bit.ly/2IWRX84>

own research³⁷, which asked how we might encourage cycling in the county and found that over half those who responded suggested we create 'more or extended designated cycle routes, protected from traffic'.

4.2.5 MOTORISED USERS

When a range of organizations representing off-road drivers were asked what they sought from routes³⁸ their responses were largely similar. In summary they want unsurfaced routes of reasonable length with interesting topography and character; they enjoy interest and a challenge but obstruction effectively denies the resource to them. Unfortunately their preference for more challenging terrain is often at odds with the requirements of other users who would prefer a different surface.

Motorised users have access to only 2% of the rights of way network in Rutland. Even after taking in to account the small number of unsurfaced unclassified county roads there is no effective route network for them and no realistic prospect of creating one. In the circumstances we will need to focus our efforts on the sympathetic management of the existing access resource.

4.2.6 PEOPLE WITH MOBILITY PROBLEMS

At all points in the delivery of the rights of way service within the area for which they are responsible, authorities should be aware of the obligations placed upon them by the Equalities Act 2010, the successor to the Disability Discrimination Act³⁹.

When considering the accessibility of local rights of way we recognise that we have to consider more than just the physical barriers on-site. Lack of accessible information on routes is one of the most significant barriers limiting use of the outdoors by disabled people but also one of the most straightforward to resolve. Availability of accessible car parking in close proximity to features of interest is particularly important to people with limited mobility, wheelchair users and the elderly.

4.2.7 LANDOWNERS

Government guidance for local authorities states that the interests of landowners should be taken into account during the preparation of ROWIPs. This is essential if

³⁷ Rutland County Council (2016). Countywide travel survey. <http://bit.ly/2CUEnKx>

³⁸ DEFRA (2005). Report on motor vehicles on byways open to all traffic. <http://bit.ly/2AwlVVK>

³⁹ DEFRA (2009). Rights of Way Circular (1/09). <http://bit.ly/2F0u5sW>

local highway authorities wish to foster effective working relationships. However establishing exactly what those views are is no simple task.

In a report published in 2012⁴⁰ under the heading ‘Managing public access’ the Country Landowner & Business (CLA) state that easy-to-follow signage and well-waymarked paths are essential. It’s suggested that local highway authorities should ensure that “paths are well signed and the surface is easy to use and that highway budgets provide for proper maintenance”.

They believe that “highway authorities should be encouraged by government to properly enforce use of rights of way, including situations where problems are experienced by landowners”. Ensuring public compliance with the rights granted is often beyond the scope of local authority powers however.

Local consultation reported similar findings; issues with dogs, fly-tipping and gates being left open were the most common problems reported by landowners, however our analysis of fly-tipping incidents revealed no discernible trends other than laybys and farm gateways on rural roads being a target; the link with rights of way is weak.

Research analysing issues relating to the supply of public rights of way in England from the perspective of farmers and landowners⁴¹ found no evidence to support the idea that landowners would be happy to provide increased access if given sufficient financial incentive. This suggests that highway authorities wishing to expand their countryside access network will need to be creative if they wish to avoid using compulsory legal processes.

4.2.8 NON-USERS

The reasons why people don’t currently use the rights of way network are varied. It must be recognised that whilst many non-users, given the right information and route provision, may become users, there are also many people who simply have no interest or desire in using their local rights of way network.

Table 4: Entec Rights of way use and demand study 2001 – reasons for non-participation

	England	East Midlands
Too busy / no time	24%	31%
Health problems	16%	19%
Old age	13%	15%

⁴⁰ Country Land & Business Association (2012). The Right Way Forward. <http://bit.ly/2CJhOvD>

⁴¹ MULDER, C., SHIBLI, S. & HALE, J. (2006). Rights of way improvement plans and increased access to the countryside in England: some key issues concerning supply. <http://shura.shu.ac.uk/7862/>

Not interested	12%	4%
No reason	16%	21%

Whilst problems relating to poor health and old age may be addressed, in part, by measures to make paths more accessible it is less clear how we might go about encouraging participation amongst those who have no time. One suggestion is to create opportunities close to where people live and work to reduce the time that would be lost travelling.

Almost a third of respondents to a survey for the first ROWIP stated that paths not being easy to find or follow limited their use of rights of way. Lack of information and the condition of the network were also stated as reasons why people did not use the network as often as they would like.

Asked in the Rutland Travel Survey (2016) what improvements they thought would encourage walking in Rutland 19% of responses proposed the creation of new routes. Other common suggestions were improved maintenance (14%) and more promotion of routes / events (13%). A similar pattern was reported with respect to encouraging cycling, with the creation of new cycle tracks (protected from traffic) being the most popular suggestion.

4.3 NETWORK ASSESSMENT

The final stage in making our assessment is scrutiny of the definitive map and statement together with information about any unrecorded rights of way, requests for improvements and documents relating to the entire access network (including cycle tracks, permissive routes and access land).

4.3.1 RUTLAND'S RIGHTS OF WAY NETWORK

In assessing our rights of way network we considered records relating to:

- (a) Definitive maps and statements
- (b) Network condition
- (c) Maintenance, inspections and improvements
- (d) Path coverage
- (e) Enforcement, the legal duty to assert and protect
- (f) Claims evidence from the public
- (g) Legal orders (PPO / DMMO)
- (h) Dedications and permissive agreements
- (i) Cross boundary issues

4.3.1.1 DEFINITIVE MAPS AND STATEMENTS

The definitive map is a legal record of the public's rights of way. It should show every public right of way that the local authority is currently aware of. If a way is shown on the map that is considered to be conclusive evidence that the public had those rights along the way at the relevant date of the map. The definitive statement is a written description of public rights of way which might provide additional details such as paths widths or limitations to the public's use.

Each definitive map and statement has a 'relevant date'. This means that the map provides evidence that public rights existed at that date. It is possible that a legal change, e.g. the diversion of a way, has happened since the relevant date and that has not been recorded on the map yet.

Rutland's definitive map is broken up in to 26 separate sections with relevant dates ranging from 2nd January 1989 to the 16th December 1998. The implications of this are that a) the Ordnance base mapping used for the definitive map is very out of date and doesn't show any development that has taken place in the last 30 years, and b) there have been more than a dozen changes to the network since the relevant date(s) which are not yet shown on the map(s).

4.3.1.2 NETWORK CONDITION

Since 2007, when a detailed survey of the network was undertaken, there has been no objective measure of its condition. However between January and August 2011 over 1600 mystery walkers were recruited by the Ramblers to check a sample of 2720 kilometres of footpaths in England.

Walkers were assigned grid squares close to where they live and asked to rate (from 1 to 5, five being the best) their experience in terms of five categories, chosen as representing the main issues that are important to walkers. The results for Rutland were disappointing; despite not scoring below a 3 in any category we were placed 120th out of 126 local authorities surveyed.

Over the second half of 2015 the Ramblers recruited over 3000 walkers to participate in their next campaign, The Big Pathwatch. Local authorities were divided in to one kilometre grid squares, which were adopted by volunteer surveyors who undertook to walk the rights of way in their squares.

Almost 200 grid squares containing a combined total of 128.9 kilometres of rights of way were surveyed in Rutland. The results were encouraging; only one grid square was classed as *poorly kept*, while over three-quarters were classed as *well-kept* and *signposted*⁴².

Table 5: Rights of Way structures data 2017

	Kissing gate	Pedestrian gate	Bridle gate

⁴² The Ramblers Association (2016). The Big Pathwatch: The State of Our Paths. <http://bit.ly/2ydS9lc>

Condition: Good	97%	90%	76%
Condition: Minor adjustment required	3%	10%	21%
Condition: Unsatisfactory	0%	0%	3%

In 2017 when we repeated the detailed condition survey of our network first undertaken in 2007 we found that the condition of the network has improved slightly but also that there had been some significant changes to the numbers of different structures which have significantly improved accessibility.

4.3.1.3 INSPECTIONS & MAINTENANCE

The Council, as highway authority, has a duty to keep all the highways maintainable at the public expense in its area in a condition suitable for their use by ordinary traffic at all times of the year.

Guidance⁴³ suggests that highway authorities should undertake regular condition surveys to identify deficiencies in the highway fabric which, if untreated, could adversely affect its long term performance and serviceability. If resources allowed it would be desirable to inspect all our public rights of way on an annual basis. Instead we carry out detailed surveys of the entire network at ten years intervals, supplemented by reactive inspections of paths undertaken in response to user complaints.

We use a planned approach to maintenance. Vegetation is cut back twice a year as part of our cyclic mowing program and the findings from our detailed surveys are used to direct the focus of our larger maintenance contracts. Issues reported to us in the intervening years are resolved as they arise.

Stiles, gates and other similar structures across footpaths and bridleways must be maintained in safe condition by the owner of the land and to a standard of repair required to prevent the unreasonable interference with the public rights. We are required to contribute at least 25% of landowners costs incurred in maintaining authorised structures. It's our policy to meet this obligation by providing the required materials, usually in the form of new metal gate (BS5709 compliant). By ensuring structures on our network are of the highest quality we can meet our obligations under the Equalities Act 2010.

At the time of writing there were 277 public rights of way recorded in Rutland extending for more than 331 kilometres. The bulk of the network is made up of footpaths but, as the table below shows, we have a far higher proportion of bridleways in Rutland than elsewhere in the country.

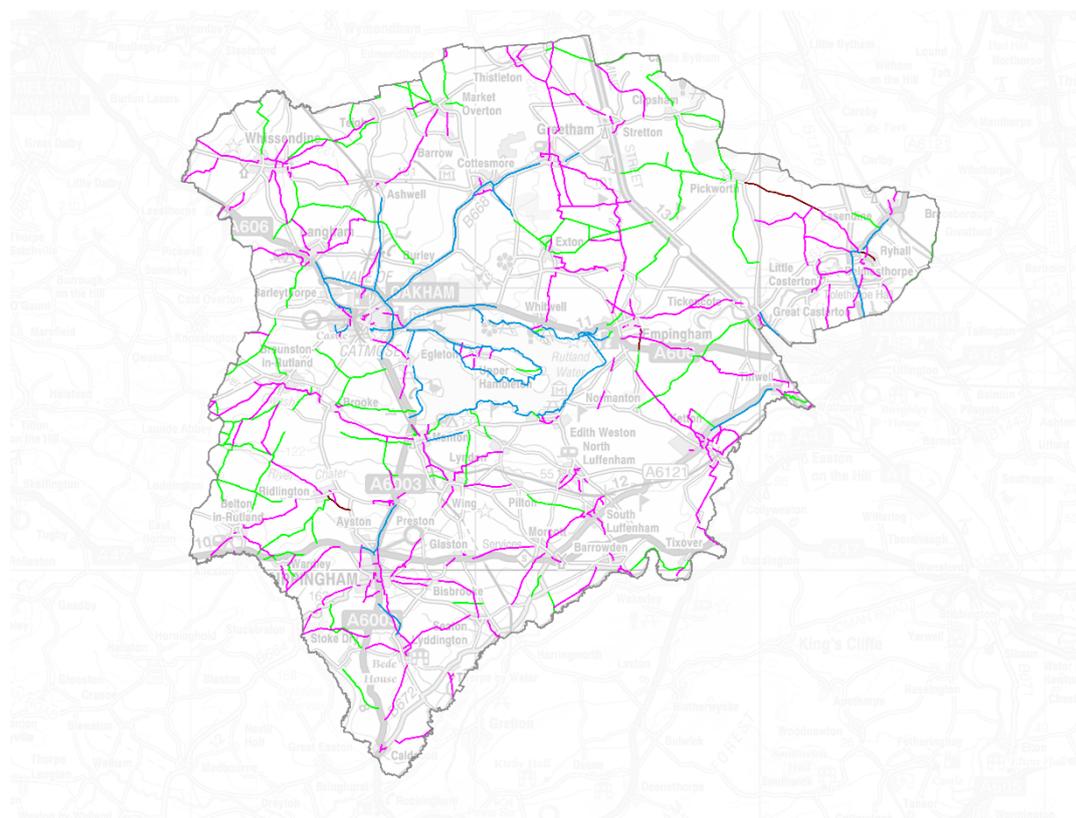
⁴³ UK Roads Liaison Group (2017). Well Maintained Highways: Code of practice. <http://bit.ly/2CKYmyH>

Table 6: Proportions of rights of way in Rutland by legal status

	Footpath	Bridleway	Restricted Byway	Byway
Rutland (% by length)	63	35	0	2
England (% length)	78	17	3	2

Walkers may use the entire network of routes recorded on the definitive map, as well as all other routes with public access. An analysis of network density undertaken for the first rights of way improvement plan showed that routes are quite evenly spread across the county. There were a few anomalies however; areas of unusually low network density were noticed around both MOD sites, which was to be expected, but also around Burley House and wood. The network of routes available to cyclists and equestrians is far more sparse; areas in the north east (Exton / Pickworth) and south west (Leighfield) of the county are reasonably well catered for but this only serves to highlight the paucity of routes elsewhere.

Figure 3: Local rights of way in Rutland



Footpaths

Bridleways

Byways

Cycle Tracks

Connectivity can also be an issue in some areas, particularly when considering the network available to cyclists and horse riders. Routes ending on roads that lack a

footway or usable verge require users who wish to continue their journey to walk or ride on the road itself. This is an issue that may be concerning when the road in question is a busy 'A' road.

4.3.1.4 ENFORCEMENT, THE LEGAL DUTY TO ASSERT AND PROTECT

The council, as highway authority, has a duty to 'assert and protect the rights of the public to the use and enjoyment of any highway' in its local area; highways are defined as including public rights of way (footpaths, bridleways, restricted byways and byways open to all traffic). This statutory duty requires that we ensure that public rights of way are kept free from obstructions, interference and encroachments.

Whilst council officers have legal (enforcement) powers enabling them to carry out this duty they are seen as a last resort. By engaging with them we can try and educate stakeholders, raising awareness of landowner's responsibilities and the benefits that the rights of way network brings to an area, because by achieving voluntary compliance we can focus our efforts on those who continue to flout the law after repeated warnings.

An enforcement policy can ensure that our approach to enforcement issues remains consistent and landowners benefit from knowing exactly what they can expect from us if a problem should occur. In 2008 we published a policy setting out the actions to be taken by the council in relation to ploughing and cropping offences. The ROWIP process has identified that a refresh of this policy is overdue and that consideration should be given to expanding its scope.

4.3.1.5 DEFINITIVE MAP MODIFICATION ORDERS

Rights may exist over ways not shown on the definitive map. Where such rights are alleged to exist there are procedures to enable the allegations to be tested. They allow for a surveying authority to make an order, known as a definitive map modification order, to amend the map and statement to ensure that it is a correct record of the public's rights. However a prospective change in legislation means that all rights of way over footpaths and bridleways which existed before 1949 and which have not been recorded on definitive maps will be extinguished on the 'cut-off date' (1st January 2026).

As a rule we receive very few applications for definitive map modification orders. However we're anticipating that one of the consequences of the 'cut-off date' will be a significant increase in the number of applications received by local authorities. A partnership between our local access forum (LAF) and Ramblers branch has revealed that they are investigating more than 200 possible 'lost ways' in Rutland.

We usually process applications in the order they're received however we now recognise the benefits of systems which prioritise cases that have the potential to deliver the greatest public benefits. The advantages of such a system would become increasingly apparent if the volume of applications we receive increased.

4.3.1.6 PUBLIC PATH ORDERS

Local authorities have powers to divert and close right of ways by making public path orders but, in the words of the Rights of Way Review Committee, ‘public rights of way and private rights of ownership should not be interfered with lightly’. Proposals for changes can arise from applications made to the local authority, usually from landowners, or the authority itself may propose to make a change.

We now feel that the discretionary power of moving paths should have low priority in times when resources are limited. Consequently there will be a presumption against making changes unless an application has clear public benefit. We will seek to clarify the authority’s position on this matter by publishing our policy.

4.3.2 OTHER COUNTRYSIDE ACCESS

4.3.2.1 OPEN ACCESS LAND

The Countryside and Rights of Way Act 2000 (CROW Act) granted the public a right of access to land mapped as ‘open country’ (mountain, moor, heath and down) or registered common land. Public bodies were encouraged to voluntarily dedicate land holdings that weren’t classed as open country for public access. Collectively this land is referred to as ‘open access land’. Open access land in Rutland is limited to a few small woodland sites owned or managed by the Forestry Commission and covering less than 1% of the county by area. All of the sites can be accessed from the public rights of way that pass through them.

4.3.2.2 PERMISSIVE ACCESS

Prior to 2010 landowners entering in to Higher Level Stewardship (HLS) schemes had the option of allowing the public onto their land on a concessionary basis; permissive footpaths, bridleways and area access was created and made a significant contribution to the rights of way network in some areas.

In 2010 it was announced that subsidies would no longer be available for permissive access created through HLS, but that existing schemes would continue to run until the end of their (10 year) duration. We have been working in partnership with members of the local access forum to encourage the owners of land crossed by expired HLS routes to continue allowing public access. In exchange we have offered to waive our usual fee for applications under section 31 of the Highways Act 1980 so that there is no risk of the permissive access becoming a right of way.

4.3.2.3 THE HIGHWAY NETWORK

Public rights of way are part of a wider highway network; the roads and footways making up the remainder play a significant part in linking in an otherwise fragmented network. However increasing volumes of traffic and the speed with which vehicles pass vulnerable road users can act as a barrier to the use of some routes. We must

be mindful of our duties to provide sufficient footways and grass verges where considered necessary or desirable for the safety or accommodation of pedestrians and equestrians. Furthermore, where public rights of way and the countryside access network connect with our road network we need to consider providing safe and suitable crossing facilities.

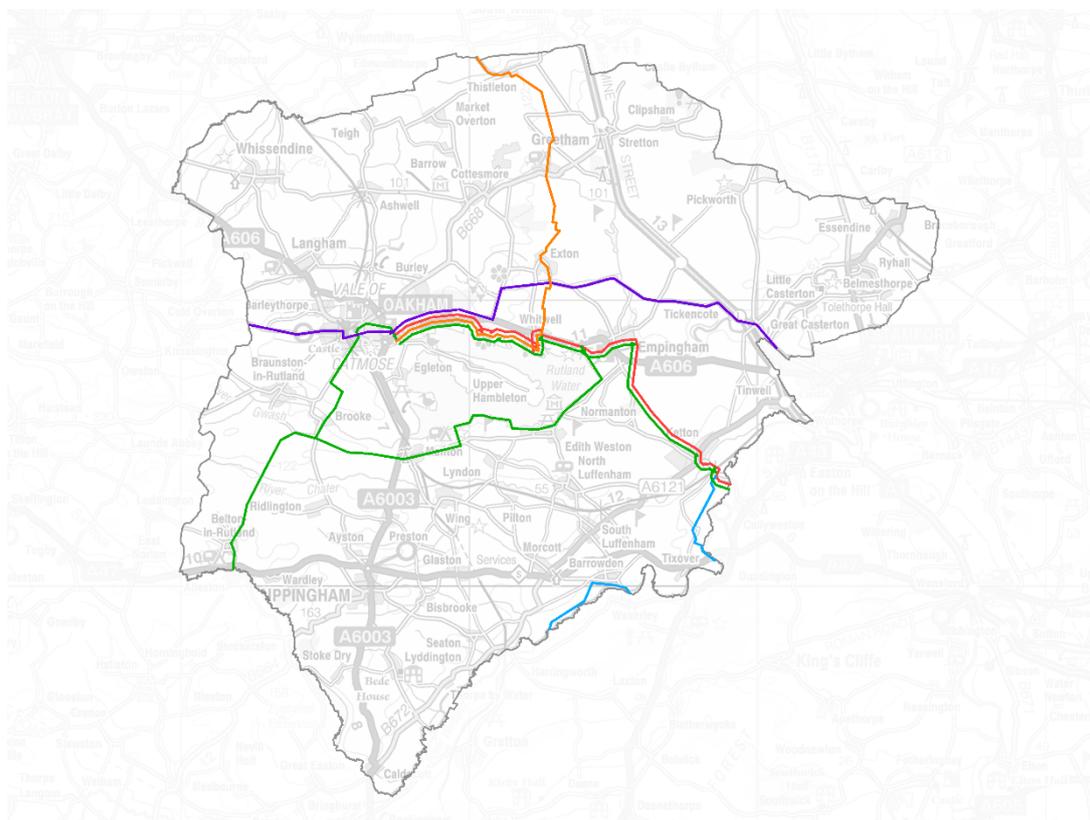
There are a small number of unsurfaced unclassified county roads in Rutland. There is a presumption that they carry vehicular rights but they're mostly used pedestrians, cyclists and horse riders and provide much needed opportunities for carriage and recreational off-road driving. Considering the scarcity of such resources in Rutland we should make their availability a priority.

4.3.2.4 NATIONAL / LONG DISTANCE TRAILS

A variety of national or long distance walking routes promoted and managed by other organisations pass through Rutland, including:

- The Viking Way
- The MacMillan Way
- The Hereward Way
- The Jurassic Way

Figure 4: National Trails & Cycle Network



National Cycle
Network

Viking Way

Macmillan
Way

Jurassic Way

Hereward
Way

4.3.2.5 THE CYCLE NETWORK

The National Cycle Network is a series of safe, traffic-free paths and quiet on-road cycling and walking routes developed by Sustrans that stretches for over 22530 kilometres, connecting to every major town and city in England. National Cycle Route 63 runs which connects Burton on Trent in the west with Wisbech in the east passes through the north of Rutland on its way between Oakham and Stamford.

It links with the 37 kilometres of cycle tracks around the Rutland Water reservoir managed by Anglian Water at Barnsdale. Cyclists in Rutland are also able to use a substantial network of cycle tracks that we have constructed within the highway verge, helping to keep vulnerable road users (cyclists and pedestrians) away from the carriageway.

4.3.2.6 WOODLAND

Accessible woodland in Rutland is limited. There are two small sites owned or managed by the Forestry Commission, namely Wardley and Pickworth woods. In addition there are a range of small sites across the county owned and managed by the Woodland Trust, a woodland conservation charity that has a very positive approach to public access.

4.3.3 PROGRAMMES AND MATERIALS PROMOTING USE OF THE NETWORK

As part of the ROWIP assessment process local authorities are required to consider programmes and materials promoting walking and riding in their area, and the contribution they may make to the economy. Research has shown that a lack of information can be a significant barrier to people using the countryside access network and in response local authorities have been encouraged to provide the public with information on the full range of choices available for enjoying the rights of way network; “Information should be accessible, comprehensive and well promoted and it should be a key element in rights of way improvement plans⁴⁴”.

The promotion of walking and cycling initiatives is also a cornerstone of the Governments strategy for combating obesity and physical activity through preventative health measures⁴⁵. Local research has confirmed the relevance of this

⁴⁴ DEFRA (2009). Rights of Way Circular (1/09). <http://bit.ly/2F0u5sW>

⁴⁵ Department for Transport (2017). Cycling and Walking Investment Strategy. <http://bit.ly/2EblktT>

approach to Rutland by emphasising the importance of promotion and providing people with information on where they can go to walk or ride in the countryside⁴⁶.

We use a variety of different media to provide the public information on the countryside access network in Rutland. Printed leaflets are still popular but, as with many aspects of local authorities work, there is a gradual move towards electronic service delivery; the development of our on-line content and web mapping application are seen as a priorities.

Driven by volunteers working for and with our local access forum, we have supported the development of a series of leaflets promoting routes suitable for use by people with limited mobility. Opportunities to create routes in Rutland meeting the highest standards of accessibility are limited, but what we are able to do is provide objective information on a site or route to allow people to make an informed decision on their suitability.

Rutland Walking and Cycling Festival is now in its eighth year. Over the course of a two week period the festival consists of an average of three to four led walks and rides each day. The events themselves are designed to appeal to different ages and abilities so that there is something suitable for everyone. We work with the walk and ride leaders in the weeks leading up to the festival to ensure that the routes they are proposing to use reflect the high standards to which we maintain the network.

We support a number of Walking for Health groups across the county, helping people in Rutland to lead more active lifestyles. Trained walk leaders take groups from Oakham, Ketton and Market Overton out in to the Rutland countryside on a weekly basis. New walkers are always welcome regardless of age or fitness levels and there is a social element to their events which can help combat the social isolation sometimes experienced by the rural elderly. We will prioritise the maintenance and improvement of routes used by these groups.

4.4 CONCLUSIONS FROM ASSESSMENT

Statutory guidance on preparing a ROWIP suggests that the plan should not contain site specific details of network assessments, which should instead be contained in an annual business plan. However a number of general conclusions can be made from our assessment:

- We need to be mindful of the needs of our aging population and those with disabilities; the general reduction in stamina, mobility and sensory acuity experienced by many older people means they can face many of the same barriers to use of the rights of way network experienced by the disabled. The network will need to be made more accessible if it's to meets their needs.

⁴⁶ Rutland County Council (2016). Countywide travel survey. <http://bit.ly/2CUEnKx>

- People with mobility problems would like us to reduce the number of structures on the network and ensure that any newly authorised structures are the least restrictive option. We need to provide objective information on the factors that matter to disabled people so that they can make an informed decision about the suitability of a particular route.
- If we're to increase the number of journeys people in Rutland make by walking and cycling we need to consider creating more routes linking the places people live with the essential services they need, but they may need to be maintained to a high standard to encourage use. We should prioritise routes used by groups such as Walking for Health. Circular routes are also important to users.
- There is a dense network of routes for walkers which is pretty evenly distributed, but there is no correlation between population density and network density, and so routes in and around centres of population may be subject to greater use than those further out in the countryside. Some routes have been 'severed' by busy roads and railway lines.
- Routes for cyclists and horse riders are unevenly distributed and the network available to them is highly fragmented, so it's difficult to make a meaningful route without either a) using sections of road, or b) trespassing on footpaths. Cyclists and horse riders are concerned about the safety of our roads. Better maintenance of unclassified county roads may present some opportunities to enhance this network.
- Opportunities for off-road (carriage) driving are very limited; there is no effective route network for them and no realistic prospect of creating one so we need to focus our efforts on the sympathetic management of the existing access resource.
- There's little evidence to support the idea that landowners would be happy to provide increased access if given sufficient financial incentive; with limited opportunities we will need to be creative to deliver new routes. However there may be potential to extend the network by the addition of historic routes (lost ways).
- We should be sufficiently resourced to ensure that paths are well signed and their surface is easy to use, as the easier a path is to follow the less likely the user is to cause damage and the better their feelings towards the owner of the land; we should consider what action we could take to address the issues experienced by landowner due to irresponsible dog owners.

- The definitive map requires updating to ensure that it records all of the routes currently available in the county. Producing policies on inspection, maintenance, enforcement and public path orders should help to prioritise staff time and inform users and landowners what they can expect from our network.

5. STATEMENT OF ACTION

This section sets out how, based on the results of our assessment and the likely available resources, we plan to secure an improved network of local rights of way, whilst section 6 outlines the specific tasks required to deliver on this. Overall we are aiming to provide:

A RIGHTS OF WAY NETWORK INFRASTRUCTURE MAINTAINED TO A HIGH STANDARD THROUGH THE EFFICIENT USE OF AVAILABLE RESOURCES

Most public rights of way are maintainable at public expense which means that local highway authorities have a legal duty to keep them in a condition suitable for their use by ordinary traffic at all times of the year. Our Rights of Way Improvement Plan seeks to build upon this work and sets out our arrangements to secure continuous improvement in the way in which we exercise this function, having regard to a combination of economy, efficiency and effectiveness.

AN ACCURATE AND UP TO DATE DEFINITIVE MAP AND STATEMENT

The definitive map and statement together are the legal record of public rights of way. We have a legal duty to keep them under continuous review and investigate allegations that the details they contain are incorrect. If the allegations are proven we make definitive map modification orders to rectify errors. We also have discretionary powers to close, create and divert rights of way, which we might use to facilitate development, for example.

A SAFER, MORE CONNECTED AND ACCESSIBLE NETWORK FOR ALL

If we hope to make walking and cycling the natural choices for shorter journeys in Rutland we need to remove the barriers people may face to using the rights of way network. The speed and volume of motorised traffic on the rural road network can deter vulnerable users; there are not enough routes connecting the places people live with the services they need, and parts of the network are off-limits to those who find structures such as stiles and steps too challenging.

PROTECTING THE NETWORK AND INFLUENCING DEVELOPMENT

Rights of way need to be protected from illegal obstruction and the adverse effects of development. Regulatory activities undertaken in this context will be transparent, accountable, proportionate and consistent. We will oppose any development for which the net effect on the rights of way network is negative and as traffic on rural roads continues to increase⁴⁷ we will consider carrying out safety audits at junctions with the rights of way network.

PROMOTE GREATER USE OF THE NETWORK & INCREASE AVAILABILITY OF INFORMATION

Accessible, comprehensive and well promoted information on the rights of way network will be required if we want to increase levels of use. Promotional activities should be coordinated, cross-sector efforts to ensure programmes offered by different sectors are complementary, and to avoid duplication. Objective information is important to everyone visiting the countryside, but without reassurance disabled people will often assume that it's not accessible to them so we should publicise available facilities and include information that people with impairments will require.

⁴⁷ Department for Transport (2017), Road Traffic Estimates: Great Britain 2016, <http://bit.ly/2qbhK0F>

6. IMPLEMENTATION PLAN

Each of the statement of actions outlined in section 5 has an associated set of tasks – which have been identified in the tables below.

Table 7: Actions - A rights of way network infrastructure maintained to a high standard through the efficient use of available resources

Action	Task	Resource Implications	Stakeholders	Completion date
1A	<p>Establish a Public Rights of Way network hierarchy:</p> <p>The Code of Practice for Highway Maintenance considers a network hierarchy to be the foundation of a coherent, consistent and auditable maintenance strategy.</p>	Low.	SLRLAF.	2020
1B	<p>Develop a risk based approach to safety inspections of public rights of way, whereby frequency of inspection is based on a paths category within the network hierarchy:</p> <p>The establishment of an effective inspection regime is considered to be the most crucial component of highway maintenance.</p>	Low.	RCC Highways.	2020
1C	<p>Review seasonal mowing programme in accordance with the new network hierarchy:</p> <p>Whilst it's not a legal requirement as such, regular mowing of our paths makes them more appealing, encouraging more people to use them, and prevents the establishment of woody shrubs that might become obstructions. A network hierarchy can be used to set priorities for routine</p>	Low.	Parish/Town councils.	Initial review in 2020. Periodic reviews thereafter.

Action	Task	Resource Implications	Stakeholders	Completion date
	maintenance like the annual mowing programme so that the frequency with which a path is mown is determined by its position in the hierarchy.			
1D	<p>Explore viability of a headland management grant scheme, paying landowners to clear headland paths across their land:</p> <p>Many other authorities have found that paying farmers to mow the paths across their land can be better value for money than undertaking the work themselves and this is something we feel should be explored.</p>	Low.	Landowners.	Establish viability by 2024. Commence by 2026 if justified.
1E	<p>Explore the viability of providing new waste bins on local rights of way where we recognise that there is a serious dog fouling issue:</p> <p>Dog fouling was listed as one of the public's top three priorities to improve on in a national perception survey⁴⁸. It's also probably the most common complaint we hear from landowners who have paths across their land. By working with our colleagues in Environmental Services to provide waste bins on rights of way people we hope to reduce the amount of fouling on rights of way.</p>	Low.	Landowners RCC Environmental Services.	Promote scheme to landowners / parish councils by 2022.

⁴⁸ Keep Britain Tidy (2012), The View from the Street, <http://bit.ly/2hDoe6d>

Action	Task	Resource Implications	Stakeholders	Completion date
1F	<p>Establish and periodically review management agreements for PROW passing through Sites of Special Scientific Interest (SSSi):</p> <p>Sites of special scientific interest (SSSIs) are protected by law and where public bodies request to carry out operations which have been identified as potentially damaging to their special interest features assent must be obtained from Natural England (NE). Management agreements for regular programmed maintenance operations over a defined period are an efficient way of avoiding having to make repeated applications for assent.</p>	Low.	Natural England Landowners.	Review relevant sites / operations and approach Natural England by 2024.

Table 8: Actions - An accurate and up to date definitive map and statement

Action	Task	Resource Implications	Stakeholders	Completion date
2A	<p>Publish an consolidated definitive map and statement using up to date base mapping and incorporating changes since the relevant date:</p> <p>When the definitive map and statement require modification as a consequence of legally authorised changes we should periodically prepare and publish an updated copy of that map and statement so that interested parties can rely on the accuracy of our legal records.</p>	Medium.	PCC Legal Services.	Publish an updated map and statement by 2026.

Action	Task	Resource Implications	Stakeholders	Completion date
2B	<p>Publish a statement of priorities / exception criteria in relation to applications for definitive map modification orders (DMMOs):</p> <p>If a surveying authority fails to determine an application for a definitive map modification order within one year of receipt an appeal may be made to the Secretary of State. In considering the appeal they take into account any statement made by the authority setting out its priorities for bringing and keeping the definitive map up to date. Our statement will ensure that we can justify the prioritisation of applications with the potential to deliver the greatest benefits to the network.</p>	Low.	SLRLAF.	2022.
2C	<p>Publish a policy statement setting out criteria to be met in order for the authority to accept an application for a diversion and also for the prioritisation of applications that have been accepted:</p> <p>Local authorities have discretion in how they exercise their powers to divert right of ways. Such decisions should not be taken lightly and when resources are limited so the ‘do-nothing’ option is going to appear far more appealing unless an application has clear public benefit. Otherwise we’re using our resources on a power, to the advantage of owners and occupiers, whilst possibly having to neglect our statutory duties which have wider benefits.</p>	Low.	SLRLAF.	2022.

Table 9: Actions - A safer, more connected and accessible network for all

Action	Task	Resource Implications	Stakeholders	Completion date
3A	<p>Develop our network by creating new routes that make it easier for people to access the services they need and link the places they live with the surrounding countryside:</p> <p>Public rights of way are a key component in the network of routes used for walking and cycling in Rutland, and if we're to cater for an increased demand from our current and future population it seems inevitable that we will need to create new routes. Our resources are limited and it's unlikely that any new routes can be created without a source of external funding. Proposals that connect the places where people live with the surrounding countryside and with the essential everyday services they need will be prioritised.</p>	High.	SLRLAF Landowners Parish/Town councils.	From 2020 onwards (subject to availability of external funding).
3B	<p>Modernise the existing network by making improvements to the drainage and surfaces of routes to facilitate use at all times of the year by the widest possible section of the community:</p> <p>Poorly drained, muddy, and uneven surfaces can discourage people from using the rights of way network, particularly those mobility problems. Prioritisation of improvements to routes will be determined by their position in the rights of way network hierarchy.</p>	High.	Landowners User groups Parish/Town councils.	At least one route each year from 2020 (subject to funding).
3C	<p>Engage equestrian users at the earliest possible stage when designing schemes that affect road-side verges to</p>	Low.	User groups RCC Highways	From 2020 onwards.

Action	Task	Resource Implications	Stakeholders	Completion date
	<p>ensure that important links between bridleways are protected:</p> <p>We understand that horse riders and cyclists may need to use rural roads to make connections in a fragmented network. We must give sufficient consideration to their needs when planning highway improvements and protect locally important margins / verges. We feel that no scheme should benefit one class of user at the expense of another.</p>		RCC Road Safety.	
3D	<p>Only structures adhering to the current British Standard for gaps, gates and stiles (BS5709:2006) will be authorised:</p> <p>Structures meeting the standard cause the minimum of inconvenience to users whilst preventing the passage of animals. By applying the standard we can also be sure that we're complying with our duties under the Equalities Act, so that our network is accessible to users with limited mobility.</p>	Low.	Landowners.	Continuation of action 3B from the first ROWIP (2007).
3E	<p>Actively seek to reduce the number of structures on the network that might act as barriers to some users:</p> <p>Physical barriers can take many forms and consultation has revealed that they are not just an issue for the disabled. Reducing the number of physical barriers can open up the network to a wider section of the community, with the potential to improve access to services and reduce the social exclusion experienced by people with mobility problems.</p>	Medium.	User groups Landowners.	Continuation and extension of actions 3C and 3D from the first ROWIP (2007).

Table 10: Actions - Protecting the network and influencing development

Action	Task	Resource Implications	Stakeholders	Completion date
4A	<p>Publish a policy describing how the authority will assert and protect the public’s right to use a rights of way network free from illegal obstructions and unreasonable interference:</p> <p>We’re proposing to publish an enforcement policy that will deliver a high level of service in terms of dealing with breaches of legislation whilst adhering to the principles set out in the Regulators Code⁴⁹. Through our policy we will ensure that rights of way remain open and available for public usage and to ensure that complaints from the public about such breaches are dealt with promptly and effectively and in line with the network hierarchy and internal prioritisation guidelines.</p>	Low.	SLRLAF Landowners User groups.	Review and update existing policies by 2024.
4B	<p>Ensure that new development not only preserves but enhances the local rights of way network, either within the limits of development or beyond, and publish guidance for developers defining best practice. Existing paths within the limits of development should be improved by the dedication of additional width and/or higher rights, whilst off-site improvements should focus on the creation of new routes to integrate the development in to the wider network:</p>	Low.	RCC Planning.	Continuation and extension of action 9A from the first ROWIP (2007). Guidance for developers to be published by 2024.

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⁴⁹ Department for Business, Innovation and Skills (2014), The Regulators Code, <http://bit.ly/Q5z5IR>

Action	Task	Resource Implications	Stakeholders	Completion date
	<p>Development is often seen as detrimental to the rights of way network, and perhaps in the past we haven't always fully appreciated its value. We believe that in the future developers should be required to enhance rights of way affected by their proposals in anticipation of increasing levels of use and raised expectations.</p>			
4C	<p>Review locations where the rights of way network meets the primary road network and consider whether we can make them safer for vulnerable users through enhanced signage and improved visibility:</p> <p>You have told us that road safety should be a priority in Rutland and in response we're aiming to reduce the number of people injured in collisions on our roads. Safety concerns are a significant barrier to achieving our aim of getting more people walking and cycling more often. Furthermore we recognise that the consequences of involvement in a road traffic collision are far more severe for vulnerable road users such as walkers, cyclists and horse riders.</p>	Low.	RCC Highways RCC Road Safety.	2026.
4D	<p>Proposals to close footpaths and bridleways that cross the railway without providing a safe and convenient alternative route will not be supported:</p> <p>The Railway Upgrade Plan is described by Network Rail as the biggest sustained programme of rail modernisation since the Victoria era. Guidance from the Office of Rail Regulation (ORR) suggests that the programmes primary objective in</p>	Low.	User groups Network Rail.	2020.

Action	Task	Resource Implications	Stakeholders	Completion date
	relation to level crossings should be their elimination following the closure or diversion of a highway. Considering our aim of increasing levels of walking and cycling levels this sounds counterintuitive.			

Table 11: Actions - Promote greater use of the network & increase availability of information

Action	Task	Resource Implications	Stakeholders	Completion date
5A	<p>Provide the public with accessible promotional information to assist them in exploring and enjoying the Rutland countryside:</p> <p>We will review and, if possible, extend the range of materials we currently provide promoting the rights of way network and countryside access.</p>	Medium.	RCC IT Team Discover Rutland.	2024.
5B	<p>Make it easier for the public to access an up to date and accurate definitive map & statement for Rutland through a combination of electronic service delivery and by ensuring paper copies are held in all town & parish council offices:</p> <p>Surveying Authorities are required to make copies of their definitive map and statement available for public inspection at their offices and, so far as appears practicable, in each of</p>	Low.	RCC IT Team Parish councils.	2026.

Action	Task	Resource Implications	Stakeholders	Completion date
	<p>the parishes in their area. In addition, by providing a working copy of the definitive map, incorporating any changes made since the relevant date, on our website we can ensure that this information is available when and where the public want.</p>			
5C	<p>Work with partners to maximise awareness of opportunities and events in the county using or promoting the rights of way network:</p> <p>Cross-sector coordination is going to be required to deliver Governments ambition for walking and cycling, involving stakeholders from areas including countryside management, sport, public health and transport. We will need to work with our partners to publicise our facilities, to motivate people to use them and maximise awareness of events in the county using or promoting the rights of way network.</p>	Low.	SLRLAF Active Rutland Team.	From 2020 onwards.
5D	<p>Make the structures data available online in a suitable format:</p> <p>Accurate and objective information is important to everyone visiting the countryside, but without reassurance disabled people will often assume that it's not accessible to them. It's natural therefore that providing good information will have an effect on the number of visits disabled people make to the countryside (Fieldfare Trust Information Guidelines). Lack of accessible off-site information and physical barriers such as gates and stiles have been described as some of the most common barriers limiting use of the outdoors by disabled</p>	Medium.	RCC IT Team.	2022.

Action	Task	Resource Implications	Stakeholders	Completion date
	<p>people (CA215). Programs to promote walking and cycling should publicise available facilities and include information that people with impairments will require (Physical Activity: Walking and Cycling, PH41).</p>			

7. APPENDIX A

7.1 POLICY CONTEXT (NATIONAL)

7.1.1 DEPARTMENT FOR TRANSPORT CYCLING & WALKING INVESTMENT STRATEGY (2017)

Published earlier this year, the Department for Transport's Cycling and Walking Investment Strategy⁵⁰ sets out the Government's ambition for walking and cycling in England which, in a broad sense, is to make cycling and walking the natural choices for shorter journeys. Specifically their objectives are to increase walking and cycling levels, particularly amongst children aged 5 to 10 travelling to school, whilst reducing the number of cyclists killed or seriously injured on England's roads by 2020.

7.1.2 SUMMARY OF PRIORITIES FOR HIGHWAYS ENGLAND'S NETWORK (JAN 2017)

Transport Focus⁵¹ is an independent group representing users of England's Strategic Road Network⁵² (SRN). In January of 2017 they published a report considering the key issues and barriers faced by cyclists, pedestrians and equestrians using the SRN. They found that the SRN can be a barrier to making journeys as it severs routes linking communities and places of work, and that there needs to be better provision for cyclists, pedestrians and equestrians who need to cross the SRN.

They noted that non-motorised users want provision incorporated for them at the outset of the scheme design, rather than 'fighting' for adaptations later, and that when provision has been made for them it should be maintained to an agreed standard and inspected on a regular basis. On the whole users preferred physical separation from motorised vehicles which might be achieved by separating a byway, bridleway, footpath or cycle path from the carriageway itself, but following the same broad alignment.

7.1.3 BRITISH ROAD SAFETY STATEMENT (2015)

In 2015 the Department for Transport published the Government's vision, values and priorities for improving the safety of Britain's roads⁵³. They believe that the elevated risks to vulnerable road user groups are outweighed by the health and environmental benefits associated with walking and cycling, and that protecting vulnerable road

⁵⁰ Department for Transport (2017). Cycling and Walking Investment Strategy. <http://bit.ly/2EblktT>

⁵¹ Transport Focus (2017). Cyclists, pedestrians and equestrians. <http://bit.ly/2AvriEB>

⁵² England's motorways and major 'A' roads managed by Highways England

⁵³ Department for Transport (2015). Working Together to Build a Safer Road System. <http://bit.ly/2IZewcf>

users, including pedestrians, cyclists, motor cyclists and horse riders should be one of their key priorities therefore.

7.1.4 OFFICE OF RAIL REGULATION: LEVEL CROSSINGS (RAIL SAFETY PUBLICATION 11) (2011)

This guidance from the Office of Rail Regulation (ORR) seeks to reduce the risks to highway users at levels crossings through the promotion of safe design, management and operation. They believe that, where practicable, this should be achieved through the elimination of level crossings in favour of bridges, underpasses or diversions. Where elimination of a crossing is not possible risk should be reduced so far as is reasonably practicable.

Footpath and bridleway crossings should be designed so that users should have sufficient time from first seeing, or being warned of, an approaching train to cross safely. Consequently it's suggested that a change in line speed will require new assessments of risk to be undertaken at the affected crossings.

7.1.5 DEFRA – THE NATURAL CHOICE (WHITE PAPER) (2011)

Recognition of the impact of outdoor environments on health and wellbeing has been growing steadily. Building on previous work on the subject⁵⁴ in 2011 government published a white paper on the natural environment⁵⁵ with the aim of strengthening connections between people and nature.

They found evidence that spending time in the natural environment has a positive effect that on the health and emotional wellbeing of children, that the quality of the local natural environment is one of the factors that shapes our health over a lifetime and that a good-quality environment is associated with a decrease in problems such as high blood pressure and high cholesterol (it is also linked with better mental health, reduced stress and more physical activity) (4.5).

One of the ways in which they propose to help people connect with the natural environment is by providing 'clear, well-maintained paths and bridleways' (4.33), noting that 'there is considerable scope to improve and extend this network... through Local Access Forums and Rights of Way Improvement Plans'. They also propose to streamline the process for recording and making changes to public rights of way (4.34) and encourage more people to choose to travel by public transport, cycling or walking to get out in to the countryside (4.35).

⁵⁴ The Marmot Review (2010). Fair Society, healthy lives: the Marmot review. <http://bit.ly/2EZRhaR>

⁵⁵ HM Government (2011). The Natural Choice: securing the value of nature. <http://bit.ly/2m2Xbjp>

7.1.6 GOVERNMENT FORESTRY AND WOODLANDS POLICY STATEMENT (2012)

A report prepared by the Independent Panel on Forestry⁵⁶ in 2012 concluded that as a society we have lost sight of the value of trees and woodland. Government's response to the report's findings took the form of policy statement published in 2013⁵⁷, in which they made clear their desire for 'as many people as possible to be able to access green space, including woodlands, for exercise, leisure and recreational purposes'. It was suggested that this was an issue best addressed at the local level and that solutions should be developed in Rights of Way Improvement Plans. Further guidance to Local Authorities in reviewing Rights of Way Improvement Plans and funding for a project to look at Public Rights of Way for woodland access was proposed.

7.1.7 DEPARTMENT FOR HEALTH - HEALTHY LIVES HEALTHY PEOPLE (WHITE PAPER) (2010)

In a white paper published in 2010⁵⁸ the Department for Health responded to the recommendations made by the Marmot Review earlier in the year, setting out their approach to reducing inequalities and improving health at key stages in people's lives. To bring about these changes active travel and physical activity need to become the norm in communities. The capacity for increased access to local green spaces to improve mental and physical health is recognised.

7.1.8 NICE PUBLIC HEALTH GUIDELINE – PHYSICAL ACTIVITY: WALKING & CYCLING (2010)

The National Institute for Health and Care Excellence (NICE) seek to improve outcomes for people using the NHS and other public health and social care services by producing evidence based guidance and advice for public health and social care practitioners. In 2012 they published a guide to how people might be encouraged to increase the amount they walk or cycle for travel or recreation purposes to help meet a range of interlinked public health and environmental goals, recommending:

- the promotion of walking and cycling needs high level support from the health sector;
- that all relevant local authority policies and plans consider walking and cycling;
- the development of programmes to encourage walking and cycling for recreation and transport that include communication strategies to publicise the available facilities (such as walking and cycling routes) and encourage people to use them;

⁵⁶ DEFRA (2012). Independent Panel on Forestry: Final Report. <http://bit.ly/2AxcgOV>

⁵⁷ DEFRA (2013). Government Forestry and Woodlands Policy Statement. <http://bit.ly/2EZ6CZ4>

⁵⁸ Department for Health (2010). Healthy Lives, Healthy People. <http://bit.ly/2E8VMYD>

- the introduction of cycling programmes for off-road mountain bikes;
- that local authorities address infrastructure issues that may discourage people from walking; and
- provide general information including maps, signs and other details about walking routes.

7.1.9 NICE PUBLIC HEALTH GUIDELINE – PHYSICAL ACTIVITY AND THE ENVIRONMENT (2008)

In 2008 they published a guide to improving the physical environment to encourage and support physical activity it was hoped that by doing so the general population's physical activity levels could be increased. The evidence based recommendations contained in the report are considered to be the most cost effective means of meeting this aim, and include:

- Ensure public open spaces and public paths can be reached on foot, by bicycle and using other modes of transport involving physical activity. They should also be accessible by public transport.
- Ensure public open spaces and public paths are maintained to a high standard. They should be safe, attractive and welcoming to everyone.

7.2 POLICY CONTEXT (LOCAL)

7.2.1 RUTLAND STRATEGIC PLAN FOR CULTURE AND LEISURE 2017 – 2020

Our Strategic Plan for Culture and Leisure⁵⁹ explains in some detail how we propose to meet our strategic aims of 'supporting the promotion of Rutland as a place to visit...' and 'supporting our communities to access cultural, recreational and volunteering opportunities'. The plan recommends we 'improve and increase cycle and walking trails' to aid in the delivery of sustainable growth, and also that we 'promote walking routes and rights of way' to improve mental and physical health across the county.

7.2.2 RUTLAND CONSULTATION DRAFT LOCAL PLAN 2017 – 2036

The Local Plan⁶⁰ is a statutory planning document that guides the future location, scale, type and design of new development in Rutland. Our existing plan is currently under review and in 2017 we published an updated consultation draft that extends its

⁵⁹ Rutland County Council (2017). Strategic Plan for Culture and Leisure in Rutland. <http://bit.ly/2CHFyQA>

⁶⁰ Rutland County Council (2017). Rutland Local Plan 2016 - 2036: Consultation Draft. <http://bit.ly/2CVQEOJ>

life to 2036. In it we make it clear that ‘cycling and walking have a key role to play in connecting new development to the wider transport network, accessing services and facilities, and promoting low-cost sustainable, healthy travel in the county’ (RLP30).

We expect that well designed development ‘makes provision for safe access by vehicles, pedestrians, wheelchair users and cyclists as well as provide good links to and from public transport routes’. Furthermore ‘developers will be expected to retain existing footpaths, cycle routes and bridleways and to make provision for new routes to link with existing networks. This includes taking opportunities to enhance access to the countryside through improvements to the rights of way network’ (RLP33).

7.2.3 RUTLAND HEALTH & WELLBEING STRATEGY 2016 – 2020

Our Health and Wellbeing Strategy⁶¹ sets out the priorities for improving health and wellbeing in the county. We will focus our efforts on extending residents the healthy life expectancy (the years lived in good health), and tackling the health inequalities evident between certain socio-economic groups. Both issues can be addressed, to some extent, by increased levels of walking and cycling which can improve physical health and access to services (for those without a car).

7.2.4 RUTLAND COUNTY COUNCIL CORPORATE PLAN 2016 – 2020

All service delivery in Rutland is guided by our Corporate Plan, a strategic document setting out the council’s goals, objectives and work activities over its life. Our strategic aims are:

- Delivering sustainable growth in our County supported by appropriate – housing, employment, learning opportunities and supporting infrastructure (including other Public Services) whilst protecting our rural environment in accordance with our Local Plan,
- Safeguarding the most vulnerable and supporting the health and well-being needs of our community, and
- Planning and supporting future population and economic growth in Rutland to allow our businesses, individuals, families and communities to reach their full potential

To meet these aims we’re proposing to decrease the impact of smoking, obesity and alcohol consumption on the health and well-being of our community, continue to maintain our road network as cost effectively as possible, improve road safety by reducing the number of people injured on our roads and support opportunities for active lifestyles for all.

⁶¹ Rutland County Council (2016). Rutland Joint Health and Wellbeing Strategy. <http://bit.ly/2qpXgCl>

7.2.5 DISCOVER RUTLAND TOURISM VISION 2016 – 2019

Tourism in the county is managed by a partnership between the council and a tourism committee, who operate as 'Discover Rutland'. Their Tourism Vision⁶² acknowledges the countryside is perhaps Rutland's most appealing aspect to visitors, and that the 'enhancement and promotion of the areas outdoor, walking and cycle friendly attributes can help Rutland become a leading destination'.

7.2.6 SPACE FOR WILDLIFE: LEICESTER, LEICESTERSHIRE AND RUTLAND BIODIVERSITY ACTION PLAN (LLRBAP) 2016 – 2026

Leicestershire and Rutland are amongst the poorest counties in the UK for sites of recognised nature conservation value; more than 80% of the land is farmed and good habitats for wildlife are few and far between. The very best sites (Sites of Special Scientific Interest, SSSI) represent only about 2% of the land area (ca. 1.3% for Leicestershire). Consequently the scope of the LLRBAP was expanded to address wildlife conservation in the wider countryside, with locally important habitats being identified.

⁶² Discover Rutland (2016). Tourism Vision 2016 – 2019. <http://bit.ly/2qwC4eg>

Further information

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Moving Rutland Forward

Strategic environmental assessment of Rutland County Council's:

- fourth local transport plan – Moving Rutland Forward, and
- Rights of Way Improvement Plan.



Rutland
County Council

June 2019

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1 NON-TECHNICAL SUMMARY

This document is our summary of the environmental report prepared as part of the strategic environmental assessment (SEA) of our Moving Rutland Forward (MRF) document (the name of Rutland's fourth local transport plan (LTP4)) under the Environmental Assessment of Plans and Programmes Regulations 2004.

The SEA process allows the council, statutory environmental bodies, the government, public and other stakeholders to understand the potential environmental effects of the MRF document and ensures that environmental considerations have been taken into account during its development.

As part of the process an initial scoping report was produced, followed by a full SEA report and non-technical summary.

Following changes made to MRF and associated documents, as a result of the public consultation, this SEA report and non-technical summary have been updated.

Upon adoption of MRF and associated documents a separate adoption report will also be produced and made available to view.

1.1 WHAT IS MOVING RUTLAND FORWARD?

Moving Rutland Forward (MRF) is the name of our fourth local transport plan (LTP4) (which replaces LTP3) and sets out our long term transport strategy for Rutland for the period 2018 – 2036. It also includes the Rights of Way Improvement Plan (RoWIP) which runs until 2029. This SEA covers both MRF and the RoWIP (herein referred to collectively as MRF).

1.1.1 MRF VISION

The vision of MRF has been influenced by local needs, local and national policies and current transport issues. Our vision is to deliver a transport network and services that:

- facilitate delivery of sustainable population and economic growth;
- meet the needs of our most vulnerable residents; and
- support a high level of health and wellbeing (including combating rural isolation).

MRF is structured around a number of goals, challenges and solutions to deliver the vision set out above. These can be found in full in the MRF document. The document is structured around 5 themes:

- **Population growth:** planning for the future and meeting the needs of a growing Rutland;
- **Working in Rutland:** meeting the needs of new and existing Rutland businesses, their customers and their workforce;

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- **Learning in Rutland:** helping our residents reach their full potential;
- **Living in Rutland:** helping Rutland residents to access essential services and supporting health and wellbeing; and
- **Visiting and enjoying Rutland:** helping tourists, visitors and residents to access and enjoy Rutland's towns, villages and countryside.

1.2 ENVIRONMENTAL ISSUES AND TRENDS IN RUTLAND

One of the first elements of developing the SEA was to establish the current environmental conditions and likely future trends in Rutland. As part of this process, a set of nine SEA objectives were developed that are used to underpin the environmental assessment. These objectives are:

- Minimise the impact of new and existing transport use on air quality
- Minimise the impact of transport on greenhouse gases
- Minimise or mitigate the impact of any new transport schemes on priority habitats and species
- Protect features of interest from the impact of transport and ensure transport infrastructure is not detrimental to heritage assets and landscape.
- Use recycled materials for construction as much as possible and ensure timely maintenance of existing assets to avoid deterioration.
- Well-planned construction and maintenance of highway infrastructure that reduces the risk and impact of flooding and the pollution of the receiving water-bodies.
- Reduce the number and risk of road traffic accidents
- Manage the impact of transport and transport infrastructure on communities and quality of life
- Identify the impact of new infrastructure on agricultural land

The SEA considers the environmental effects of MRF and compares these to a situation without the plan in place. The conclusion of this was that the implementation of MRF is likely to have a positive impact on the environment.

1.3 THE ENVIRONMENTAL IMPACT OF MRF

During the process of developing MRF it was necessary to check the challenges, goals and solutions identified against the SEA objectives. The purpose of this was to ensure that they were compatible with each other and that any necessary mitigation could be taken. Overall the plan was found to have a positive environmental impact.

This assessment process did not identify any significant environmental effects as a result of implementing MRF. However it did highlight some minor incompatibilities and some uncertainties in terms of environmental impact.

These were reviewed, and it was concluded that no additional mitigation was required as any minor environmental impacts could be managed through good

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project planning, environmental assessments where necessary and planning policy. In addition these negative impacts were likely in most cases to be offset by the positive impacts of other goals, solutions and objectives.

1.4 MONITORING

This SEA will be monitored alongside MRF. The monitoring framework will be developed further and confirmed in the SEA Statement which will be prepared once the Final SEA has been developed.

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2 INTRODUCTION

This report is the Strategic Environmental Assessment (SEA) of Rutland County Council's new Local Transport Plan (LTP4) – called Moving Rutland Forward (MRF). MRF replace LTP3 and runs to 2036. The Rights of Way Improvement Plan (RoWIP) sits within MRF and as such is included within this assessment. Where MRF is mentioned this should be interpreted as referring to both MRF and the RoWIP.

2.1 BACKGROUND

The purpose of the SEA is to assess the effects of MRF against a set of objectives relating to environmental issues. The SEA process lies within the European Union's SEA Directive (European Directive 2001/42/EC), which acts to ensure that all plans/policies with transport implications take into account environmental issues and impacts.

The SEA Directive applies to plans and programmes, and modifications to them, whose formal preparation begins after 21 July 2004. A SEA will normally be required for new transport plans including LTPs.

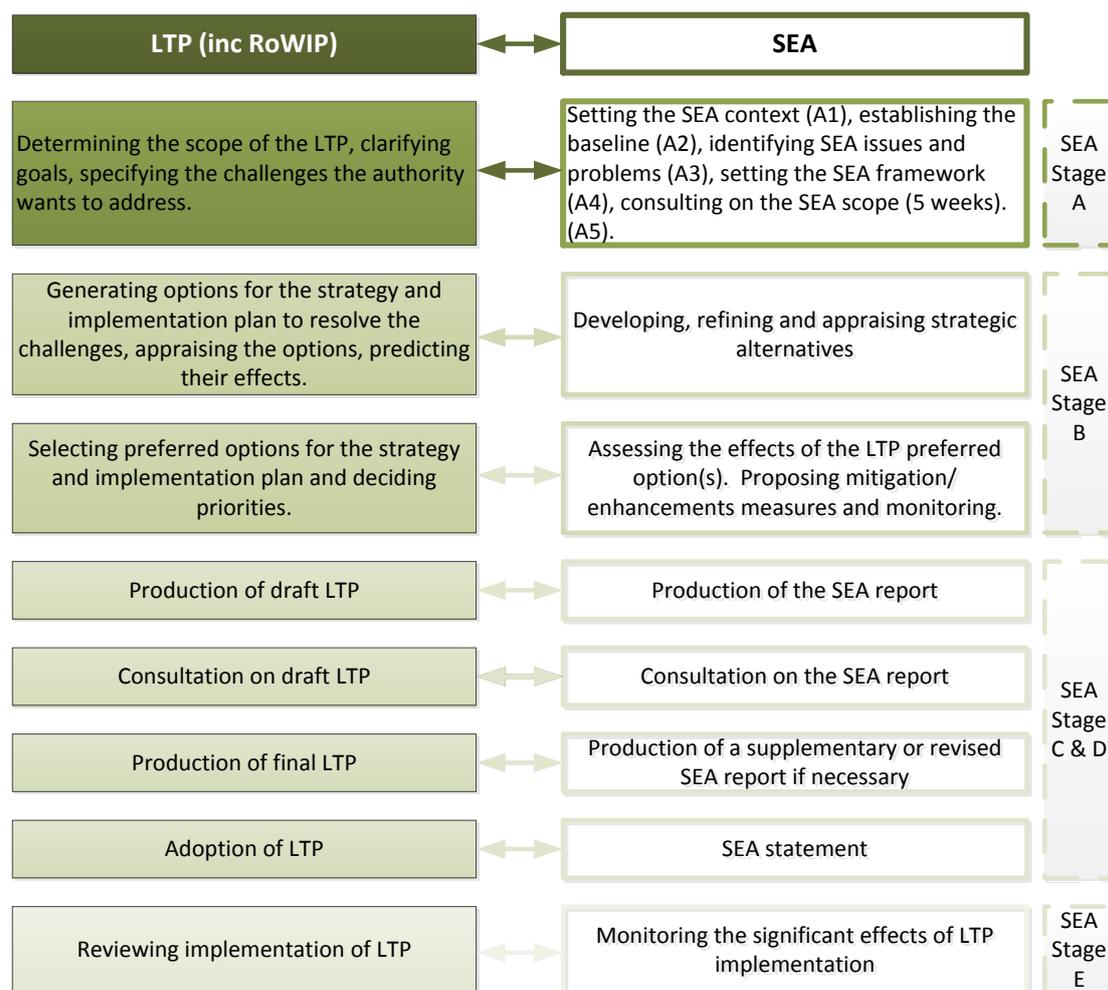
The SEA Directive defines 'environmental assessment' as a procedure comprising:

- Preparing an Environmental Report on the likely significant effects of the plan on the environment;
- Carrying out consultation on the plan and the accompanying Environmental Report;
- Taking into account the Environmental Report and the results of consultation in decision-making; and
- Providing information when the plan is adopted and showing how the results of the SEA have been taken into account.

The DfT has stated that the SEA Regulations will apply to all LTPs. The main stages of the SEA process and how it links with the preparation of MRF can be seen in Figure 1.

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Figure 1: Stages and Linkages of SEA and MRF development



2.2 PURPOSE OF THE SEA REPORT

The purpose of this report is to identify and report on the likely significant effects of the plan and the mitigation measures that can be taken to reduce them.

The remainder of the report is structured as follows: an introduction to MRF; review of relevant policies and programmes; area profile; the SEA baseline; environmental issues and problems; developing the SEA framework; evaluating alternatives; evaluating the effects of MRF; monitoring the SEA; and conclusions and next steps.

2.3 STAGES OF THE SEA

The baseline and scoping report (Stage A) formed the first part of the process that examines other plans, programmes and strategies and key baseline data in order to identify key sustainability issues and establish the objectives for the SEA. This report used the best available data for Rutland to produce an SEA that was commensurate with the scale of MRF and the RoWIP.

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This process was carried out during spring 2017 and the baseline and scoping report was issued to the three Statutory Environmental Bodies (SEBs, Environment Agency; Natural England; and Historic England). This took place on 10th July 2017 and the consultees were given 6 weeks to submit their responses.

Comments were sought from the SEBs regarding the proposed methodology and scope of the SEA. In addition, existing information that may be of relevance to the study was sought. This included data on:

- Other relevant plans and programmes;
- Environmental protection objectives;
- Environmental or sustainability problems; and
- The existing and future state of the environment.

Comments and information received from the environmental consultees was incorporated into the SEA Report, or noted by the MRF team as appropriate. Feedback received can be found in appendix I.

The next stage of the SEA is stage B, which comprises of developing, refining and appraising strategic alternatives, and assessing the effectiveness of MRF preferred options, proposing mitigation or enhancement measures and monitoring. This was undertaken alongside the development of MRF and resulted in the production of the SEA report (Stage 3), which went out for a 12 week public consultation with MRF (Stage D). Feedback received from the SEBs during the public consultation can be found in appendix I. Following the public consultation the SEA (this report) was reviewed and revised (Stage D). Upon adoption of MRF and the associated documents, a post adoption statement (stage D) and monitoring plan (stage E) will be completed.

3 THE LOCAL TRANSPORT PLAN

The local transport plan 4 (LTP4) (called Moving Rutland Forward (MRF)) is a statutory document that sets out Rutland County Council's (RCC) long term strategy for transport until 2036.

The overarching aim of MRF is to deliver a transport network and services that:

- Facilitate delivery of sustainable population and economic growth;
- meet the needs of our most vulnerable residents; and
- support a high level of health and wellbeing (including combating rural isolation).

To help meet these aims, we will look to maximise opportunities to work with and alongside our communities and partner organisations - encouraging community led development and delivery of transport services.

MRF has been built around four themes:

- **Population growth:** planning for the future and meeting the needs of a growing Rutland;
- **Working in Rutland:** meeting the needs of new and existing Rutland businesses, their customers and their workforce;
- **Learning in Rutland:** helping our residents reach their full potential;
- **Living in Rutland:** helping Rutland residents to access essential services and supporting health and wellbeing; and
- **Visiting and playing in Rutland:** helping tourists, visitors and residents to access and enjoy Rutland's towns, villages and countryside.

MRF is organised in challenges, goals and solutions. Appendix D lists these in full. The RoWIP has a set of objectives which are listed in Appendix E.

3.1 SPATIAL AND TEMPORAL SCOPE

The spatial scope of the area considered is based on the administrative boundary for the county of Rutland. The SEA will examine three temporal scales:

- Short term: effects expected in the next one to five years;
- Medium term: effects expected in the next five to ten years; and
- Long term: Effects expected from ten years onwards.

4 REVIEW OF RELEVANT POLICIES AND PLANS.

A review of relevant international, national and local policies, plans and programmes has been completed as part of the development of this scoping report. This has been used to inform the baseline, the issues and the objectives.

It should be noted that the review of other relevant policies, plans and programmes and sustainability objectives is non-exhaustive as legislation and guidance is a moveable feast. Other documents will therefore be considered during the evolution of MRF, and SEA Appraisal process, where relevant. The review is included in Appendix C.

5 AREA PROFILE

Rutland is a small rural unitary authority in the East Midlands with an area of approximately 380 km². It is bordered by Leicestershire, Lincolnshire, Northamptonshire and Peterborough.

Rutland is considered an attractive county with a wealth of environmental and heritage assets. Rutland has relatively high employment rates. However, there are significantly lower proportions of individuals working in Rutland in highly skilled occupations, suggesting significant out-commuting of skilled workers. Conversely, a relative over representation of intermediate occupations, such as sales, also suggests that significant numbers of individuals with skills at this level could be in commuters from neighbouring areas.

Despite the apparent affluence and good quality of life experienced by residents there are pockets of deprivation and groups of people to whom accessibility to services and to affordable housing is a problem. In particular, this applies to young people and the elderly.

5.1 TRANSPORT AND REGIONAL LINKS

The A1 passes through the eastern part of Rutland providing excellent north-south road links. There are also connections in east-west directions, the A47, which traverses the southern part of Rutland, and the A606 from Stamford to Nottingham. Furthermore, the A6003 provides a north to south route between Oakham, Uppingham and Corby.

Rail services include a rail link to the east coast main line via Peterborough and direct trains to Stansted Airport to the east and Birmingham to the west. There is currently a once daily direct service to London St Pancras. There is a high level of car dependency with only 12.4% non-car ownership (Census 2011), and 61% of Rutland residents work in the county (The National Archives, 2013)

6 SEA BASELINE

The baseline information contained within the LTP3 SEA and the local plan SEA has been reviewed and updated to reflect significant changes, such as various changes in statistical publications. This section sets out the revised environmental baseline in Rutland for each of the areas that should be considered within a SEA. Appendix B provides the relevant data that MRF will be monitored against.

6.1 AIR

Air quality in Rutland is generally good and there are no air quality management areas within the county. Monitoring of air quality in Rutland is undertaken using passive diffusive tubes to determine concentrations of Nitrogen Dioxide (NO₂). Rutland County Council doesn't monitor for PM_{2.5} or PM₁₀. Previous rounds of the Air Quality Review and Assessment process have indicated that particulates (PM₁₀) aren't a significant problem in the county.

Traffic count data for Rutland, as well as the latest NO₂ monitoring figures, and CO₂ emission data can be found in tables 1 – 3 of appendix b.

6.2 BIODIVERSITY, FLORA AND FAUNA

Rutland has 19 Sites of Special Scientific Interest (SSSI) including Rutland Water which is an internationally designated wetland site with importance for wintering and passage wildfowl. None of these SSSI's are in adverse condition as a result of development (appendix b – table 5).

As well as the SSSI designation, Rutland Water is also designated a Special Protection Area (SPA); and a Ramsar site. There are 221 local wildlife sites and important areas of calcareous grassland and ancient and broadleaved woodland in the county.

6.3 CLIMATIC FACTORS

Climatic factors are unlikely to be specific to Rutland, or to areas within the county. Nevertheless, understanding climate change makes it easier to consider the possible impacts, manage climate risks and make better decisions about planning for the future.

Climate change is predicted to lead to increased temperatures and therefore potentially increased risk of:

- Flooding and coastal change risk to communities, businesses and infrastructure;
- Risks to health wellbeing and productivity from high temperatures;
- Risk of shortages in the public water supply , and for agriculture,

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- energy generation and industry;
- Risks to natural capital, including terrestrial, coastal, marine and freshwater ecosystems, soil and biodiversity.

6.4 CULTURAL HERITAGE

Rutland has a wealth of designated and non-designated heritage assets. Rutland's towns and villages have a large number of buildings listed of historic and architectural interest (approximately 1400) and a large number (34) of designated conservation areas providing a built environment with a historic and distinctive character (appendix b – table 6). The county has 32 scheduled ancient monuments and 2 registered parks and gardens.

6.5 GEOLOGY AND SOILS

The agricultural land classification offers a means by which the quality of farmland can be assessed. Much of Rutland is classified as grade 3, with areas of grade 2 and grade 1. This is the land which is most flexible, productive and efficient in response to inputs and which can best deliver future crops for food and non-food uses such as biomass, fibres and pharmaceuticals.

Mineral resources are concentrated almost exclusively in the eastern half of the county and these consist mainly of limestone and clay. The best exposure of limestone is the area near to Ketton. Some isolated pockets of sand and gravel deposits exist around the edge of the county but there is no evidence that these have ever been worked.

Rutland is relatively small in terms of mineral production and there are currently only 5 active quarrying operations, all of which are limestone quarries. In addition, limestone extraction is permitted at Thistleton Quarry. Clay extraction is also permitted at Little Casterton. The largest minerals operation in the county is the Castle Cement works at Ketton, which relies mainly on locally quarried limestone and clays to produce around 1.4 million tonnes of cement each year.

Historically, ironstone has also been worked but resources within the county are not considered to have any future economic significance as a source of iron due to its low iron content and impurities.

6.6 HUMAN HEALTH

The health of the population of Rutland is generally better than average – with life expectancy for both men and women being above average for England. In-particular, levels of physical activity are better than the English average. However the number of people killed or seriously injured on the roads is better than average (appendix b – table 8, Department for Transport, 2017). In addition, the number of adults in Rutland reported as having excess weight is increasing and is now higher than national and regional figures: 67.3% of

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adults opposed to 66.8% for the east midlands and 64.8% for England (Public Health England, 2016).

Human health is considered through the Health Impact Assessment that has been produced for MRF.

6.7 LANDSCAPE

The environmental quality of Rutland's landscape is high and the character of the landscape is varied with five different landscape character types. These range from high plateau landscapes across large areas of the north east and south west to lowland valleys in the centre and north west and on the county's southern border along Welland Valley.

England is divided into 159 distinct natural areas called National Character Areas (NCA's). Their boundaries follow natural lines in the landscape rather than administrative boundaries. The NCAs which fall within Rutland are as follows: Leicestershire and Nottinghamshire Wolds (74); Kesteven Uplands (75); Northamptonshire Wolds (89); and High Leicestershire (93).

6.8 MATERIAL ASSETS

Although material assets are listed as a topic in the SEA directive, they are not clearly defined. A common interpretation includes housing and infrastructure, and also social infrastructure.

Transport infrastructure and use can have an impact on material assets through pollution caused by transport, and through increased use of the assets. It can also have an impact through a requirement for material assets such as minerals for the construction of new transport infrastructure.

6.9 POPULATION

There are two market towns, Oakham and Uppingham, and 52 villages. The Office of National Statistics latest data indicates that in 2017 Rutland's population was 39,474. Within the county we have an aging population – by 2036 it is anticipated that approximately 40% of our residents will be aged 60 or over, with the percentage of residents aged 80 or over nearly doubling during the life of the plan (ONS, 2018)

Nevertheless Rutland remains by far the smallest region in the East Midlands, making up 0.8% of the overall population of the East Midlands. The population of Rutland is relatively sparse with just 1.03 person per hectare compared to 3.05 persons per hectare for the East Midlands as a whole. Compared to our neighbouring counties, Rutland's ethnic diversity is low with 97% of the population being white and 94% of its population being born in the UK (Rutland County Council, 2011).

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Rutland is a relatively affluent area with very low levels of deprivation, one of the lowest in the East Midlands and 301 out of 326 nationally, where 1 is the most deprived (English Indices of Multiple Deprivation 2015). However, small pockets of deprivation exist across the county which tend to be masked by the wider prosperity. Employment levels in Rutland are high (2018 data), with a lower rate of unemployment than seen in the East Midlands as a whole (NOMIS, 2018).

49.6% of the workforce is within managerial or professional employment, with 16.9% within lower tier occupations, including process, plant, machine operatives and elementary occupations (Nomis, 2018).

With regard to employee jobs, wholesale and retail trade; education; accommodation and food service activities; and manufacturing account for the largest share of employee jobs in Rutland (56.7%) which is higher than the national average of 39.8% (NOMIS, 2016). Employment in all of these sectors individually is higher than the national average. The Oakham and Uppingham independent schools have a significant economic impact on the county, accounting for almost a third of all employment in the education sector. However, professional, scientific and technical activities (6.7%) and human health and social work activities (6.7%) are lower than nationally (8.6% and 13.3% respectively) (NOMIS, 2016).

The Rutland Economic Profile (Lawton, 2014) identifies that there are significantly lower proportions of individuals working in Rutland in highly skilled occupations (compared to both the national average and the residence-based profile for Rutland), suggesting significant out-commuting of skilled workers. A relative over representation of intermediate occupations on a workplace basis (compared to the residence-based profile), such as skilled trades and sales, also suggests that significant numbers of individuals with skills at this level could be in-commuters from neighbouring areas.

The average house price recorded in Rutland is significantly higher than that for the East Midlands. In August 2016 the average house price in Rutland was £278,310 compared to £175,610 across the region (Rutland County Council, 2016). Median house prices are higher in Rutland than in surrounding districts. Detached houses are more prevalent making up 47% of the stock (GL Hearn, 2014). Affordability pressures in the county are slightly greater than in other parts of the Housing Market Area. The Strategic Housing Market Assessment, 2016 (SHMA) shows a need for an additional 41 affordable housing units in the 20 year period to 2036. There may be some benefit in seeking to diversify the housing mix to provide smaller and cheaper homes for younger households (or to support downsizing of older households) (GL Hearn, 2014).

Vehicle ownership in Rutland is high – with only 12.4% of residents not having access to a car or van (appendix b - table 4 and figure 1).

6.10 WATER

The EU Water Framework Directive (2000/60/EC) is transposed into English law by the Water Environment (Water Framework Directive (England and Wales) Regulations 2003. The latest available data in 2009 indicates that 75.8 percent of Rutland's rivers were good quality (in terms of chemistry), with the remainder classified as fair (appendix b – table 7).

The most significant flood hazard within the area is from fluvial flooding. However the spatial extent of this within the county is limited, with the majority of higher risk flood zones being located away from the built environment in rural areas. However sustainable drainage systems should be used to reduce runoff from new developments and lower the risk of surface water flooding (Rutland County Council, 2009)

7 ENVIRONMENTAL ISSUES AND PROBLEMS

Using the results from the policy, plan and programme review, and the results from the update of the environmental baseline a number of environmental issues pertinent to Rutland have been identified. These reflect the key issues facing the county and have been used to inform the appropriate objectives of the SEA.

The key environmental issues relating to transport are shown in table 1 below.

Table 1: Environmental issues

Environmental issues	Topic
There are no existing air quality issues in Rutland, however any growth in traffic may contribute to a reduction in air quality.	Air Quality, Human Health
Transport emissions can contribute to both carbon emissions and greenhouse gases.	Climatic factors, Human Health
New transport schemes could have an impact on priority habitats and species.	Biodiversity, flora and fauna
Heavy goods vehicles can cause damage to overhanging buildings. Other features of interest that are adjacent to the highway can experience minor damage as a result of splashing from standing water on the carriageway. There is a risk of potential harm to heritage assets and their settings from transport features.	Cultural heritage
Transport features can stand out against the landscape. Additional lighting may lead to light pollution.	Landscape
New transport schemes and maintenance of existing schemes require use of raw materials.	Material assets
Flooding can affect highways and other transport features leading to damage. Highways and transport infrastructure also has the potential to exacerbate flooding and have a deleterious effect upon the water quality of receiving water-bodies if they are poorly designed or located.	Water
Transport infrastructure and use may present a risk to human health due to the potential for road traffic accidents.	Human health, population
Transport infrastructure and use can create community severance. In addition motorised traffic can have a negative impact on quality of life (including via noise and light pollution).	Population, human health
Construction of new infrastructure can lead to a loss of land.	Soil and minerals

8 DEVELOPING THE SEA FRAMEWORK

The appraisal framework is a key component of the SEA process. The framework forms the key test against which the alternative options, policies and proposals are assessed. The different elements of the plan have been assessed against the sub-objectives set out for a clear understanding of the environmental benefits or consequences, as well as mitigation measures which may be needed to prevent adverse effects. A series of objectives and assessment criteria have been prepared, reflecting information gathered during the collection of baseline data. These objectives and assessment criteria have been used to assess the impact of MRF and its policies on environmental issues facing the county. These are shown in table 2 – with baseline measurement data, for monitoring, provided in Appendix B.

Policies within MRF have been assessed through the combination of evidence and professional judgement. This includes the identification of potential significant effects, both positive and negative.

Table 2: List of SEA Objectives and Criteria

Objective	Assessment Criteria	SEA Directive Topic	Baseline monitoring data source (if available)
1. Minimise the impact of new and existing transport use on air quality	<ul style="list-style-type: none"> Traffic growth Air quality Modal shift 	Air, human health	<ul style="list-style-type: none"> Department for Transport (2018) - traffic count annual average daily flow figures. Rutland County Council (2011) - nitrogen dioxide readings. Ricardo AEA – CO2 emissions for 2012 Office for National Statistics (2012), Table KS404EW - 2011 Census: Car or van availability Rutland County Council (2016): Countywide travel survey

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Objective	Assessment Criteria	SEA Directive Topic	Baseline monitoring data source (if available)
2. Minimise the impact of transport on greenhouse gases	<ul style="list-style-type: none"> • Air quality • Traffic growth • Modal shift • Bus use 	Air, climatic factors, human health	<ul style="list-style-type: none"> • As above.
3. Minimise or mitigate the impact of any new transport schemes on priority habitats and species	<ul style="list-style-type: none"> • Condition of SSSI habitats 	Biodiversity, flora and fauna	<ul style="list-style-type: none"> • Natural England – Designated Sites (2016)
4. Protect features of interest from the impact of transport and ensure transport infrastructure is not detrimental to heritage assets and landscape.	<ul style="list-style-type: none"> • Harm to heritage assets and their settings 	Cultural heritage, Landscape	<ul style="list-style-type: none"> • Rutland County Council, Planning Policy data, 2017 • English Heritage Buildings at Risk Register
5. Use recycled materials for construction as much as possible and ensure timely maintenance of existing assets to avoid deterioration.	<ul style="list-style-type: none"> • Adherence to appropriate asset management plan 	Material Assets	<ul style="list-style-type: none"> • N/A
6. Well-planned construction and maintenance of highway infrastructure that reduces the risk and impact of flooding and the pollution of the receiving water-bodies.	<ul style="list-style-type: none"> • Completion of relevant environmental assessments for new infrastructure • Quality of rivers 	Water, biodiversity, flora and fauna	<ul style="list-style-type: none"> • N/A • Environment Agency – General quality assessment (Chemistry and Biology), 2009
7. Reduce the number and risk of road traffic accidents	<ul style="list-style-type: none"> • Rate of reported killed or seriously injured casualties 	Human Health, population	<ul style="list-style-type: none"> • Department for Transport statistics (2017), Table RAS41003 - Reported Killed and Seriously Injured (KSI) casualty rate per billion vehicle miles by local authority, England, 2012 - 2016 and 2010-14 average, annual for latest 5 available years.

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Objective	Assessment Criteria	SEA Directive Topic	Baseline monitoring data source (if available)
8. Manage the impact of transport and transport infrastructure on communities and quality of life	<ul style="list-style-type: none"> • Rate of reported killed or seriously injured casualties • Air quality • Traffic growth • Modal shift • Bus use 	Population, human health	<ul style="list-style-type: none"> • Department for Transport statistics (2017), Table RAS41003 - Reported Killed and Seriously Injured (KSI) casualty rate per billion vehicle miles by local authority, England, 2012 - 2016 and 2010-14 average, annual for latest 5 available years. • Department for Transport (2018) - traffic count annual average daily flow figures. • Rutland County Council (2011) - nitrogen dioxide readings. • Ricardo AEA – CO2 emissions for 2012. • Office for National Statistics (2012), Table KS404EW - 2011 Census: Car or van availability. • Rutland County Council (2016): Countywide travel survey.
9. Identify the impact of new infrastructure on agricultural land	<ul style="list-style-type: none"> • Completion of relevant environmental assessments for new infrastructure 	Soil and minerals	<ul style="list-style-type: none"> • N/A

9 EVALUATING MRF ALTERNATIVES

Due to the small scale of the area and the limited funding likely to be available to address transport issues, only two alternatives were considered. These were the “without MRF” scenario and a “with MRF” (with the emphasis being on meeting the council’s strategic objectives).

The criteria that were used are shown in table 3 and the results in table 4 and table 5.

Table 3 Assessment criteria

Magnitude and significance of effects	
Symbol	Definition
++	The option is likely to have a significant positive impact on the SEA objective
+	The option is likely to have a positive impact on the SEA objective
?	The option is likely to have an uncertain impact on the SEA objective
N	The option is likely to have a neutral impact on the SEA objective
-	The option is likely to have a negative impact on the SEA objective
--	The option is likely to have a significant negative impact on the SEA objective
Reversibility	
Symbol	Definition
R	An effect that can be reversed, for example in an incident of pollution can be cleaned up over time
I	An effect that cannot be reversed, such as the loss of a heritage asset
Scale	
Symbol	Definition
L	Local
R	Regional
N	National
I	International
Frequency	
Symbol	Definition
C	Constant – an effect that will continue beyond the life of the MRF
T	Temporary – an effect that results from an operational or policy change, or short term condition.

This section therefore evaluates the likely evolution of the baseline without and with MRF in light of the growing and ageing population within the country. As a result of this evaluation it was concluded that a “without MRF” scenario

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would have an overall negative impact on the SEA objectives and a “with MRF” scenario would be likely to have an overall neutral to positive impact on the SEA objectives. Therefore it is concluded that proceeding with MRF is likely to be beneficial to the environment.

APPENDIX G – STRATEGIC ENVIRONMENTAL ASSESSMENT

Table 4: Assessment of the impact on the SEA objectives in a “without MRF” scenario

Objective	Assessment of effect						Commentary
	1-5 years	6-10 years	10 years +	Reversibility	Scale	Frequency	
1. Minimise the impact of new and existing transport use on air quality	-	-	-	R	R	C	Increasing volumes of traffic may lead to rising levels of air pollution, particularly in areas where the traffic is stationary.
2. Minimise the impact of transport on greenhouse gases	-	-	-	R	N	C	Increasing volumes of traffic may lead to rising levels of air pollution, particularly in areas where the traffic is stationary.
3. Minimise or mitigate the impact of any new transport schemes on priority habitats and species	?	?	?	R	L	C	If new transport schemes are not progressed there will be limited possibility of loss of priority habitats as a result. However increasing volumes of traffic could increase air and water pollution which may be harmful. In the absence of MRF there are unlikely to be new schemes to enhance these habitats and species from a transport perspective,
4. Protect features of interest from the impact of transport and ensure transport infrastructure is not detrimental to heritage assets and landscape.	-	-	-	I	L	C	Some of the major pollutants that affect stonework are likely to increase if traffic volumes increase. There is also the possibility of increased damage to assets as a result of vehicle vibrations. However the absence of new transport schemes may offer protection to some heritage assets that could otherwise be affected by their development.
5. Use recycled materials for construction as much as possible and ensure timely maintenance of existing assets to avoid deterioration.	-	-	-	I	L	C	At current funding levels and without suitable planned maintenance of transport assets to maximise their life, the overall value of the transport network as an asset will decrease.
6. Well-planned construction and maintenance of highway infrastructure that reduces the risk and impact of flooding and the pollution of the receiving water-bodies.	-	-	-	R	R	C	At current funding levels and without suitable planned maintenance of transport assets to maximise their life, the risk and impact of flooding may increase.

APPENDIX G – STRATEGIC ENVIRONMENTAL ASSESSMENT

Objective	Assessment of effect						Commentary
	1-5 years	6-10 years	10 years +	Reversibility	Scale	Frequency	
7. Reduce the number and risk of road traffic accidents	-	-	-	I	L	C	Without MRF the measures taken to improve road safety in Rutland would be limited. Further, with a growing population, road safety risks may increase.
8. Manage the impact of transport and transport infrastructure on communities and quality of life	-	-	-	R	L	C	The growing population is likely to place additional pressure on the transport network and infrastructure. Without MRF this impact is unlikely to be mitigated - resulting in negative consequences for communities.
9. Identify the impact of new infrastructure on agricultural land	N	N	N	I	L	C	Natural changes in soil type and quality take place over extended periods of time. No appreciable changes are expected over the life of the plan. In the absence of MRF a small increase in roadside soil contamination could take place due to rising traffic levels.

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Table 5: With MRF scenario

Objective	Assessment of effect						Commentary
	1-5 years	6-10 years	10 years +	Reversibility	Scale	Frequency	
1. Minimise the impact of new and existing transport use on air quality	N	N	N	n/a	n/a	n/a	Delivery of MRF should minimise the impact of any increases to the volume of traffic when compared to a “do nothing” scenario.
2. Minimise the impact of transport on greenhouse gases	N	N	N	n/a	n/a	n/a	Delivery of MRF should minimise the impact of any increases to the volume of traffic when compared to a “do nothing” scenario.
3. Minimise or mitigate the impact of any new transport schemes on priority habitats and species	N	N	N	n/a	n/a	n/a	MRF does not contain any significant transport schemes that are likely to have an impact on priority habitats or species. If schemes do emerge during delivery these will be subject to their own environmental assessments. Overall the delivery of MRF should help to mitigate any increases in traffic volumes.
4. Protect features of interest from the impact of transport and ensure transport infrastructure is not detrimental to heritage assets and landscape.	N	N	+	I	L	C	Delivery of MRF should help to minimise the impacts of any traffic growth - thus protecting stonework from some of the major pollutants that affect stonework and reducing the impact of vibrations. Any new schemes that may emerge during delivery of MRF will be subject to their own heritage assessments if required.
5. Use recycled materials for construction as much as possible and ensure timely maintenance of existing assets to avoid deterioration.	+	+	+	n/a	L	C	Suitable planned maintenance of transport assets will maximise their life and prevent the overall value of the transport network as an asset decreasing.
6. Well-planned construction and maintenance of highway infrastructure that reduces the risk and impact of flooding and the pollution of the receiving water-bodies.	+	+	+	n/a	R	C	Suitable planned maintenance of transport assets will maximise their life and prevent the overall value of the transport network as an asset decreasing.

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Objective	Assessment of effect						Commentary
	1-5 years	6-10 years	10 years +	Reversibility	Scale	Frequency	
7. Reduce the number and risk of road traffic accidents	+	+	+	R	L	C	With MRF we hope to reduce the number of KSIs on Rutland's roads.
8. Manage the impact of transport and transport infrastructure on communities and quality of life	+	+	+	R	L	C	The impact of the growing population is likely to place additional pressure on the transport network and infrastructure. With MRF this impact should be mitigated minimising the negative consequences for communities.
9. Identify the impact of new infrastructure on agricultural land	N	N	N	I	L	C	Natural changes in soil type and quality take place over extended periods of time. No appreciable changes are expected over the life of the plan. With MRF any small increase in roadside soil contamination due to rising traffic levels may be avoided.

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10 EVALUATING THE EFFECTS OF MRF

The SEA directive requires “an assessment of the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme”.

10.1 COMPATIBILITY ASSESSMENT

First, it is necessary to undertake a compatibility assessment to identify whether MRF goals are compatible with the SEA objectives. This has used the scale shown in table 6.

Table 6: Compatibility scale

Magnitude and significance of effects	
Symbol	Definition
++	The option is likely to have a significant positive impact on the SEA objective
+	The option is likely to have a positive impact on the SEA objective
?	The option is likely to have an uncertain impact on the SEA objective
N	The option is likely to have a neutral impact on the SEA objective
-	The option is likely to have a negative impact on the SEA objective
--	The option is likely to have a significant negative impact on the SEA objective

This assessment (see Appendix F) highlighted that the MRF goals are largely compatible with the SEA objectives, and in some cases have the potential to have a positive impact on the SEA objectives. Overall the impact is likely to be more positive, with some policies having the potential to both negatively and positively affect with the SEA objectives leading to an overall neutral impact. However it has highlighted some inconsistencies, mainly in relation to the environmental impacts that could be associated by providing “sufficient” car parking. This policy could encourage people to make single occupancy vehicle trips and thus have a negative impact on the environment. Therefore some mitigation measure may be required – but it was felt that these would mainly result from the other MRF goals, without the need for additional actions.

There were two uncertain impacts in relation to objectives 7 and 8 and goal WRG2. These were uncertain because they related to potential development of car parks and the planning of such schemes. However any large schemes would require their own EIA and as such the environmental impact against the aforementioned goals will be considered.

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An assessment of the overall cumulative impact is shown in table 7.

Table 7: Assessment of cumulative impact of MRF goals on SEA objectives

Key	Total	%	Cumulative impact
++	9	4%	18
+	73	35%	73
N	120	58%	0
-	3	1%	-3
--	0	0%	0
?	2	1%	-4
Total	207	100%	84 - 92 (88)
*Calculated by assigning a score of 2 to each ++, 1 to each +, 0 to N, -1 to each – and -2 to each --. A range was calculated by assigning -2, 0 and 2 to each ? to give a worst, neutral and best case scenario.			

Overall it is felt that within the wider context of MRF that any negative effects will be minimised by the overall effect of the combined policies. As a result of the compatibility between the MRF goals and the SEA objectives it was felt that no further changes to the MRF goals were required after the compatibility assessment.

10.2 ASSESSMENT OF EFFECTS

Next it is important to predict the environmental effects of the proposed options as they have been drafted in MRF. These effects need to be quantified where appropriate, or judgement made with reference to the baseline situation. This involves identification of changes to the environmental baseline resulting from the implementation of MRF. They were undertaken by assessing each of the MRF solutions against the SEA objectives. These were assessed in the same way as the MRF goals to identify the likely environmental impact. A full table showing the results can be found at Appendix G.

The assessment highlighted that the MRF solutions were broadly compatible with the SEA objectives. It also showed that the overall cumulative effect of the plan would be positive (see table 8). However there were 4 occasions where a negative effect was identified and 26 occasions where an unknown effect was identified.

These negative effects and unknown effects have been considered (see Appendix H). These were assessed using the criteria in Table 3. Overall it is concluded that due to the minimal scale of any impacts and the overall positive impact of many of the other solutions no further mitigation is required beyond the application of any necessary environmental assessments, good project planning and working within any relevant planning guidance and regulation. The requirement for any necessary environmental assessments has been added in to the wording of PGS11 as follows: *'Where required we*

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will also undertake an environmental and/ or habitat assessment of any future large scale highway or transport projects that may come forward. Within these assessments we will consider opportunities not only to protect, but also enhance the surrounding environment and habitats’.

Table 8: Assessment of cumulative impact of MRF solutions on SEA objectives

Key	Count	%	Cumulative impact*
++	20	3%	40
+	162	26%	162
N	400	65%	0
-	4	1%	-4
--	0	0%	0
?	26	4%	0
Total	612	100%	146-250 (198)
*Calculated by assigning a score of 2 to each ++, 1 to each +, 0 to N, -1 to each – and -2 to each --. A range was calculated by assigning -2, 0 and 2 to each ? to give a worst, neutral and best case scenario.			

11 MONITORING PLAN

The SEA directive sets out that 'member states shall monitor the significant environmental effects of the implementation of plans and programmes to identify at an early stage, unforeseen negative effects, and to be able to undertake appropriate remedial action' (Article 10.1).

This SEA will be monitored alongside MRF using the criteria outlined within table 2. However due to uncertainty over available public funding, the monitoring programme may need to be designed to be achievable within limited budgets. Therefore it may be necessary to identify other monitoring regimes and link in with those processes to avoid duplication of effort, and to make the best use of available information. The monitoring framework will be developed further and confirmed in the SEA Statement which will be prepared after MRF has been adopted.

12 CONCLUSIONS

This report updates previous SEA Reports prepared for the council. It follows the relevant available guidance.

The report concludes that the adoption of MRF within Rutland will have an overall positive impact on the environmental objectives set out within this document.

Following the adoption of MRF, a post adoption statement will be prepared and published in accordance with regulation 16 of the Environmental Assessment of Plans and Programmes Regulations 2004.

Monitoring the significant environmental effects of implementing MRF will also be undertaken at Stage E, as required by Regulation 17 of the Environmental Assessment of Plans and Programmes Regulations 2004. This will enable the identification of any unforeseen adverse effects, and appropriate remedial actions, at an early stage.

13 APPENDIX A: BASELINE REFERENCES

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14 APPENDIX B: BASELINE MEASUREMENT DATA

Table 1: Traffic growth – Department for Transport (2018): Traffic count annual average daily flow figures (AADF)

Year	Road	Easting	Northing	Start Junction	End junction	Link length (miles)	AADF
2008	A606	490000	309371	A6003	A1	9.38	9129
2008	A606	482430	312000	LA Boundary	Cold Overton Rd	2.92	8285
2008	A606	485750	310120	A606	A6003	2.73	9675
2010	A606	485750	310120	A606	A6003	2.73	9114
2016	A6121	503440	310000	LA Boundary	LA Boundary	3.29	8918
2016	A6121	500000	306000	A47	A1(T)	7.02	5740
2012	A6003	487700	305000	A47(T)	A606	5.41	9887
2016	A6003	486800	293530	LA Boundary	B672	0.37	7960
2016	A6003	486340	296000	B672	A47	4.66	6274
2014	A47	495000	301040	A6121	LA Boundary	3.98	7469
2015	A47	490000	300380	A6003	A6121	3.91	8492
2016	A47	482420	300460	LA Boundary	A6003	4.16	10449
2014	A1	494520	316210	A1 East of Cottesmore Airfield	B668	0.19	1197
2014	A1	494630	316200	A1 East of Cottesmore Airfield	B668	0.19	1429
2014	A1	494700	315460	A1 East of Cottesmore Airfield	B668	0.19	1754
2014	A1	494720	315730	A1 East of Cottesmore Airfield	B668	0.37	1265

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2014	A1	494420	317000	A1(T)	LA Boundary	1.49	33566
2014	A1	494670	315860	A1(T)	A1(T)	0.75	37495
2015	A1	500500	307650	A602	B1081	1.62	38693
2015	A1	501550	306130	LA Boundary	A6121	0.62	56987
2015	A1	498800	310000	A1(T)	A1(T)	5.41	47378
2017	A1	501000	306800	A6121	A606	0.68	55740
2017	A1	498800	310000	A1(T)	A1(T)	5.41	46983
2017	A1	494670	315860	A1(T)	A1(T)	0.75	43362

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Table 2: Air quality – Rutland County Council (2011): Nitrogen Dioxide (NO₂) levels

Site Type	NO ₂ Annual Mean Concentration (µg/m ³)				
	2011	2012	2013	2014	2015
Caldecott	22.7	23.5	25.8	24.0	21.8
Uppingham	33.4	29.8	32.8	29.5	26.6
Ketton	19.8	19.9	20.6	18.9	18.4
Tickencote	17.7	14.6	20.6	17.1	14.1
Oakham, Uppingham Rd	21.9	23.2	23.8	21.3	20.0
Oakham, Brooke Rd	26.1	25.5	25.0	21.4	19.9
Oakham, Melton Rd	19.5	22.0	23.1	21.4	19.6
Oakham Burley Pk Wy	28.1	28.6	32	25.6	23.5
Egleton	7.0	10.4	11.3	10.6	8.1
Oakham, High St	26.4	29.1	29.2	27.3	24.9
Oakham, New St	20.2	18.4	20.1	18.2	15.4

Table 3: Air quality – Ricardo AEA: CO₂ emissions 2012 (as per Rutland Local Plan Consultation Draft Sustainability Appraisal)

Criteria	Rutland
Local estimates of CO ₂ emissions (tonnes CO ₂) - Domestic emissions per capita	2.5
Local estimates of CO ₂ emissions (tonnes CO ₂) - Total emissions per capita	28.7

Table 4: Modal shift - Office for National Statistics (2012), Table KS404EW - 2011 Census: Car or van availability, local authorities in England and Wales

Criteria	Rutland	East Midlands	Shropshire (nearest statistical neighbour)	Herefordshire (nearest statistical neighbour)
% of residents without access to a car or van (2011)	12.4%	22.1%	15.8%	16.4%

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Figure 1: Modal shift – Rutland County Council (2016): Countywide travel survey

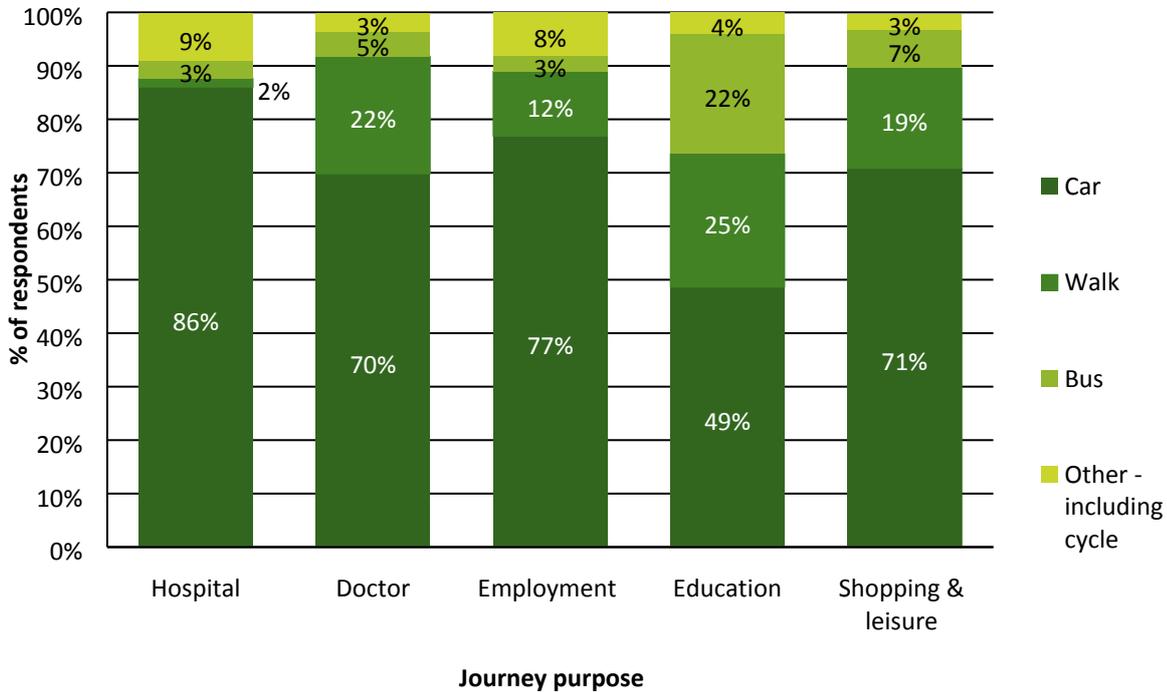


Table 5: Condition of SSSI habitats – Natural England: Designated Sites (2016)

Criteria	Rutland
Area of Rutland SSSIs in adverse condition as a result of development (2016)	0 SSSIs in adverse condition as a result of development

Table 6: Harm to heritage assets and their settings – Rutland County Council (2017) and English Heritage Buildings at Risk Register

Criteria	Rutland
Number of Conservation Areas with a management plan	4 Conservation Area Appraisals have been prepared since 2011 including: Ashwell (Feb 2013), Whitwell (Feb 2013) Empingham (June 2014) and Morcott (October 2014). A Conservation Area Appraisal is also in preparation for Lyddington Conservation Area.
Grade I and II* Listed Buildings and Scheduled Monuments at risk of decay	2 buildings (0.001%) of all GI and II* buildings in Rutland are on BERR: Old Hall ruins, Exton Park, Exton (Priority C) and Oakham Castle walls (Priority D).

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Table 7: Quality of rivers – Environment Agency: General quality assessment (chemistry and biology), 2009 (as per Rutland County Council (2011))

Criteria	Rutland
% of Rutland rivers classed as good quality in terms of chemistry (2009)	75.8%
% of Rutland rivers classed as good quality in terms of biology (2009)	100%

Table 8: Rate of reported killed or seriously injured casualties – Department for Transport (2017)

Criteria	Rutland	East Midlands	Shropshire (nearest statistical neighbour)	Herefordshire (nearest statistical neighbour)
Rate of reported killed or seriously injured casualties per billion vehicle miles (average) (2010 – 2014)	59	80	71	65

15 APPENDIX C: REVIEW AND UPDATE OF RELEVANT POLICIES, PLANS AND PROGRAMMES

Table 1: Review and update of relevant policies, plans and programmes

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
International			
EU Directive 2001/42/EC (the SEA Directive)	A high level of environmental protection; to promote sustainable development by integrating environmental considerations into plan preparation and adoption; sets out detailed requirements of environmental assessment required for plans.	Preparation of SEA report to accompany MRF; ensuring compliance with requirements of SEA Directive.	SEA Objectives: All SEA Directives: Cultural heritage, biodiversity, landscape, material assets, air, soil, water.
Kyoto Protocol on Climate Change (1997) and Doha amendment (2012)	To provide a framework for international action and set binding targets for reducing greenhouse gas emissions. These need to be reduced by at least 18% during 2013-2020	SEA objectives to take account of international commitments.	SEA Objectives: 2, 6 SEA directives: Climatic factors
The Conservation of Habitats and species Regulations 2010 (the Habitats Directive)	To conserve flora and fauna and natural habitats of EU importance; To safeguard species needing strict protection. Consolidates the various amendments to the EU (1992)	MRF policies should help to maintain or restore important natural habitats and species in SAC's and SPA's.	SEA Objectives: 3 SEA Directives: Cultural heritage, biodiversity, landscape, material assets, air, soil, water.

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	<p>Conservation of Natural habitats and of Wild Fauna & Flora (Habitats Directive) 92/43/ECC. Sec 9(5) places duty on all LAs to have regard to requirements of the Habitats Directive.</p>		
<p>European Union (2009) Conservation of Wild Birds (Birds Directive) 2009/147/EC</p>	<p>To protect all naturally occurring wild bird species and their habitats, with particular protection of rare species.</p>	<p>Policies should help to maintain or restore important natural habitats and species in SACs and SPAs. Policies should also avoid deterioration of the identified habitats or any other disturbances affecting protected birds.</p>	<p>SEA Objectives: 3, 6</p> <p>SEA Directives: Cultural heritage, biodiversity, landscape, material assets, air, soil, water.</p>
<p>The Ramsar Convention on Wetland of International Importance (1971)</p>	<p>Wetlands of international importance are designated as Ramsar Sites. Ramsar sites in England are protected as European sites. The majority are also classified as SPAs and all terrestrial Ramsar sites in England are notified as SSSIs.</p> <p>The RAMSAR convention requires that members:</p> <ul style="list-style-type: none"> - recognise the interdependence of man and his environment; - consider the fundamental 	<p>Policies should conserve and protect identified RAMSAR sites (Rutland Water) and recognise their economic, cultural, scientific and recreational value.</p>	<p>SEA Objectives: 3, 6</p> <p>SEA Directives: Cultural heritage, biodiversity, landscape, material assets, air, soil, water.</p>

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	<p>ecological functions of wetlands as regulators of water regimes and as habitats supporting character flora and fauna, especially waterfowl;</p> <ul style="list-style-type: none"> - being convinced that wetlands constitute a resource of great economic, cultural, scientific, and recreational value, the loss of which would be irreplaceable; - desire to stem the progressive encroachment on and loss of wetlands now and in the future; - recognise that waterfowl in their seasonal migrations may transcend frontiers and so should be regarded as an international resource; - being confident that the conservation of wetlands and their flora and fauna can be ensured by combining far-sighted national policies with co-ordinated international action. 		

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
Council of Europe (2000) European Landscape Convention (Florence Convention)	Promotes landscape protection and integrates landscape into planning policies (Parts 3,5,6); Defines landscape character as “a distinct and recognisable pattern of elements that occur consistently in a particular type of landscape”.	MRF should contain policies aimed at ensuring that new transport development does not compromise the distinctiveness of the local landscape character.	SEA Objectives: 1, 2, 3, 4, 6, 9 SEA Directives: Cultural heritage, biodiversity, landscape, material assets, air, soil, water.
EU Ambient Air Quality Directive (2008/50/EC) & Directive 2004/107/EC	Limits & targets for pollutants in outdoor air set by the Air Quality (standards) Regulations 2010	Ensure that the impact of transport emissions on air quality is minimised.	SEA Objectives: 1 SEA Directives: Air
The Environmental Noise Directive 2002/49/EC	Concerns noise from the road, rail and air traffic and from industry; sets standards for noise emissions from specific sources.	Avoid new transport developments that will lead to noise standards being exceeded. Consider how transport policies can reduce noise emissions.	SEA Objectives: 8 SEA Directives: Air
EU Floods Directive (2007/60/EC)	Aims to reduce and manage risks that floods pose to human health, environment, cultural heritage & economic activity; requires assessment of all water courses for flood risk, map flood extent and assets & people at risk, and take adequate and co-ordinated measures to reduce flood risk.	MRF should ensure new transport does not contribute to increased flood risk; where areas of flood risk cannot be avoided, take steps to ensure it can be made safe.	SEA Objectives: 6 SEA Directives: material assets, water, climate factors

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
Renewable Energy Directive (2009/28/EC)	Encourages energy efficiency consumption from renewable sources and improvement of energy supplies; places requirement on UK to source 15% energy needs from renewable sources by 2020; Requires national action plans to set out share of energy from renewables for transport, electricity and heating for 2020.	MRF should contain policies supporting use of renewable energy for transport	SEA Objectives: 5 SEA Directives: material assets, climate factors
UNESCO World Heritage Convention 1972	Notes that the cultural heritage and the natural heritage are increasingly threatened with destruction not only by the traditional causes of decay, but also by changing social and economic conditions which aggravate the situation with even more formidable phenomena of damage and destruction.	Policies to have regard to the Convention	SEA Objective: 4 SEA Directives: Material Assets, cultural heritage
National			
Climate Change Act 2008	To improve carbon management and help the transition towards a low carbon economy. To set legally binding targets - including to reduce CO2 emissions by at	SEA considers the need for MRF to reduce the greenhouse gases from transport.	SEA objective: 2, 6 SEA directives: Climatic factors

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	least 26% from 1990 baseline by 2020.		
The Wildlife and Countryside Act (as amended) 1981	Main UK legislation relating to the protection of named animal and plant species includes legislation relating to the UK network of nationally protected wildlife areas: SSSIs. Under this Act, Natural England now has responsibility for identifying and protecting the SSSIs in England.	MRF should ensure protection of habitats and species.	SEA Objectives: 3, 4 SEA Directives: soil, water, biodiversity, material assets, climate factors
Countryside and Rights of Way Act 2000	The Countryside and Rights of Way Act 2000 provides for public access on foot to certain types of land, amends the law relating to public rights of way, increases protection for Sites of Special Scientific Interest (SSSI) and strengthens wildlife enforcement legislation, and provides for better management of Areas of Outstanding Natural Beauty (AONB).	MRF should ensure protection of habitats and species.	SEA Objectives: 3, 6, 9 SEA Directives: biodiversity, material assets, climate factors
Environmental Assessment of Plans and Programmes Regulations 2004	Sets out the requirements of environmental assessment required for all plans.	The SEA which accompanies any transport development scheme applications must comply with the requirements of the Regulations.	SEA Objectives: 1, 2, 3, 4, 5, 6, 8, 9

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
<p>National Planning Policy Framework (2019) (and associated National Planning Practice Guidance)</p>	<p>Achieving sustainable development.</p> <p>The purpose of the planning system is to contribute to the achievement of sustainable development. There are three dimensions to sustainable development:</p> <ul style="list-style-type: none"> • economic; • social; and • environmental <p>These roles should not be taken in isolation and are mutually dependant.</p> <p>Central to the NPPF is a presumption in favour of sustainable development.</p>	<p>MRF should be in line with the relevant aspects of the framework.</p>	<p>SEA Directives: biodiversity, material assets, climate factors</p> <p>SEA Objectives: 1, 2, 3, 4, 5, 6, 7, 8, 9</p> <p>SEA Directives: population, air, soil, water, biodiversity, material assets, climate factors, cultural heritage, landscape</p>
<p>Biodiversity 2020: A Strategy for England's Wildlife and Ecosystem Services (DEFRA, 2011)</p>	<p>Sets out a range of actions to improve the status of biodiversity in a number of sectors: Agriculture; Forestry; Planning & Development; Water</p>	<p>MRF should consider how policies can contribute towards the aims and goals</p>	<p>SEA Objectives : 1, 2, 3, 4, 8</p> <p>SEA Directives: biodiversity, material assets, climate factors, air, soil, water</p>

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	<p>Management; marine Management; and Fisheries. Addresses pressure from Air Pollution and Invasive Non-Native Species.</p> <p>Planning system must guide development to best locations, encourage greener design and enable development to enhance natural networks. Protection and improvement of natural environment to be retained as core objective of planning system.</p>		
<p>Safeguarding our Soils: A Strategy for England (DEFRA 2009)</p>	<p>Vision to 2030: All England's soils managed sustainably and degradation threats tackled successfully and soils will have been improved and safeguarded for future generations</p>	<p>Protect agricultural land.</p>	<p>SEA Objectives: 9</p> <p>SEA Directives: soil and minerals, biodiversity, flora and fauna</p>
<p>Natural Environment and Rural Communities Act 2006</p>	<p>Places a duty of LAs to have regard to conservation of biodiversity. The Secretary of State is required to publish a list of habitats and species which are of principal importance for the conservation of biodiversity in England.</p>	<p>MRF should ensure protection of habitats and species</p>	<p>SEA Objectives: 3</p> <p>SEA Directives: biodiversity, flora and fauna</p>

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
The UK Low Carbon Transition Plan: National Strategy for Climate Change	Sets out transition plan for building a low carbon UK: cut emissions by 18% of 2008 level by 2020; produce 30% of electricity from renewables by 2020; cut emissions from transport by 14% of 2008 level by 2020; make homes greener by helping households to become more energy efficient.	Consider how policies can contribute to aims.	SEA Objectives: 2, 6 SEA Directives: biodiversity, material assets, climate factors
The National Adaptation Programme – making the country resilient to a changing climate (DEFRA, 2013)	To provide clear framework to enable delivery of sustainable development that minimises vulnerability and provides resilience to impacts of climate change; To develop local flood-risk management strategies and consider effect of future climate change and increasing severity of weather events; continue to encourage uptake of property level protection to reduce impacts of floods on people and property.	Reflect climate risks and sustainable development in MRF	SEA Objectives: 2, 6 SEA Directives: material assets, climate factors
Natural Environment White Paper (2011)	Recognises that nationally, the fragmentation of natural environments is driving continuing threats to biodiversity.	Consider MRF can aim to improve the quality of the natural environment, moving to a net gain in the value of nature and an arrest in the	SEA Objectives: 2, 3, 5, 6 SEA Directives: biodiversity, material assets, climate factors

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	<p>It sets out the Government's policy intent to:</p> <ul style="list-style-type: none"> • improve the quality of the natural environment across England • move to a net gain in the value of nature; • arrest the decline in habitats and species and the degradation 	<p>decline of habitats and species in degradation.</p>	
<p>Noise Policy Statement for England, March 2010</p>	<p>Vision: promote good health and quality of life through effective management of noise, within the context of sustainable development; Aims: through effective management and control of environmental neighbour noise, within context of sustainable development, to:</p> <ul style="list-style-type: none"> • Avoid significant adverse impacts on health and quality of life; • Mitigate and minimise adverse impacts on health and quality of life; and • Where possible contribute to improvement of health and quality of life. 	<p>Consider the sources of noise pollution and how transport policies can reduce noise pollution.</p>	<p>SEA Objectives: 8 SEA Directives: Population.</p>

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
Air Quality Strategy for England, Scotland, Wales and Northern Ireland	The Air Quality Strategy (AQS) provides a long-term vision for improving air quality in the UK and offers options for further consideration to reduce the risk to health and the environment from air pollution. Notes that traffic can have a significant impact on air quality.	MRF considers what measure can be implemented to reduce transport related air pollution. Plans for new measures should take into account impact on air pollution.	SEA objectives: 1 SEA Directives: air
Guidance on Local Transport Plans– 2009 (revised), Department for Transport	The Government’s guidance outlines strategic policy areas: support economic growth, reduce carbon emissions, promote equality of opportunity, contribute to better safety, security and health, improve quality of life and a healthy natural environment.	Ensure MRF is aligned with the guidance. However also note guidance is now archived.	SA Objectives: 1, 2, 6, 7, 8 SEA Directives – Air quality, human health
‘Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen’ White paper (January 2011)	This white paper has two main themes: offering people sustainable transport choices, particularly for shorter journeys; and demonstrating how localism and the big society can work for transport. Vision is for a transport system that supports the economy, whilst also focussing on the environment, safety and quality of life.	Explore and underpin policies that enable and encourage shorter journeys to be made by sustainable modes.	SEA Objectives: 1, 2 SEA Directives: air quality, human health, population, climatic factors

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
The Future of Transport: a network for 2030 (July 2004)	A long term strategy that looks at the factors that will determine transport needs over the next 25 years and explains how the UK intends to satisfy such needs in a sustainable manner. The strategy has three main themes: sustained investment over the long term; improvement in transport management and planning ahead.	The themes in this policy will be taken into account within MRF.	SEA Directives: Air quality, climatic factors
Department of Health (2010) Healthy Lives, Health People, White Paper, Our Strategy for Public Health in England.	New public health system to address root causes of poor health and well-being; Local Authorities to deliver services from April 2013; health & well-being boards sponsored by Public Health England.	To address the wider detriments of health (housing, the environment and local economy) that could impact on physical and mental health and so help to reduce health inequalities.	Sustainability Objectives: 2, 6 SEA Directives: human health
Door to door: A strategy for improving sustainable transport integration (Department for Transport, March 2013)	The strategy focuses on 4 core areas which need to be addressed so that people can be confident in choosing greener modes of transport: <ul style="list-style-type: none"> • accurate, accessible and reliable information about 	Ensure MRF supports the ethos of the door to door strategy and that consideration is given to how we will improve and encourage sustainable travel provisions and ensure integration between them. Our sustainable travel strategy will	Sustainability objectives: 1, 2 SEA Directives: Air, human health, climatic factors

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	<p>different transport options for their journey</p> <ul style="list-style-type: none"> • convenient and affordable tickets, for an entire journey • regular and straightforward connections at all stages of the journey and between different modes of transport • safe and comfortable transport facilities 	<p>outline how we plan to achieve this.</p>	
<p>Cycling and walking investment strategy (Department for Transport, April 2017)</p>	<p>The DfT's overarching vision is to make cycling and walking the natural choices for shorter journeys, or as a part of a longer journey.</p> <p>The DfT aim to:</p> <ul style="list-style-type: none"> • double cycling activity by 2025 • each year reduce the rate of cyclists killed or seriously injured on English roads. • reverse the decline in walking that we have seen over the last few years. For 	<p>Ensure MRF supports the aims and objectives of the strategy and results in the production of a local cycling and walking infrastructure plan.</p>	<p>Sustainability objectives: 2, 6, 7</p> <p>SEA Directives: Air, climatic factors, human health, water, biodiversity, flora and fauna, population</p>

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	<p>that to happen, we want cycling and walking to be the natural choices for shorter journeys in every urban and rural community in England. For cycling or walking to be normalised in this way, they need to be safer, and be perceived to be safe, normal and enjoyable ways to travel.</p> <p>By 2040 the DfT's ambition is to deliver:</p> <ul style="list-style-type: none"> • BETTER SAFETY - 'A safe and reliable way to travel for short journeys' • BETTER MOBILITY - 'More people cycling and walking - easy, normal and enjoyable' • BETTER STREETS – 'Places that have cycling and walking at their heart' 		
<p>Green light for better buses (Department for Transport, November 2012)</p>	<p>'A green light for better buses' sets out a series of reforms to improve local bus subsidy and regulation in England. The</p>	<p>MRF will contain a passenger transport strategy, outlining our approach to public transport provisions within the</p>	<p>Sustainability objectives: 1, 2, 8</p>

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	<p>proposals have been carefully formulated to attract more people onto buses, to ensure better value for the taxpayer and to give local transport authorities more influence over their local bus networks.</p>	<p>county. The passenger transport strategy, as well as the sustainable transport strategy, will take the 'green light for better buses' into consideration.</p>	<p>SEA Directives: Air, human health, climatic factors, water, biodiversity, flora and fauna</p>
<p>Making the connection: the plug-in vehicle infrastructure strategy (Office for Low Emission Vehicles, June 2011)</p>	<p>This strategy sets out a vision for infrastructure and the steps needed to remove barriers for those wishing to invest in, provide or benefit from plug-in vehicle infrastructure.</p> <p>It describes how OLEV are:</p> <ul style="list-style-type: none"> • using the Plugged-In Places trials as a central mechanism to inform the development of business models • removing barriers to the market • producing a favourable environment for private investment • helping the consumer by ensuring all public 	<p>Ensure MRF gives consideration to technological advances that provide greener travel options – such as electric vehicles and charge points. Our sustainable travel strategy will provide further detail on this.</p>	<p>Sustainability objectives: 1, 2</p> <p>SEA Directives: Air, human health, climatic factors</p>

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	infrastructure is easy to access		
Low Carbon Transport: a greener future (Department for Transport, July 2009)	<p>‘Low carbon transport: a greener future’ is a component of the ‘UK low carbon transition plan’. In this paper the DfT acknowledge the challenges ahead for the transport sector and outline plans for a future low carbon transport system.</p> <p>In this paper the DfT also set out the actions they are taking to cut emissions in line with meeting their obligations under carbon budgets for the period to 2022.</p>	We will ensure MRF supports the ethos of the policy and will identify, within our sustainable travel strategy, how we plan to encourage greener travel.	<p>Sustainability objectives: 1, 2</p> <p>SEA Directives: Air, human health, climatic factors</p>
Action for roads: a network for the 21st century (DfT and Highways Agency, July 2013)	This command paper highlights the significant challenges faced on our roads, reiterates the need for investment and sets out our detailed plans to improve management of the network.	Consider how highway policies can support the aims of the document.	<p>Sustainability objectives: 1, 2, 5, 6, 8</p> <p>SEA Directives: Air, human health, climatic factors, material assets, water, biodiversity, flora and fauna, population</p>

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
Roads: choice and reliability	<p>This document outlines the choices and trade-offs needed in order to give people the reliable road network they want. It explores how, nationally, we can provide roads that will support the trips that people and businesses need to make, in the most sustainable, reliable way. It discusses specific initiatives which the DfT could implement to improve:</p> <ul style="list-style-type: none"> • local trips we make, on our city and regional roads • journeys made across the country on our motorways 	<p>Ensure MRF gives consideration to the need to encourage walking and cycling for shorter journeys and the use of public transport. These matters will be addressed through our Local cycling and walking infrastructure plan, sustainable travel strategy and passenger transport strategy.</p>	<p>Sustainability objectives: 2, 6, 7</p> <p>SEA Directives: Air, climatic factors, human health, water, biodiversity, flora and fauna, population</p>
Road investment strategy for the 2015 to 2020 road period and Road investment strategy post 2020: planning ahead (Department for Transport and Highways Agency, 2015 and 2016)	<p>This paper sets out the government's 'Road investment strategy' (RIS) for the 2015 to 2020 road period, as required under the Infrastructure Act 2015. It:</p>	<p>Ensure our highway policies support the aims of the strategy.</p>	<p>Sustainability objectives: 1, 2, 5, 6, 8</p> <p>SEA Directives: Air, human health, climatic factors, material assets, water, biodiversity, flora and fauna, population</p>

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	<ul style="list-style-type: none"> • outlines the government's strategic vision for the strategic road network to 2040 • commits to the delivery of 112 major schemes to start by 2020, as well as the development of a further 15 schemes and 6 strategic studies • specifies the network and company performance that Highways England - the new strategic highways company – is expected to deliver • states the funding available to deliver these goals between 2015 and 2021 <p>The road investment strategy post 2020 outlines the stages involved in the preparation of the second roads investment strategy.</p>		

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
<p>National networks national policy statement: habitats regulations assessment and National networks national policy statement: appraisal of sustainability</p>	<p>Habitats regulations assessment reviewing potential impacts of the 'National networks national policy statement' on birds, wildlife and habitats.</p> <p>Assesses the social, economic and environmental sustainability of the national networks national policy statement.</p>	<p>Ensure our highway policies support the aims of the documents.</p>	<p>Sustainability objectives: 1, 2, 3, 5, 6, 8</p> <p>SEA Directives: Air, human health, climatic factors, material assets, water, biodiversity, flora and fauna, population</p>
<p>Infrastructure Act 2015</p>	<p>The Infrastructure Act covers a manner of topics including, transport, energy provisions and nationally significant infrastructure projects. Within the Act reference is made to the 'Road investment strategy' and also the 'Cycling and walking investment strategy'.</p>	<p>Within the Cycling and walking investment plan there is desire for local authorities to produce a local cycling and walking infrastructure plan. This document will support MRF.</p>	<p>Sustainability objectives: 2, 6, 7</p> <p>SEA Directives: Air, climatic factors, human health, water, biodiversity, flora and fauna, population</p>
<p>Local Transport Act 2000 (updated 2008)</p>	<p>The primary Act relating to transport. The Act requires local authorities to produce and keep up to date a local transport plan.</p>	<p>A statutory requirement to produce and keep up to date a local transport plan.</p>	<p>Sustainability objectives: 1 - 9</p> <p>SEA Directives: Air, human health, climatic factors, biodiversity, flora and fauna,</p>

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
			cultural heritage, landscape. Material assets, water, population, soil and minerals.
Highways Act 1980	The Highways Act sets out legislation regarding the management and operation of the road network and outlining local authority duties.	Ensure compliance with the Highways Act. Produce and maintain a Highways asset management plan.	Sustainability objectives: 1, 2, 3, 5, 6, 8 SEA Directives: Air, human health, climatic factors, material assets, water, biodiversity, flora and fauna, population
Road safety Act 2006	An Act to make provision about road traffic, registration plates, vehicle and driver information, hackney carriages and private hire vehicles, and trunk road picnic areas.	Ensure our Road safety strategy adheres to the content of the road safety act.	Sustainability objectives: 7, 8 SEA Directives: human health, population

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
Strategic framework for road safety (May 2011)	The strategic framework for road safety sets out the Government's approach to continuing to reduce killed and seriously injured casualties on Britain's roads. The focus is on increasing the range of educational options for the drivers who make genuine mistakes and can be helped to improve while improving enforcement against the most dangerous and deliberate offenders. Additionally, at the local level, the DfT we will be increasing the road safety information that is available to local citizens.	Ensure that our road safety strategy supports the aims of the framework.	Sustainability objectives: 7, 8 SEA Directives: human health, population
British Road Safety Statement: Working Together to Build a Safer Road System Department for Transport, (December 2015)	The 'Road safety statement' outlines the government's approach to improving road safety.	Ensure that our road safety strategy supports the aims of the road safety statement.	Sustainability objectives: 7, 8 SEA Directives: human health, population
The Road to Zero, Department for Transport (July 2018)	The strategy sets out ambition for at least 50% — and as many as 70% — of new car sales to be ultra low emission by 2030, alongside up to 40% of new vans.	Ensure that our Sustainable Travel Statement supports the strategy's ambition.	Sustainability objectives: 1, 2 SEA Directives: Air, human health, climatic factors

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
Local			
Core Strategy – July 2011	<p>The key Development Plan Document (DPD) in Rutland's Local Development Framework (LDF) that establishes the overall vision, objectives and spatial strategy.</p> <p>Strategic objectives</p> <ul style="list-style-type: none"> • To identify broad locations for sustainable development • To develop vibrant and prosperous market towns • To develop diverse and thriving villages • To ensure a range and mix of housing types to meet the needs of all the community • To support healthy and thriving communities • To develop a stronger and safer community • To strengthen and diversify the local economy • To support the rural communities by encouraging development opportunities related to the rural economy 	MRF should reflect the aspirations of the Core Strategy and seek to support sustainable transport provision.	<p>SEA Objectives 1, 2, 3, 4, 5, 6, 7, 8, 9</p> <p>SEA Directives: population, air, soil, water, biodiversity, material assets, climate factors, cultural heritage, landscape</p>

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	<ul style="list-style-type: none"> • To develop integrated and sustainable forms of transport. • To develop a strong and vibrant community by developing communication and transport infrastructure • To safeguard and enhance the natural resources, landscape and countryside, cultural heritage and the diversity of wildlife and habitats, • To protect and enhance the built environment and open spaces, historic heritage and local townscape • To ensure that design of new development is of the highest quality • To reduce the impact of people and development on the environment 		
Minerals Core Strategy and Development Control Policies Development Plan Document (October 2010)	<p>The Minerals Core Strategy objectives are:</p> <ul style="list-style-type: none"> • To safeguard Rutland's mineral resources from unnecessary sterilisation, in particular resources of 	<p>MRF should reflect the aspirations relating to minerals transport.</p>	<p>SEA Objective 3, 4, 9</p> <p>SEA Directives: material assets, biodiversity, landscape air, soil.</p>

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	<p>limestone within the eastern half of the County together with local sources of building stone.</p> <ul style="list-style-type: none"> • To maintain a local supply of essential raw materials (limestone & clay) for the strategically significant cement plant at Ketton together with a supply of limestone for aggregates purposes within the north east of the County in line with national and regional policy guidance. • To support the distinctive local identity of Rutland through the supply of locally sourced building materials and encourage their use within the County for the purposes for which they are most suitable. • To protect and enhance the biological and geological diversity within Rutland. • To protect and enhance the natural historic and built environment and the 		

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	<p>landscape of Rutland, including green infrastructure and special protection for Rutland Water, and ensure that local distinctiveness is protected.</p> <ul style="list-style-type: none"> • To secure sound work practices which prevent or reduce as far as possible impacts on Rutland's communities arising from the extraction, processing, management or transportation of minerals • To reduce the impact of mineral development on the environment by sustainable design and construction, encouraging the prudent use of resources, including the use, where practicable of alternatives to primary aggregates, and addressing the implications of flood risk and climate change extraction has ceased, through high standards of restoration and appropriate after-use. 		

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	<ul style="list-style-type: none"> To promote the sustainable transport of minerals and reduce the adverse effects of road-borne transport 		
Site Allocations & Policies DPD (October 2014)	<p>The purpose of the Site Allocations & Policies DPD is to allocate specific sites for development and to set out more detailed policies for determining planning applications within the overall strategy provided by the Core Strategy.</p> <p>The objectives have been adapted from the Core Strategy:</p> <p>Spatial Strategy:</p> <ul style="list-style-type: none"> Objective 1: Site Specific locations for development Objective 2: Vibrant and prosperous market towns Objective 3: Diverse and thriving villages <p>Creating sustainable communities:</p> <ul style="list-style-type: none"> Objective 4: Housing for everyone's needs Objective 5: Healthy and 	<p>MRF should support the aspirations of the local plan in terms of transport.</p>	<p>SEA Objectives: 1, 2, 3, 4, 5, 6, 7, 8, 9</p> <p>SEA Directive: Population, human health, material assets, cultural heritage, biodiversity, landscape, material assets, air, soil, water, climate factors.</p>

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	<p>socially inclusive communities</p> <ul style="list-style-type: none"> • Objective 6: A stronger and safer community <p>Building our economy & infrastructure</p> <ul style="list-style-type: none"> • Objective 7: Strong and diverse economy • Objective 8: Rural economy and communities • Objective 9: Sustainable transport • Objective 10: Transport and infrastructure <p>Sustaining out environment</p> <ul style="list-style-type: none"> • Objective 11; Natural and cultural environment • Objective 12: Built environment and local townscape • Objective 13: High quality design & Local distinctiveness • Objective 14: Resources, waste and climate change. 		
<p>Whitwell Conservation Area Appraisal (February 2013)</p>	<p>Whitwell Conservation Area was designated in 1979 and is one of 34 conservation areas in Rutland. The purpose of a conservation</p>	<p>Policies regarding Whitwell should have regard to the Whitwell Conservation Area and associated appraisal</p>	<p>SEA Objectives: 1, 4, 8</p>

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	<p>area is not to prevent development but to manage change so that it reflects the special character of the area. The County Council pays special attention to the desirability of preserving or enhancing the character of a conservation area.</p> <p>The appraisal identifies the following elements as being important to the special character of Whitwell:</p> <ul style="list-style-type: none"> • The loose-knit, linear street plan; • The consistent use of limestone for buildings and boundary walls; • The low density, resulting in an open, spacious character with widespread trees and greenery between buildings. 		SEA Directive: Cultural heritage, biodiversity, material assets, air, landscape
Ashwell Conservation Area Appraisal (February 2013)	Ashwell Conservation Area was designated in 1999 and is one of 34 conservation areas in Rutland. The purpose of a conservation area is not to prevent development but to manage	Policies regarding Ashwell should have regard to the Ashwell Conservation Area and associated appraisal.	Sustainability Objectives: 1, 4, 8 SEA Directive: Cultural heritage, biodiversity, material assets, air, landscape

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	<p>change so that it reflects the special character of the area. The County Council pays special attention to the desirability of preserving or enhancing the character of a conservation area.</p> <p>The appraisal identifies the following elements as being important to the special character of Ashwell:</p> <ul style="list-style-type: none"> • The informal arrangement and low height of buildings; • The origins as an estate village, and particularly the influence of buildings designed in the 1850s by the prominent Victorian architect William Butterfield, which create a special architectural interest; • The low density resulting in an open, spacious character with widespread trees and greenery. 		
Empingham Conservation Area Appraisal (June 2014)	Empingham Conservation Area was designated in 1975 and is one of 34 conservation areas in	Policies regarding Empingham should have regard to the Empingham Conservation	Sustainability Objective: 1, 4, 8

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	<p>Rutland. The purpose of a conservation area is not to prevent development but to manage change so that it reflects the special character of the area. The County Council pays special attention to the desirability of preserving or enhancing the character of a conservation area.</p> <p>The appraisal identifies the following elements as being important to the special character of Empingham:</p> <ul style="list-style-type: none"> • The compact rectangular plan form and linear street pattern; • The origins as an estate village has resulted in a distinctive design of houses, traditionally set back behind front gardens; • Visual harmony is reinforced by the uniformity of design and materials with limestone and red brick for walls and slate or plain tiles being predominant; • The majority of houses are two storey in height; 	Area, and associated appraisal.	SEA Directive: Cultural heritage, biodiversity, material assets, air, landscape

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	<ul style="list-style-type: none"> • Small areas of informal open space, grass verges and mature trees reinforce the rural location • The openness, greenery, low height and low density of the village and its location on the north slope of the River Gwash result in it being unobtrusive in the landscape; • Views out of the village area of attractive countryside. 		
Morcott Conservation Area Appraisal (October 2014)	<p>Morcott Conservation Area was designated in 1981 and is one of 34 conservation areas in Rutland. The purpose of a conservation area is not to prevent development but to manage change so that it reflects the special character of the area. The County Council pays special attention to the desirability of preserving or enhancing the character of a conservation area.</p>	<p>Policies regarding Morcott should have regard to the Morcott Conservation Area, and associated appraisal.</p>	<p>Sustainability Objective: 1, 4, 8</p> <p>SEA Directive: Cultural heritage, biodiversity, material assets, air, landscape</p>

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	<p>The appraisal identifies the special character of Morcott as resulting from:</p> <ul style="list-style-type: none"> • The compact layout in which the historic Saxon and medieval street pattern is still apparent; • Good quality stone building; • Visual harmony created by the use of a limited range of materials, notably limestone with steep pitched, gabled Welsh slate or Collyweston roofs; • The simple understated design of buildings with limited decoration • Tight enclosure which houses predominantly at the back of footway, especially along High Street, and stone boundary walls; • Harmony is reinforced by the majority of buildings being two storey; • Green space, verges, trees and greenery within private gardens and along the former 		

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	<p>railway provide balance with the stone buildings;</p> <ul style="list-style-type: none"> The low height of houses means that key buildings, such as St Mary's Church, Morcott Hall and the Manor House are prominent in views within the conservation area. 		
Edith Weston Neighbourhood Plan (June 2014)	The plan sets out the community's views on how the village can meet the challenges of the future, which changes should or should not take place in the village and suggest priorities and proposals in relation to them.	MRF should have regard to the Neighbourhood Plan.	SEA objectives: 1, 4, 8 SEA Directive: Population, human health, cultural heritage, biodiversity, landscape, material assets, air, water, soil climate factors.
Cottesmore Neighbourhood Plan (November 2016)	The plan sets out the community's views on how the village can meet the challenges of the future, which changes should or should not take place in the village and suggest priorities and proposals in relation to them.	MRF should have regard to the Neighbourhood Plan.	SEA objectives: 1, 4, 8 SEA Directive: Population, human health, cultural heritage, biodiversity, landscape, material assets, air, water, soil climate factors.
Langham Neighbourhood Plan (January 2017)	The plan sets out the community's views on how the village can meet the challenges of the future, which changes should or should not take place in	MRF should have regard to the Neighbourhood Plan.	SEA objectives: 1, 4, 8 SEA Directive: Population, human health, cultural heritage, biodiversity,

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	the village and suggest priorities and proposals in relation to them.		landscape, material assets, air, water, soil climate factors.
Uppingham Neighbourhood Plan (January 2016)	The plan sets out the community's views on how the town can meet the challenges of the future, which changes should or should not take place in the town and suggest priorities and proposals in relation to them.	MRF should have regard to the Neighbourhood Plan.	SEA objectives: 1, 4, 8 SEA Directive: Population, human health, cultural heritage, biodiversity, landscape, material assets, air, water, soil climate factors.
Rutland County Council Corporate Plan 2016 to 2020	<p>Corporate</p> <ul style="list-style-type: none"> • Sustain growth within the population of between 1,680 and 2,160 by 2020 • The creation of: <ul style="list-style-type: none"> - A minimum 160 new homes per annum - based on more recent growth 225 may be more likely - 40 more affordable homes per annum creating 160 over the life of this plan. This to include all forms of affordable housing - 300 jobs per annum accepting that some employment for residents will continue the trend of outward migration 	MRF Vision, objectives and strategies will need to reflect those of the Rutland County Council Corporate Plan.	SEA Objectives: 1, 2, 3, 4, 5, 6, 7, 8, 9 SEA Directive: Population, human health, cultural heritage, biodiversity, landscape, material assets, air, water, soil climate factors.

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	<p>(employment out of County)</p> <ul style="list-style-type: none"> • Safeguarding the vulnerable within our community will be a key priority for our One Council • A Rutland that is largely self-supporting and less reliant on central government with a balanced Medium Term Financial Plan • Complete the improvement of broadband, developing and implementing a strategy for 2020 connectivity for the County • Explore the right strategic partnerships to increase the sustainability of the Council • Continue to support our Armed Forces community - reviewing our support to Veterans and their families - launching an armed forces discount scheme - relaunching our Armed Forces Covenant 		

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	<p>People</p> <ul style="list-style-type: none"> • Support expanded provision in Primary Care • Work with Health colleagues to create a Health and Social Care Hub for Rutland, providing enhanced medical facilities and services for the Rutland Community • Ensure there is a sufficiency of school places supported by appropriate transport and modern infrastructure • Sustained, improved performance across all Rutland Schools • Narrow the performance gaps for Looked After Children, Children with Special Educational Needs and between boys and girls. • Raise skills levels throughout the adult population • Decrease the impact of smoking, obesity and alcohol consumption on the health and well-being of our community 		

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	<ul style="list-style-type: none"> • Continue to support a vibrant Voluntary, Community and Faith Sector to support our communities through strategic commissioning <p>Places</p> <ul style="list-style-type: none"> • Continue to maintain our road network as cost effectively as possible • Improve road safety by reducing the number of people injured on our roads • Make people feel safer by continuing to ensure low levels of crime and anti-social behaviour • Continue to explore Localism and the opportunities for devolving services to our Parish and Town Councils • Encouraging and supporting business start-up and growth • Continuing to support businesses through signposting them to appropriate support and highlighting new opportunities 		

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	<ul style="list-style-type: none"> • Develop Phase 2 of Oakham Enterprise Park to create further employment and business growth opportunities • Review the Council's property portfolio to ensure we are making best use of our assets – this will include our Libraries, Rutland County Museum, Catmose and all other properties • Continue supporting opportunities for creative expression and active lifestyles for all • Ensure the Market Towns are vibrant and attractive to both residents and visitors <p>Resources</p> <ul style="list-style-type: none"> • Maximise collection and recovery rates • Deliver improvements in Customer Services through the development of a new website and changes to the Council's Contact Centre 		

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	<ul style="list-style-type: none"> • Drive efficiencies in back office support through improved use of technology • Support and develop our workforce 		
A Plan for Rutland 2010-2012	<p>The main aims of A Plan for Rutland are:</p> <p>Sustaining Our Environment</p> <p>To promote and adopt measures to combat the effects of Climate Change through the development of environmental policies for Rutland.</p> <p>To conserve and enhance the landscape, cultural heritage, archaeological and built environments and ensure that local distinctiveness is protected.</p> <p>To protect and enhance the wildlife and its habitats and important natural features within Rutland the benefit of biodiversity and geodiversity.</p>	<p>The plan indicates the following issues that will need to be considered:</p> <ul style="list-style-type: none"> • To promote and adopt measures to combat the effects of Climate Change • To conserve and enhance the landscape, cultural heritage, archaeological and built environments and ensure that local distinctiveness is protected • To protect and enhance the wildlife and its habitats and important natural features • To reduce and control pollution and the county's contribution to harmful carbon emissions 	<p>SEA Objectives: 1, 2, 3, 4, 5, 6, 7, 8, 9</p> <p>SEA Directive: Population, human health, cultural heritage, biodiversity, landscape, material assets, air, water, soil climate factors.</p>

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	<p>To reduce and control pollution and the county's contribution to harmful carbon emissions.</p> <p>To develop sustainable waste management practices for the whole of the waste stream and the impact on the environment</p> <p>Building our infrastructure</p> <p>To maximise the potential growth in tourism whilst protecting the unique culture, environment and heritage of Rutland.</p> <p>To further develop an integrated transport infrastructure which; whilst safe, convenient and efficient, encourages additional use of public transport, walking and cycling.</p> <p>To maintain and further develop a mixed economy including a range of industry size and type, offering opportunity for local employment</p>	<ul style="list-style-type: none"> • To develop sustainable waste management practices • To maximise the potential growth in tourism whilst protecting the unique culture, environment and heritage of Rutland • Need to maximise the potential growth in tourism. • To further develop an integrated transport infrastructure which, whilst safe, convenient and efficient, encourages additional use of public transport, walking and cycling. • To maintain and further develop a mixed economy including a range of industry size and type, • To encourage the introduction of high tech 	

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	<p>and access to local goods and services across the county.</p> <p>To encourage the introduction of high tech industries into Rutland to offer wider employment opportunities for the young residents of Rutland.</p> <p>To acknowledge that the provision of local and affordable housing is important to both employers and employees alike and to ensure delivery of more affordable and sustainable homes.</p> <p>To recognize that Rutland is mineral rich and that the industry plays an important part in the local economy.</p> <p>To achieve a long term balance of the industry's needs and those of residents and other business</p> <p>Caring for All</p>	<p>industries into Rutland</p> <ul style="list-style-type: none"> • To provide for local and affordable housing • (Covered by Minerals Core Strategy and Development Policies DPD._) • To provide for housing to meet needs. • To consider the impact of proposals on neighbouring communities. • To ensure that the master planning process for both Oakham and Uppingham adequately reflects the future development and population increases and changes 	

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	<p>Housing</p> <p>To address the growing problem of homelessness within Rutland</p> <p>To address the specific housing needs of vulnerable groups</p> <p>Cross cutting issues</p> <p>The impact on Rutland of neighbouring communities.</p> <p>Development of Oakham and Uppingham - Ensure that the master planning process for both Oakham and Uppingham adequately reflects the future development and population increases and changes.</p>		
<p>Review of Outdoor Sport and Recreation Facilities in Rutland (2013)</p>	<p>The review provides a detailed assessment and audit of open space, sport and recreation facilities in Rutland.</p>	<p>The findings of the study should be taken into consideration in MRF</p>	<p>SEA Objectives: 8</p> <p>SEA Directive: Human health, population</p>

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	The review assesses the quantity, quality and accessibility of provision.		
Sport and Recreation Facility Strategy and Open Space Informal Recreation Assessment (November 2015)	Recommendations to inform long-term land use planning for sports facilities and open spaces, including Rutland County Council's approach to the emerging Local Plan Review, and ensures that the policies are supported by robust and up-to-date information.	The findings of the study should be taken into consideration in MRF	SEA Objectives: 8 SEA Directive: Human health, population
Oakham and Uppingham Parking Sufficiency Study (February 2010)	The study provides evidence of data collection surveys and analysis to assist with the formulation of a future parking strategy for both Oakham and Uppingham	Policies on parking should have regard to findings in this study.	SEA Objectives: 8 SEA Directive: population, material assets.
Strategic Transport Assessment of Oakham and Uppingham (July 2010)	Examines the transport impact of alternative development scenarios and feasibility of a bypass for Uppingham.	Transport policies around Oakham and Uppingham should have regard to the findings of the assessment.	SEA Objectives: 2, 8 SEA Directive: Population, human health, climate factors.
Strategic parking review	The purpose of the review is to make sure that the best arrangements are in place for parking in the short, medium and	Ensure MRF considers the policies set out within the strategy.	Sustainability objectives: 1, 2, 3, 5, 6, 8

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	<p>long-term, taking a holistic approach to the parking needs of the two towns. The review has taken account of the full range of users and how their needs can be met without having a detrimental impact on the environment or the economic vitality of the County. The review was used to develop a parking strategy.</p>		<p>SEA Directives: Air, human health, climatic factors, material assets, water, biodiversity, flora and fauna, population</p>
<p>Strategic plan for culture and leisure (Rutland local strategic partnership, 2017)</p>	<p>The strategy builds identifies how the partnership will make a difference in the area of culture and leisure. Reference is made to the desire to improve and increase cycling and walking provisions within Rutland.</p>	<p>Ensure MRF considers the aspirations of the plan.</p>	<p>Sustainability objectives: 2, 6, 7</p> <p>SEA Directives: Air, climatic factors, human health, water, biodiversity, flora and fauna, population</p>

16 APPENDIX D: MRF CHALLENGES, GOALS AND OBJECTIVES

Table 1: MRF challenges, goals and objectives

Our challenges	Our goals	Our solutions
PGC1 - Population changes placing additional demand on our passenger transport and highway network.	PGG1 - Passenger transport provisions and a highway network that are resilient and adaptable to changing demand.	<ul style="list-style-type: none"> • PGS1 - Reduce the need to drive • PGS2 - Assess the capacity of our networks • PGS3 - Maintain our assets in a cost effective way • PGS4 - Facilitate an efficient and flexible passenger transport network • PGS5 - Work with partners to provide further transport provisions
PGC2 – The impact of population growth on parking provisions. 436	PGG2 - Sufficient parking capacity for our current and future population.	<ul style="list-style-type: none"> • PGS6 - Ensure new developments have sufficient parking <p>Solutions identified in other sections:</p> <ul style="list-style-type: none"> • WRS4 - Undertake a strategic parking review • WRS5 - Identify opportunities for further parking provisions. • WRS6 – Produce market town plans
PGC3 - Concern from residents regarding disruption caused by road works associated with development and utility enhancements.	PGG3 - A co-ordinated and integrated approach to highway maintenance and utility enhancements.	<ul style="list-style-type: none"> • PGS7 - Produce and update a network management plan • PGS8 - Introduce a utilities permit scheme
PGC4 - Growth and development within Rutland may negatively impact on our environment and county's rural character.	PGG4 - Sustainable development that enhances and supports our county's rural character and heritage.	<ul style="list-style-type: none"> • PGS9 - Retain our heritage • PGS10 - Protect our green space and public rights of way network • PGS11 - Reduce our impact on the environment <p>Solutions identified in other sections:</p> <ul style="list-style-type: none"> • PGS1 - Reduce the need to drive • PGS2 - Assess the capacity of our networks

Our challenges	Our goals	Our solutions
WRC1 - Some employment locations are hard to access without a car because they are located in remote, rural locations and/ or operate shift patterns.	WRG1 - Transport options that support economic growth by enabling residents to access employment opportunities and in doing so help fulfil workforce shortages and reduce environmental impact.	<ul style="list-style-type: none"> • WRS1 – Promote car sharing • WRS2 – Encourage the creation of business site travel plans • WRS3 – Investigate an alternative to the Wheels to Work scheme <p>Solutions identified in other sections:</p> <ul style="list-style-type: none"> • PGS1 - Reduce the need to drive • PGS2 - Assess the capacity of our networks
WRC2 - A need to make our market towns fit for the future.	WRG2 – Unique, attractive and vibrant market towns that provide enhanced provisions for residents, whilst attracting visitors and supporting economic vitality.	<ul style="list-style-type: none"> • WRS4 - Undertake a strategic parking review • WRS5 - Identify opportunities for further parking provisions • WRS6 – Produce market town plans <p>Solutions identified in other sections:</p> <ul style="list-style-type: none"> • PGS6 - Ensure new developments have sufficient parking
WRC3 - A shortage of new business sites in the county with good road and rail connections.	WRG3 – Local businesses supported by transport links that enable the efficient movement of goods.	<ul style="list-style-type: none"> • WRS7 - Ensure new business development is suitably located
WRC4 – Business growth may lead to increased traffic and HGV movements.	WRG4 – Traffic management provisions that limit the impact of HGV and other vehicular traffic.	<ul style="list-style-type: none"> • WRS8 – Consider HGV and lorry parking • WRS9 – HGV restrictions and rail freight
WCR5 - Freight and passenger rail changes may have a negative impact on businesses.	WRG5 - Limit the impact that changes to freight and passenger rail may bring.	<ul style="list-style-type: none"> • WRS10 - Work with Network Rail
LERC1 - Growing demand for home to school transport services.	LERG1 - School transport provisions that serve the needs of our young residents, whilst being cost effective.	<ul style="list-style-type: none"> • LERS1 - Review our post 16 education transport provisions • LERS2 - Ensure school transport policies are adhered to • LERS3 - Look at alternative procurement and delivery options

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Our challenges	Our goals	Our solutions
		<p>Solutions identified in other sections:</p> <ul style="list-style-type: none"> PGS1 - Reduce the need to drive PGS2 - Assess the capacity of our networks LERS6 - Provide the infrastructure needed to encourage walking and cycling
<p>LERC2 - Congestion around schools at the start and end of the school day.</p>	<p>LERG2 - High levels of walking and cycling to school and college – leading to improved health in our young, reduced congestion on our roads and improved local air quality.</p>	<ul style="list-style-type: none"> LERS4 – Encourage a change in mind-set LERS5 - Enable schools and colleges to manage the problem LERS6 - Provide the infrastructure needed to encourage walking and cycling <p>Solutions identified in other sections:</p> <ul style="list-style-type: none"> WRS4 – Undertake a strategic parking review
<p>LIRC1 - Reliance on the car, due to the rural nature of our county.</p> <p>438</p>	<p>LIRG1 - Reduce car dependency within the County – in a way that doesn't hinder access to services or economic development.</p>	<ul style="list-style-type: none"> LIRS1 - Promote sustainable travel options LIRS2 - Support technological advances <p>Solutions identified in other sections:</p> <ul style="list-style-type: none"> PGS1 - Reduce the need to drive PGS2 - Assess the capacity of our networks PGS4 – Facilitate an efficient and flexible passenger transport network LERS6 – Provide the infrastructure needed to encourage walking and cycling
<p>LIRC2 - Road safety risks and resident concerns regarding road safety.</p>	<p>LIRG2 - Reduce the number of deaths and injuries on our county's roads.</p>	<ul style="list-style-type: none"> LIRS3 - Adopt a safe systems approach to road safety LIRS4 - Identify common causes and locations of accidents LIRS5 – Apply the three e's LIRS6 - Work with residents <p>Solutions identified in other sections:</p> <ul style="list-style-type: none"> PGS3 – Maintain our assets in a cost effective way

Our challenges	Our goals	Our solutions
		<ul style="list-style-type: none"> • LIRS2 – Support technological advances • LIRS8 – Ensure suitably designed, safe and accessible provisions • LIRS10 – Maintain our walking and cycling assets • LIRS11 – Work with local interest groups • LIRS14 – Promote personal independence • LERS5 – Enable schools and colleges to manage the problem • LERS6 – Provide the infrastructure needed to encourage walking and cycling • VERS1 – Carry out a rolling review of existing provisions and consider (where appropriate) remedial action
<p>LIRC3 - Physical and personal barriers inhibiting residents from walking and cycling.</p> <p>439</p>	<p>LIRG3 - Remove the barriers inhibiting our residents from walking and cycling, particularly those that would enable shorter utility journeys to be undertaken by bike and foot – helping to improve our residents’ health, access to services and our environment.</p>	<ul style="list-style-type: none"> • LIRS7 - Promote walking and cycling as travel options • LIRS8 - Ensure suitably designed, safe and accessible provisions • LIRS9 - Provide sufficient route marking and publicity • LIRS10 – Maintain our walking and cycling assets • LIRS11 - Work with local interest groups <p>Solutions identified in other sections:</p> <ul style="list-style-type: none"> • PGS1 - Reduce the need to drive • PGS2 - Assess the capacity of our networks • LERS6 - Provide the infrastructure needed to encourage walking and cycling
<p>LIRC4 - Residents with limited mobility or without access to a vehicle may struggle to access essential services and health provisions and could face social isolation.</p>	<p>LIRG4 - A passenger transport network that caters for our most vulnerable residents.</p>	<ul style="list-style-type: none"> • LIRS12 - Promote transport provisions • LIRS13 - Make services accessible • LIRS14 - Promote personal independence <p>Solutions identified in other sections:</p> <ul style="list-style-type: none"> • PGS1 - Reduce the need to drive • PGS4 - Facilitate an efficient and flexible passenger transport network • PGS5 – Work with partners to provide further transport provisions

Our challenges	Our goals	Our solutions
VERC1 - Gaps and missing links in our existing public rights of way and joint cycleway/ footway network.	VERG1 - An integrated network of walking, cycling and public rights of way routes that connect our villages and towns with each other and enable circular walks and rides.	<ul style="list-style-type: none"> • VERS1 – Carry out a rolling review of existing provisions and consider (where appropriate) remedial action. • VERS2 – Prioritise investment opportunities <p>Solutions identified in other sections:</p> <ul style="list-style-type: none"> • PGS1 – Reduce the need to drive • PGS2 - Assess the capacity of our networks • PGS10 - Protect our green space and public rights of way network
VERC2 - Lack of public awareness of public rights of way, joint cycleway/ footways and cycling and walking events and provisions.	VERG2 - Clear publicity of our public rights of way, cycling and walking infrastructure and events. Promotional materials that are easy to understand and tailored to the needs of different user groups.	<ul style="list-style-type: none"> • VERS3 - Produce clear and easy to read promotional materials • VERS4 - Work with partners to promote provisions and events <p>Solutions identified in other sections:</p> <ul style="list-style-type: none"> • VERS1 – Carry out a rolling review of existing provisions and consider (where appropriate) remedial action.
4 VERC3 – Barriers restricting access to and between Rutland’s key tourist attractions and centres of recreation and leisure.	VERG3 - Accessible leisure, recreation and tourism opportunities, complimented by a sustainable transport network and parking provision that supports tourism.	<ul style="list-style-type: none"> • VERS5 – Support sustainable passenger transport opportunities <p>Solutions identified in other sections:</p> <ul style="list-style-type: none"> • PGS1 – Reduce the need to drive • WRS4 – Undertake a strategic parking review.

17 APPENDIX E: ROWIP SOLUTIONS/ TASKS

Table 1: ROWIP solutions/ tasks

Reference	Solution
1A	Establish a Public Rights of Way network hierarchy
1B	Develop a risk based approach to safety inspections of public rights of way, whereby frequency of inspection is based on a paths category within the network hierarchy
1C	Review seasonal mowing programme in accordance with the new network hierarchy
1D	Explore viability of a headland management grant scheme, paying landowners to clear headland paths across their land
1E 1E	Explore the viability of providing new waste bins on local rights of way where we recognise that there is a serious dog fouling issue
1F	Establish and periodically review management agreements for PROW passing through Sites of Special Scientific Interest (SSSi)
2A	Publish an consolidated definitive map and statement using up to date base mapping and incorporating changes since the relevant date:
2B	Publish a statement of priorities / exception criteria in relation to applications for definitive map modification orders (DMMOs)
2C	Publish a policy statement setting out criteria to be met in order for the authority to accept an application for a diversion and also for the prioritisation of applications that have been accepted:
3A	Develop our network by creating new routes that make it easier for people to access the services they need and link the places they live with the surrounding countryside
3B	Modernise the existing network by making improvements to the drainage and surfaces of routes to facilitate use at all times of the year by the widest possible section of the community

Reference	Solution
3C	Engage equestrian users at the earliest possible stage when designing schemes that affect road-side verges to ensure that important links between bridleways are protected
3D	Only structures adhering to the current British Standard for gaps, gates and stiles (BS5709:2006) will be authorised
3E	Actively seek to reduce the number of structures on the network that might act as barriers to some users
4A	Publish a policy describing how the authority will assert and protect the public's right to use a rights of way network free from illegal obstructions and unreasonable interference
4B 442	Ensure that new development not only preserves but enhances the local rights of way network, either within the limits of development or beyond, and publish guidance for developers defining best practice. Existing paths within the limits of development should be improved by the dedication of additional width and/or higher rights, whilst off-site improvements should focus on the creation of new routes to integrate the development in to the wider network
4C	Review locations where the rights of way network meets the primary road network and consider whether we can make them safer for vulnerable users through enhanced signage and improved visibility
4D	Proposals to close footpaths and bridleways that cross the railway without providing a safe and convenient alternative route will not be supported
5A	Provide the public with accessible promotional information to assist them in exploring and enjoying the Rutland countryside
5B	Make it easier for the public to access an up to date and accurate definitive map & statement for Rutland through a combination of electronic service delivery and by ensuring paper copies are held in all town & parish council offices
5C	Work with partners to maximise awareness of opportunities and events in the county using or promoting the rights of way network
5D	Make the structures data available online in a suitable format

18 APPENDIX F : GOAL COMPATIBILITY ASSESSMENT AND CUMULATIVE IMPACT

Table 1: Goal compatibility assessment and cumulative impact

SEA Objective	LTP Goal																		ROWIP Statement of action				
	PGG1	PGG2	PGG3	PGG4	WRG1	WRG2	WRG3	WRG4	WRG5	LERG1	LERG2	LIRCG1	LIRCG2	LIRCG3	LIRCG4	VERG1	VERG2	VERG3	ROWIP1	ROWIP2	ROWIP3	ROWIP4	ROWIP5
1. Minimise the impact of new and existing transport use on air quality	N	N	+	N	+	-	+	+	+	+	+	+	N	++	+	+	+	++	+	N	++	+	+
2. Minimise the impact of transport on greenhouse gases	+	N	N	N	+	-	+	+	+	+	+	+	N	++	+	+	+	++	+	N	++	+	+
3. Minimise or mitigate the impact of any new transport schemes on priority habitats and species	N	N	N	+	N	N	+	N	N	N	N	N	N	N	N	+	N	N	N	N	N	N	N
4. Protect features of interest from the impact of transport and ensure transport infrastructure is not detrimental to heritage assets and landscape.	N	-	N	+	N	N	+	N	N	N	N	N	N	N	N	+	N	N	N	N	N	+	N
5. Use recycled materials for construction as much as possible and ensure timely maintenance of existing assets to avoid deterioration.	+	N	+	+	N	?	N	N	N	N	N	N	N	N	N	N	N	N	+	N	N	+	N
6. Well-planned construction and maintenance of highway infrastructure that reduces the risk and impact of flooding and the pollution of the receiving water-bodies.	N	N	++	+	N	?	N	N	N	N	N	N	N	N	N	N	N	N	+	N	N	+	N
7. Reduce the number and risk of road traffic accidents	+	N	+	N	+	N	N	N	N	+	N	+	++	+	N	+	+	N	N	N	+	N	N
8. Manage the impact of transport and transport infrastructure on communities and quality of life	+	N	N	+	+	+	+	++	+	+	+	+	+	+	+	+	+	+	+	N	+	+	+
9. Identify the impact of new infrastructure on agricultural land	N	N	N	+	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	+	N

19 APPENDIX G: SOLUTION COMPATIBILITY ASSESSMENT AND CUMULATIVE IMPACT

Table 1: Solution compatibility assessment and cumulative impact

SEA objective									
LTP /ROWIP Solution	1	2	3	4	5	6	7	8	9
PGS1	+	++	+	+	N	N	+	+	N
PGS2	N	N	N	N	N	+	+	+	N
PGS3	N	N	N	N	?	+	+	+	N
PGS4	+	+	+	+	N	N	N	++	N
PGS5	?	?	N	N	N	N	N	+	N
PGS6	?	?	-	-	N	?	N	N	N
PGS7	+	+	N	N	+	+	N	+	N
PGS8	N	N	N	N	N	N	N	N	N
PGS9	N	N	+	+	N	N	N	+	N
PGS10	+	N	+	+	N	N	N	+	N
PGS11	++	+	++	+	+	N	N	+	N
WRS1	+	+	N	N	N	N	N	+	N
WRS2	+	+	N	N	N	N	+	+	N
WRS3	-	-	N	N	N	N	N	++	N
WRS4	N	N	N	N	N	N	N	+	N
WRS5	?	?	?	?	?	N	N	+	N
WRS6	+	+	N	+	N	N	N	+	N
WRS7	+	+	+	+	N	N	N	+	N
WRS8	N	N	N	N	N	N	N	+	N
WRS9	N	N	N	N	N	N	N	+	N
WRS10	+	+	N	N	N	N	N	+	N
LERS1	N	N	N	+	N	N	N	N	N
LERS2	N	N	N	N	N	N	N	N	N
LERS3	N	N	N	N	N	N	N	N	N
LERS4	++	++	N	N	N	N	N	+	N
LERS5	+	+	N	N	N	N	+	+	N
LERS6	++	++	?	?	?	?	+	++	N
LIRS1	++	++	N	+	N	N	N	+	N
LIRS2	++	++	N	N	N	N	N	+	N
LIRS3	N	N	N	N	N	N	++	+	N
LIRS4	N	N	N	N	N	N	+	++	N
LIRS5	N	N	N	N	N	N	+	+	N
LIRS6	N	N	N	N	N	N	+	++	N

SEA objective									
LTP /ROWIP Solution	1	2	3	4	5	6	7	8	9
LIRS7	+	+	N	+	N	N	N	+	N
LIRS8	++	++	N	+	?	+	+	+	?
LIRS9	+	+	+	+	N	N	+	+	N
LIRS10	+	+	N	+	+	+	N	+	N
LIRS11	+	+	N	N	N	N	N	+	N
LIRS12	+	+	N	+	N	N	N	+	N
LIRS13	+	+	?	N	N	N	N	++	N
LIRS14	+	+	N	N	N	N	N	N	N
VERGS1	+	+	N	N	N	N	N	+	N
VERGS2	+	+	?	N	N	N	+	+	N
VERGS3	N	N	N	N	N	N	N	+	N
VERGS4	N	N	N	N	N	N	N	N	N
VERGS5	+	+	N	+	N	N	N	+	N
ROWIP1A	N	N	N	N	+	+	N	N	N
ROWIP1B	N	N	N	N	N	N	N	+	N
ROWIP1C	+	+	?	?	+	+	N	N	N
ROWIP1D	N	N	N	N	+	+	N	N	N
ROWIP1E	N	N	N	N	?	?	N	+	N
ROWIP1F	N	N	+	+	+	+	N	N	N
ROWIP2A	N	N	N	N	N	N	N	N	N
ROWIP2B	N	N	N	N	N	N	N	N	N
ROWIP2C	N	N	N	N	N	N	N	N	N
ROWIP3A	+	+	?	?	N	N	N	+	?
ROWIP3B	+	+	N	N	+	+	+	+	N
ROWIP3C	N	N	N	N	N	N	N	+	N
ROWIP3D	N	N	N	N	+	+	N	+	N
ROWIP3E	+	+	N	N	+	+	N	+	N
ROWIP4A	N	N	N	N	N	N	N	N	N
ROWIP4B	+	+	N	N	N	N	+	+	N
ROWIP4C	+	+	N	N	N	N	N	+	N
ROWIP4D	N	N	N	N	N	N	N	+	N
ROWIP5A	+	+	N	N	N	N	N	+	N
ROWIP5B	+	+	N	N	N	N	N	N	N
ROWIP5C	N	N	N	N	N	N	N	+	N
ROWIP5D	+	+	N	N	N	N	N	+	N

Table 1: Unknown and negative solution impact discussion

MRF Solution: PGS3 Maintain our assets in a cost effective way									
SEA objective	1	2	3	4	5	6	7	8	9
Result	N	N	N	N	?	+	+	+	N
Reversibility /scale/freq.	-	-	-	-	R,L,T	-	-	-	-
Commentary	There may be some conflict between the SEA objective of using recycled materials as much as possible for construction and maintaining our assets in the most cost effective way. However timely maintenance of assets will have overall environmental benefits therefore it is felt any negative impact is likely to be offset by timely maintenance.								
MRF Solution: PGS5 Work with partners to provide further transport provisions									
SEA objective	1	2	3	4	5	6	7	8	9
Result	?	?	N	N	N	N	N	+	N
Reversibility /scale/freq.	R,R,T	R,R,T	-	-	-	-	-	-	-
Commentary	Providing additional transport, especially via car, has the potential to increase vehicular emissions and greenhouse gases. However as this solution relates to the voluntary and community sector these are likely to be on a very small scale. No additional mitigation is deemed necessary due to other solutions in the plan that aim to provide alternatives to car use.								
MRF Solution: PGS6 Ensure new developments have sufficient parking									
SEA objective	1	2	3	4	5	6	7	8	9
Result	?	?	-	-	N	?	N	N	N
Reversibility /scale/freq.	R,L,T	R,L,T	I,L,C	I,L,C	-	R,L,T	-	-	-
Commentary	Increasing parking has the potential to encourage additional travel by car which could have a negative impact on air quality and greenhouse gas emissions. However in reality in relation to new developments this is more likely to encourage appropriate parking behaviour rather than lead to any significant degree of modal shift. Nevertheless if more land is required for parking this could negatively impact habitats and features of interest. The effect of this should be minimized through good planning practice and planning policies. The scale of any negative impacts alongside the mitigating impact of the other policies within MRF means that no further mitigating actions are deemed necessary.								

MRF Solution: WRS3 Investigate an alternative to the Wheels to Work scheme									
SEA objective	1	2	3	4	5	6	7	8	9
Result	-	-	N	N	N	N	N	++	N
Reversibility /scale/freq.	R,R,T	R,R,T	-	-	-	-	-	-	-
Commentary	The Wheels to Work scheme provided predominantly motorised transport to facilitate access to employment and services for young people. A replacement scheme therefore has the potential to lead to a very small increase in greenhouse gases and could impact air quality. However the scale of the replacement scheme in Rutland would be very small. Therefore any impacts are likely to be offset by the other solutions proposed within MRF meaning no further mitigating actions are deemed necessary.								
MRF Solution: WRS5 Identify opportunities for further parking provisions									
SEA objective	1	2	3	4	5	6	7	8	9
Result	?	?	?	?	?	N	N	+	N
Reversibility /scale/freq.	R,L,T	R,L,T	R,L,T	R,L,T	R,L,T	-	-	-	-
Commentary	Increasing parking has the potential to encourage additional travel by car which could have a negative impact on air quality and greenhouse gas emissions. Poorly located parking could have a negative impact on habitats and features of interest, the use of recycled materials is dependent on cost. However the scale of any increased parking provision is likely to be relatively small, and the negative impacts offset by other solutions that propose alternatives to car travel, the application of planning policy and necessary environmental assessments of new developments.								
MRF Solution: LERS6 Provide the infrastructure needed to encourage walking and cycling									
SEA objective	1	2	3	4	5	6	7	8	9
Result	++	++	?	?	?	?	+	++	N
Reversibility /scale/freq.	-	-	R,L,C	R,L,C	R,L,T	R,L,T	-	-	-
Commentary	This solution proposes identifying locations for the potential construction of walking and cycling infrastructure. This is likely to have a positive impact on some of the SEA objectives, but the impact on others is less clear. The scale of any infrastructure is likely to be relatively small and dependent on the availability of funding. No further mitigation is deemed necessary since the impacts will be limited by good project planning and environmental assessment where necessary. Further the infrastructure is predominantly aimed at increasing utility cycling and as such is likely to be aligned with existing vehicular infrastructure or development.								

MRF Solution: LIRS8 Ensure suitably designed, safe and accessible provisions									
SEA objective	1	2	3	4	5	6	7	8	9
Result	++	++	N	+	?	+	+	+	?
Reversibility /scale/freq.	-	-	-	-	R,L,T	-	-	-	
Commentary	There may be cost implications that mean recycled materials are not feasible. However until the projects are planned this will not be clear. Further some provision may be constructed on agricultural land. Any schemes are likely to be relatively small scale and subject to individual project planning so no further mitigation is deemed necessary.								
MRF Solution: LIRS13 Make services accessible									
SEA objective	1	2	3	4	5	6	7	8	9
Result	+	+	?	N	N	N	N	++	N
Reversibility /scale/freq.	-	-	R,L,T	-	-	-	-	-	-
Commentary	Making services as accessible as possible will clearly be beneficial to the community. However making services accessible may in some cases not be compatible with the protection of priority habitats and species. This can be mitigated by good project planning, application (where applicable) of planning policy, and scheme specific environmental assessments where necessary.								
MRF Solution: VERS2 Prioritise investment opportunities									
SEA objective	1	2	3	4	5	6	7	8	9
Result	+	+	?	N	N	N	+	+	N
Reversibility /scale/freq.	-	-	R,L,T	-	-	-	-	-	-
Commentary	This solution proposes prioritising locations for the potential construction of walking and cycling infrastructure. This is likely to have a positive impact on some of the SEA objectives, but the impact on others is less clear. The scale of any infrastructure is likely to be relatively small and dependent on the availability of funding. No further mitigation is deemed necessary since the impacts will be limited by good project planning and environmental assessment where necessary. Further the infrastructure is predominantly aimed at increasing utility cycling and as such is likely to be aligned with existing vehicular infrastructure or development.								

MRF Solution: RoWIP1C Review seasonal mowing programme in accordance with the new network hierarchy									
SEA objective	1	2	3	4	5	6	7	8	9
Result	+	+	?	?	+	+	N	N	N
Reversibility /scale/freq.	-	-	R,L,T	R,L,T	-	-	-	-	-
Commentary	Mowing is used as part of the maintenance of the rights of way network and already takes place. Any changes to the programme currently have an unclear impact on some of the SEA objectives. However no further mitigation is proposed as changes to the programme are unlikely to significantly increase mowing, and the network is sufficiently small that an environmental impacts will be minor.								
MRF Solution: RoWIP1E Explore the viability of providing new waste bins on local rights of way where we recognise that there is a serious dog fouling issue									
SEA objective	1	2	3	4	5	6	7	8	9
Result	N	N	N	N	?	?	N	+	N
Reversibility /scale/freq.	-	-	-	-	R,L,T	R,L,T	-	-	-
Commentary	The impact of the installation of dog waste bins is unclear as the locations of any further waste bins are unknown. However construction is likely to be of such a small scale that no further mitigation is deemed necessary.								
MRF Solution: RoWIP3A Develop our network by creating new routes that make it easier for people to access the services they need and link the places they live with the surrounding countryside									
SEA objective	1	2	3	4	5	6	7	8	9
Result	+	+	?	?	N	N	N	+	?
Reversibility /scale/freq.	-	-	R,L,C	R,L,C	-	-	-	-	R,L,C
Commentary	New routes have the potential to impact priority habitats, features of interest and agricultural land. However they will be very small scale and potential environmental impacts will be considered during the planning phase so no further mitigation is deemed necessary.								

21.1 FEEDBACK ON THE PROPOSED METHODOLOGY AND SCOPE OF THE SEA

21.1.1 THE ENVIRONMENT AGENCY

'Thank you for consulting us on your SEA baseline scoping report July 2017. We have the following observations:

That the document could be improved by considering the risks to the natural environment and in particular watercourses and groundwater (known collectively as water-bodies) as a consequence of the Plan.

We suggest this can be addressed by changes to Section 7 Tables 2 and 3 as set out below in italics.

*Section 7 Table 2 Topic Water
Environmental Issue 7*

Flooding can affect highways and other transport features leading to damage. Highways and transport infrastructure also have the potential to exacerbate flooding and have a deleterious effect upon the water quality of receiving water-bodies if they are poorly designed or located.

Table 3 Objective 6

Well-planned construction and maintenance of highway infrastructure that reduces both the risk and impact of flooding and the pollution of the receiving water-bodies.

Assessment Criteria to include Non deterioration of water-bodies.

Further comment:

At the Transport Plan itself progresses we recommend the inclusion of the Environment Agency's requirements and advice in respect of the protection of groundwater.

This is that when planning proposals are brought forward for major new road, rail or airport developments the Environment Agency will require that:

- drainage is via sustainable drainage systems (SuDS) designed and maintained to current good practice standards, including the provision of suitable treatment or pollution prevention measures. The point of discharge of such systems should normally be outside Source Protection Zone (SPZ) 1 and ideally outside SPZ2*
- where there is an existing or unavoidable need to discharge in SPZ1, the Environment Agency requires a detailed risk assessment to demonstrate that pollution of groundwater will not occur*
- The Government's expectation is that sustainable drainage systems (SuDS) will be provided in new developments wherever this is appropriate.*

- The Environment Agency supports this expectation.*
- *Where infiltration SuDS are to be used for surface run-off from roads, car parking and public or amenity areas, they should:*
 - *be suitably designed*
 - *meet Governments non-statutory technical standards for sustainable drainage systems – these standards should be used in conjunction with the National Planning Policy Framework and Planning Practice Guidance*
 - *use a SuDS management treatment train – that is, use drainage components in series to achieve a robust surface water management system that does not pose an unacceptable risk of pollution to groundwater*
 - *Where infiltration SuDS are proposed for anything other than clean roof drainage in a SPZ1, a hydrogeological risk assessment should be undertaken, to ensure that the system does not pose an unacceptable risk to the source of supply.'*

21.1.2 HISTORIC ENGLAND

'Thank you for consulting Historic England on the above 10 July 2017.

Historic England has recently published a document relating to Strategic Environmental Assessments. We consider this may be of use to you, and the document can be downloaded from:

<https://historicengland.org.uk/images-books/publications/sustainability-appraisal-and-strategic-environmental-assessment-advice-note-8/>

6 SEA Baseline

Paragraph 6.6 is welcomed.

7 Environmental Issues and Problems

Within Table 2, reference to potential harm to heritage assets and their settings from transport features in relation to topic 'Cultural heritage' should be included.

8 Developing the SEA Framework

Reference to cultural heritage within objective 4 of Table 3 'List of SEA Objectives and Criteria' is welcomed. The term 'heritage assets' should be incorporated in accordance with the NPPF, to ensure all heritage assets are considered, both designated and non-designated, such as:-

"Protect features of interest from the impact of transport and ensure transport infrastructure is not detrimental to architectural and archaeological heritage assets and landscape"

Appendix 1

Within appendix 1, reference to Conservation Area Appraisals is welcomed. However, a broader evidence base would ensure a more comprehensive base, such as reference to local lists and other documents if available. Particularly relevant could include the following:-

- *Undertaking characterisation studies*
- *Producing setting studies – of specific settlements, or specific heritage assets*
- *Local lists*
- *Assessments of landscape sensitivity'*

21.1.3 NATURAL ENGLAND

'Thank you for your consultation below and attached.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Natural England welcomes the opportunity to comment on the SEA Scoping Report for Rutland County Council's 4th Local Transport Plan (LTP) which will replace the existing Local Transport Plan 3 for the period up to 2036. We approve of the topics selected for coverage in the SEA as suggested in the SEA Directive. We are satisfied that the scope of the SEA as proposed and the themes covered will meet the requirements of Directive 2001/42/EC, the 'SEA Directive'.

We are particularly pleased to note paragraph 6.3 which acknowledges that Rutland has 19 Sites of Special Scientific Interest (SSSIs), which are all protected under the Wildlife & Countryside Act 1981 (As Amended), including Rutland Water which is an internationally designated wetland site with importance for wintering and passage wildfowl. As well as the SSSI designation, Rutland Water is also designated a Special Protection Area (SPA) and a Ramsar site. The recognition that there are 222 local wildlife sites and important areas of calcareous grassland and ancient and broadleaved woodland in the county is also encouraging.

We have nothing further to add at this stage except to remind Rutland County Council of its duty to protect nationally and internationally designated nature conservation sites from the impacts of development including transport infrastructure.'

21.2 PUBLIC CONSULTATION FEEDBACK

21.2.1 HISTORIC ENGLAND

'Thank you for consulting Historic England on the above, together with the Moving Rutland Forward, Draft Passenger Transport Strategy and Draft Rights of Way Improvement Plan.

The inclusion of PGS11 in relation to heritage is welcomed, together with the reference to the policies set out within the draft Local Plan.*

Reference to major schemes such as St George's Barracks is welcomed. Reference should also be made to other large schemes (such as the recent consultation regarding Woolfox Garden Community) should they come forward. Historic England's comments in relation to all schemes should be incorporated into the highways implications of these schemes.

Historic England have not received further information regarding the Joint Infrastructure

Delivery Plan for Rutland and South Kesteven. Historic England would be very happy to comment and would welcome early informal consultation.

Notwithstanding the advice given in this letter, we reserve the right at a later stage to comment or object to any proposals that come forward. We recommend that local authority conservation and archaeological expertise should be used in relation to all heritage assets.'

Please note – Former PGS11 is now PGS9.

21.2.2 NATURAL ENGLAND

'Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Features of Rutland Water SPA/RAMSAR; Barnack Hills & Holes SAC; and Grimsthorpe SAC

We welcome the completion of a Habitats Regulations Assessment (HRA) to assess the impacts of the Local Transport Plan on Rutland Water Special Protection Area (SPA) & Ramsar Site, Barnack Hills & Holes Special Area of Conservation (SAC); and Grimsthorpe Special Area of Conservation (SAC). Natural England concurs with the conclusion that there are no likely significant effects -subject to project specific HRA and mitigation measures- as a result of implementing LTP4, alone, or in combination within other plans, policies or strategies, and as such an appropriate assessment of LTP4 is not required.

We also welcome the commitment to carry out project specific HRAs should site specific schemes come forward in the future considering mitigation measures where appropriate.'

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Moving Rutland Forward

Equality impact assessment of Rutland County Council's:

- fourth local transport plan – Moving Rutland Forward



Rutland
County Council

APPENDIX H – EQUALITY IMPACT ASSESSMENT OF MOVING RUTLAND FORWARD

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APPENDIX H – EQUALITY IMPACT ASSESSMENT OF MOVING RUTLAND FORWARD

1 OVERVIEW

Through the Equality Act 2010, local authorities have a duty to carry out an equality impact assessment (EqIA) of their local transport plan - to determine how it will impact on different groups of people.

Rutland County Council (RCC) is committed to promoting equality of opportunity for everyone in Rutland and strives to eliminate discrimination, advance equality of opportunity between different groups and foster good relations between groups in Rutland.

This document sets out how Moving Rutland Forward (MRF) – Rutland’s 4th Local Transport Plan, will impact on our community and ensures that, through its implementation, residents are not treated unfairly or discriminated against due to:

- age,
- disability,
- gender reassignment,
- marriage and civil partnership,
- pregnancy and maternity,
- race,
- religion or belief,
- sex, or
- sexual orientation.

2 PROCESS

MRF has been taken through a three stage, equality impact assessment process, as identified below.

- **Stage 1: Screening** – Screening was carried out during the early stages of draft MRF development. Through the screening process, an assessment was completed to identify whether the plan is likely have a detrimental impact on any of the protected characteristics. A copy of the screening assessment for draft MRF can be seen in section 3.
- **Stage 2: Full equality impact assessment:** Where a screening assessment identifies potential discriminatory impacts, a full equality impact assessment is required – as was the case for draft MRF. Through the assessment, the following tasks were undertaken:
 - Gathering of information, research and consultation
 - Analysis of information
 - Changes, mitigation and performance monitoring.
- **Stage 3: Revised equality impact assessment:** In light of feedback received during the public consultation (and any resulting changes made to MRF in response), the full equality impact assessment (stage 2) has also been revised – with steps 4 onwards being updated.

A copy of the revised full equality impact assessment for MRF can be found in section 4.

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3 STAGE ONE - EQUALITY IMPACT ASSESSMENT SCREENING

An Equality Screening Template (below) has been completed for draft MRF - enabling us to determine whether a full equality impact assessment is necessary.

EQUALITY IMPACT ASSESSMENT SCREENING TOOL			
Subject Title:		Draft Moving Rutland Forward – Rutland’s 4th Local Transport Plan	
Officer completing:		Heather Caldicott	
Purpose of Report & Ref:		Long term transport strategy for the county	
		Yes/No	Comments
1.	Could the impact of the report affect one group less or more favourably than another on the basis of:		
	<ul style="list-style-type: none"> Age 	Y	<p>MRF will consider our future transport provisions and policies which in turn may impact differently depending on age:</p> <p>Children and young people:</p> <ul style="list-style-type: none"> - school and post 16 transport policies, - access to sports and leisure facilities, - social inclusion. <p>People of working age:</p> <ul style="list-style-type: none"> - reliance on public transport to access employment. <p>Older residents:</p> <ul style="list-style-type: none"> - reliance on public transport network, - reducing social isolation,

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EQUALITY IMPACT ASSESSMENT SCREENING TOOL			
Subject Title:	Draft Moving Rutland Forward – Rutland’s 4 th Local Transport Plan		
Officer completing:	Heather Caldicott		
Purpose of Report & Ref:	Long term transport strategy for the county		
		Yes/No	Comments
			<ul style="list-style-type: none"> - use of community transport and public transport for healthcare appointments.
	<ul style="list-style-type: none"> • Disability 	Y	<p>MRF will consider our future transport provisions and policies which will cover the following:</p> <ul style="list-style-type: none"> - access to public transport provisions, - transport for individuals with special educational needs or disabilities, - Use and access of public rights of way, - usability and safety of our highway infrastructure.
	<ul style="list-style-type: none"> • Gender reassignment 	N	
	<ul style="list-style-type: none"> • Marriage and civil partnership 	N	
	<ul style="list-style-type: none"> • Pregnancy and maternity 	Y	<p>MRF will consider our future transport provisions and policies which in turn may impact on pregnant women, young mothers and families in the following ways:</p>

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EQUALITY IMPACT ASSESSMENT SCREENING TOOL			
Subject Title:	Draft Moving Rutland Forward – Rutland’s 4 th Local Transport Plan		
Officer completing:	Heather Caldicott		
Purpose of Report & Ref:	Long term transport strategy for the county		
		Yes/No	Comments
			- usability of highway infrastructure for those with pushchairs and prams.
	• Race	Y	Ability to access any new marketing and promotional materials published.
	• Religion or belief	N	
	• Sex	N	
	• Sexual orientation	N	
2.	Is there any evidence that some groups are affected differently?	N	
3.	If you have identified potential discrimination, are any exceptions valid, legal and/or justifiable?	NA	
4.	Is the impact of the policy/guidance likely to be negative?	Y	Some parts of the plan may be <i>perceived</i> negatively – however, the intention of the plan is not detrimental – conversely it is hoped that through implementing the goals and solutions set out in draft MRF that transport provisions will be more equitable, whilst supporting our most vulnerable residents.
5.	If so can the impact be avoided?	Y	By ensuring the plan and any consultation

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EQUALITY IMPACT ASSESSMENT SCREENING TOOL			
Subject Title:	Draft Moving Rutland Forward – Rutland’s 4th Local Transport Plan		
Officer completing:	Heather Caldicott		
Purpose of Report & Ref:	Long term transport strategy for the county		
		Yes/No	Comments
			communication clearly communicates our vision and how it aspires to deliver more equitable transport services that support our most vulnerable.
6.	Are there alternatives that achieve the policy/guidance objectives without the impact?	NA	Alternative solutions not required, however, as per Q5, we must ensure we communicate our vision and reasoning clearly so that our residents understand our approach and delivery mechanisms.
7.	Can we reduce the impact by taking different action?	Y	As per Q5.
If you have identified a potential discriminatory impact you will need to complete a full equality impact assessment.			
8.	Is an EIA required?	Y	Department for Transport guidance states that Local Authorities should undertake a full equality impact assessment of LTPs.

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4 STAGE TWO – FULL EQUALITY IMPACT ASSESSMENT

This section provides the revised full equality impact assessment (EIA) report for MRF, updated in light of any changes made as a result of the public consultation (stage three).

Equality Impact Assessment (EIA) Report	
Name of policy/ proposal/ service being assessed:	Moving Rutland Forward – Rutland’s 4th Local Transport Plan
Directorate and Section:	Places - Transport
Name of lead officer and others completing this assessment:	Heather Caldicott
Contact telephone numbers:	01572 758205
Date revised EIA assessment completed:	June 2019

Step 1: Defining the policy/ procedure/ function/ service

Using the information gathered within the Equality Questionnaire, you should begin this full EIA by defining and outlining its scope. The EIA should consider the impact or likely impact of the policy in relation to all areas of equality, diversity and human rights, as outlined in the Equality and Diversity Policy of Rutland County Council.

What are the main aims, purpose and objectives of the policy/ procedure/ function/ service? How will they be achieved?

Our vision (as set out in MRF) is to deliver a transport network and services that:

- facilitate delivery of sustainable population and economic growth;
- meet the needs of our most vulnerable residents; and
- support a high level of health and wellbeing (including combating rural isolation).

In order to achieve our vision, we will maximise opportunities to work with and alongside our communities and partner organisations - encouraging community led development and delivery of transport.

It is hoped that through our vision, we will be able to move Rutland forward, in spite of the transport challenges we are likely to face over the coming years – ensuring our county remains a great place to live, learn, work, play and visit.

The plan itself has been built around five themes, identified through feedback from our 2016 countywide travel surveyⁱ, along with engagement with council officers, engagement with other organisations through our recent Department for Transport funded Total Transport project and a review of the evidence base (incorporating local and national policy). By taking this approach we hope to highlight the importance of

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integrating travel modes and the need to consider journeys as a whole – from door to door.

The five themes are:

- **Population growth:** planning for the future and meeting the needs of a growing Rutland;
- **Working in Rutland:** meeting the needs of new and existing Rutland businesses, their customers and their workforce;
- **Learning in Rutland:** helping our residents reach their full potential;
- **Living in Rutland:** helping Rutland residents to access essential services and supporting health and wellbeing; and
- **Visiting and enjoying Rutland:** helping tourists, visitors and residents to access and enjoy Rutland's towns, villages and countryside.

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What are the main activities relating to this policy/ procedure/ function/ service and distinguish who is likely to benefit from these activities.

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Solution (action)		Beneficiaries
PGS1 PGS2 PGS3 PGS4 PGS5 PGS6 PGS7 PGS8 PGS9 PGS10 PGS11	Reduce the need to drive Assess the capacity of our networks Maintain our assets in a cost effective way Facilitate an efficient and flexible passenger transport network Work with partners to provide further transport provisions Ensure new developments have sufficient parking Produce and update a network management plan Introduce a utilities permit scheme Retain our heritage Protect our green space and public rights of way network Reduce our impact on the environment	<ul style="list-style-type: none"> • Residents including those; <ul style="list-style-type: none"> - wishing to improve their health and widen their transport options, without a personal vehicle, - utilising or reliant on passenger transport provisions, - living in areas with parking issues. • All highway users, motorised and non motorised • Road haulage companies • Local partnerships • Businesses • Bus providers • Emergency services • Visitors • Neighbouring local authorities
WRS1 WRS2 WRS3 WRS4 WRS5 WRS6	Promote car sharing Encourage the creation of business site travel plans Investigate an alternative to the Wheels to Work scheme Undertake a strategic parking review Identify opportunities for further parking provisions Produce market town plans	<ul style="list-style-type: none"> • Local businesses • Local enterprise partnership • Individuals travelling in to Rutland for work • Residents including those; <ul style="list-style-type: none"> - commuting to work

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466	<p>WRS7 WRS8 WRS9 WRS10</p>	<p>Ensure new business development is suitably located Consider HGV and lorry parking HGV restrictions and rail freight Work with Network Rail</p>	<ul style="list-style-type: none"> - young adults in Rutland, without a means of transport - visiting our town centres to access essential services and shopping provisions - living on heavily used roads <ul style="list-style-type: none"> • Visitors • Road haulage companies • Network Rail • Local partnerships • Neighbouring local authorities
	<p>LERS1 LERS2 LERS3 LERS4 LERS5 LERS6</p>	<p>Review our post 16 education transport provisions Ensure school transport policies are adhered to Look at alternative procurement and delivery options Encourage a change in mind-set Enable schools and colleges to manage the problem Provide the infrastructure needed to encourage walking and cycling</p>	<ul style="list-style-type: none"> • Residents including: <ul style="list-style-type: none"> - young adults and children (including those with special educational needs or disability (SEND)) • Those located within close proximity of education establishments • Educational establishments • Residents • Neighbouring local authorities
	<p>LIRS1 LIRS2 LIRS3 LIRS4 LIRS5 LIRS6 LiRS7</p>	<p>Promote sustainable travel options Support technology advances Adopt a safe systems approach to road safety Identify common causes and locations of collisions Apply the three E's Work with residents and our communities Promote walking and cycling as travel options</p>	<ul style="list-style-type: none"> • Residents including those: <ul style="list-style-type: none"> - wishing to improve their health and widen their transport options, utilising or reliant on passenger transport provisions, - with restricted mobility, - with special educational needs or

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467	<p>LIRS8 LIRS9 LIRS10 LIRS11 LIRS12 LIRS13 LIRS14</p>	<p>Ensure suitably designed, safe and accessible provisions Provide sufficient route marking and publicity Maintain our walking and cycling assets Work with local interest groups Promote transport provisions Make services accessible Promote personal independence</p>	<p>disability (SEND).</p> <ul style="list-style-type: none"> • All highway users, motorised and non motorised • Local interest groups • Bus providers • Rail providers operating via Oakham • Visitors to the county • Emergency services • Local partnerships • Neighbouring local authorities
	<p>VERS1 VERS2 VERS3 VERS4 VERS5</p>	<p>Carry out a rolling review of existing provisions and consider (where appropriate) remedial action Prioritise investment opportunities Produce clear and easy to read promotional materials Work with partners to promote provisions and events Support sustainable passenger transport opportunities</p>	<ul style="list-style-type: none"> • Residents and visitors utilising our walking, cycling and horse riding infrastructure • Local businesses • Local Enterprise Partnerships • Local partnerships

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What outcomes are expected?

MRF sets out a number of goals which we hope to deliver under each of the five theme headings, as detailed below.

Population growth: Planning for the future and meeting the needs of a growing Rutland

- PGG1 - Passenger transport provisions and a highway network that are resilient and adaptable to changing demand.
- PGG2 - Sufficient parking capacity for our current and future population.
- PGG3 - A co-ordinated and integrated approach to highway maintenance and utility enhancements.
- PGG4 - Sustainable development that enhances and supports our county's rural character and heritage.

Working in Rutland: Meeting the needs of new and existing Rutland businesses, their customers and their workforce

- WRG1 - Transport options that support economic growth by enabling residents to access employment opportunities and in doing so help fulfil workforce shortages and reduce environmental impact.
- WRG2 - Unique, attractive and vibrant market towns that provide enhanced provisions for residents, whilst attracting visitors and supporting economic vitality.
- WRG3 - Local businesses supported by transport links that enable the efficient movement of goods.
- WRG4 - Traffic management provisions that limit the impact of HGV and other vehicular traffic
- WRG5 - Limit the impact that changes to freight and passenger rail may bring.

Learning in Rutland: Helping our residents reach their full potential

- LERG1 - School transport provisions that serve the needs of our young residents, whilst being cost effective.
- LERG2 - High levels of walking and cycling to school and college – leading to improved health in our young, reduced congestion on our roads and improved local air quality.

Living in Rutland: Helping Rutland residents to access essential services and supporting health and wellbeing

- LIRG1 - Reduce car dependency within the county – in a way that doesn't hinder access to services or economic development.
- LIRG2 - Reduce the number of deaths and injuries on our county's roads.
- LIRG3 - Remove the barriers inhibiting our residents from walking and cycling, particularly those that would enable shorter utility journeys to be undertaken by bike and foot - helping to improve our residents' health,

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access to services and our environment.

- LIRG4 - A passenger transport network that caters for our most vulnerable residents.

Visiting and enjoying Rutland: Helping tourists, visitors and residents to access and enjoy Rutland's towns, villages and countryside

- VERG1 - An integrated network of walking, cycling and public rights of way routes that connect our villages and towns with each other and enable circular walks and rides.
- VERG2 - Clear publicity of our public rights of way, cycling and walking infrastructure and events. Promotional materials that are easy to understand and tailored to the needs of different users groups.
- VERG3 - Accessible leisure, recreation and tourism opportunities, complimented by a sustainable transport network and parking provision that supports tourism.

Step 2: Potential Impact

Use the following table to specify if any service users or staff who identify with any of the nine 'protected characteristics', or other areas referred to below, will be affected by the policy/ procedure/ service you are proposing. Indicate all that apply and describe why and what barriers these individuals, groups or other areas may face.

Who is affected and what barriers may these individuals or groups face?	
Age	<p>MRF considers future transport provisions and policies which in turn may impact on both children and young adults, and our older residents. However, it is felt that such impacts will, on the whole, be positive or neutral - for the reasons set out below.</p> <p>1) The plan encourages a shift towards greener, sustainable travel options and looks at opportunities that remove the need to drive. As a result, the plan looks to make improvements to walking and cycling infrastructure, whilst promoting and providing equitable passenger transport provisions – that support our most vulnerable residents.</p> <p>These factors together should improve transport provisions for children, young people and elderly residents – who may be restricted in their transport options, due to being reliant on public transport or family and friends. Such improvements may help to reduce social isolation and improve access to services, sports and leisure facilities and friends and family.</p>

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However, we are aware that such changes will not solely come about through the provision of infrastructure. We will need to provide effective communication in order to deliver a modeshift in travel.

Furthermore, we must be aware that for some, greener, more active travel options may not always be possible.

- 2) Through MRF we also set out plans to review our school and college transport provisions and processes – including alternative school and college transport options, such as walking and cycling – which have associated health benefits.

Whilst we will strive to ensure that such changes and developments are, on the whole, positive for all, we have to accept that this may not always be possible. However, to ensure that provisions remain efficient, cost effective and provide suitable travel options – some changes may need to be made.

- 3) MRF broadly sets out our road safety vision for the county – further detail on this will be provided within our future road safety strategy, however, it is likely that within the strategy we will identify initiatives that focus on those road users who may be at higher risk. For example, we may look to provide initiatives focused at young drivers (with less experience) and also older drivers, who may feel less confident driving on today's roads. By providing such targeted initiatives it is hoped that MRF will bring about a positive impact on the road safety of both groups.
- 4) MRF sets out our vision to investigate alternatives to the Wheels to Work scheme which has unfortunately finished. Through Wheels to Work, young adults were able to hire a scooter – providing an affordable means of accessing work and training.
- 5) Within MRF we also set out our intention to engage with local stakeholder groups – to ensure any new walking or cycling routes are, as far as possible, suitable for those with mobility restrictions. Such approach should have a positive result for older residents who may have restricted mobility.

However, it should be noted that in some instances we won't be able to improve the provisions available due to the constraints imposed by the physical

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	<p>environment – for example, where the street width would not lend itself to widening of pavements.</p> <p>The impact of any changes to passenger transport provisions are considered within the EqIA of the Passenger Transport Strategy.</p>
<p>Disability</p>	<p>MRF considers future transport provisions and policies which in turn may impact on residents with restricted mobility, a disability or special educational needs. Overall it is felt that the resulting impacts will either be positive or neutral. It is not thought that the impacts would be negative, but it must be borne in mind that in some cases it may not be physically possible to improve the existing situation/ provisions.</p> <ol style="list-style-type: none"> 1) During the life of MRF we will look to work with partner organisations to promote the benefits that walking and cycling (including the use of electric bikes) can bring. This will involve, where possible, the provision of cycling and walking events and training, for residents of all ages and mobility – where it would be safe and practicable to do so. 2) Within MRF we also set out our intention to engage with local stakeholder groups – to ensure any new walking or cycling routes are, as far as possible, suitable for those with mobility restrictions. However, it should be noted that in some cases this may not be possible, due for example, to the cost of levelling large stretches of land, geographical constraints such as steep slopes, or conflicting requirements of user groups. 3) Over the life of MRF we will investigate opportunities to provide additional concessionary travel privileges for residents with disabilities or special educational needs. However, such opportunities will need to be considered in the light of financial pressures and as such, any additional privileges will be dependent on availability of funding. 4) We will look to identify further opportunities to develop and promote independence – by continuing to provide, and looking at opportunities to expand, delivery of travel training. Travel training is provided to help residents currently unable or restricted in their ability to travel independently, due to learning or physical disabilities. 5) Over the life of MRF we will look to work with and promote community, voluntary and other public sector

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	<p>transport providers to maximise the transport offer available to our vulnerable residents. These providers often offer vehicles with adaptations that enable more comfortable transport for those with mobility restrictions or utilise a wheelchair.</p> <p>6) Within MRF we also set out our intention to ensure that any new promotional material, that may be produced as a result of the plan, is clear and easy to read and tailored to the targeted audience. We will also ensure that such materials are made available in alternative formats such as large print or braille - if required. This is also true for MRF itself (and consultation documents) – which can be provided in alternative formats - where required.</p> <p>7) As previously outlined, within MRF we set out our intention to engage with local stakeholder groups to ensure any new walking or cycling routes are, as far as possible, suitable for those with mobility restrictions, or travelling with a pram. Furthermore our A-boards and street furniture policy sets out criteria to help ensure accessibility and safety.</p> <p>8) Furthermore, the impact of any changes to passenger transport provisions are considered within the EqIA of the Passenger Transport Strategy.</p>
Gender Reassignment	NA
Marriage and Civil Partnership	NA
Pregnancy and Maternity	<p>As previously outlined, within MRF we set out our intention to engage with local stakeholder groups to ensure any new walking or cycling routes are, as far as possible, suitable for those with mobility restrictions, or travelling with a pram. Furthermore our A-boards and street furniture policy sets out criteria to help ensure accessibility and safety.</p> <p>However, it should be noted that in some instances we won't be able to improve the provisions available due to the constraints imposed by the physical environment – for example, where the street width would not lend itself to widening of pavements.</p> <p>However, as far as reasonably practicable, we will look to ensure that any new infrastructure is level, of a suitable width and clear of obstruction – enabling ease of use for those pushing a pram.</p>

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	Furthermore, the impact of any changes to passenger transport provisions are considered within the EqIA of the Passenger Transport Strategy.
Race	As previously mentioned within this assessment, we will ensure that any new promotional material produced as a result of the plan, is clear and easy to read and tailored to the targeted audience. This will include – where required – the production of MRF itself, along with any resulting leaflets and promotional materials in alternative languages if requested
Religion or Belief	NA
Sex	NA
Sexual Orientation	NA
Please specify any other areas that may be affected and what barriers the individuals, groups or Community may face (examples are shown below).	
Other groups e.g. rural isolation, deprivation, health inequality	<p>Rutland has low levels of deprivation, however small pockets of deprivation do exist within the county – but these are masked by the wider prosperity.</p> <p>In common with other rural areas, 65%¹of Rutland’s areas are classified as deprived in terms of access to local services – resulting in an increased need to own a vehicle (car ownership within Rutland is higher than the regional average), and increased spend on travel costs. This can negatively impact less affluent families and residents that are no longer able to drive.</p> <p>Furthermore, child poverty levels are lower than those seen in the East Midlands, however it is still worth noting that 13.9% of Rutland children live in poverty, once the cost of housing is factored in².</p> <p>Within MRF we have taken these characteristics into consideration and as a result, one of MRF’s visions is to provide a transport network and services that support a high level of health and wellbeing (including combating rural isolation).</p>

¹ Department for Communities and Local Government (2015). English indices of deprivation 2015, available at: <https://www.gov.uk/government/statistics/english-indices-of-deprivation-2015>,(Accessed: Nov. 2017)

² End Child Poverty (2017), Percentage of children in poverty, Oct-Dec 2015, available at: http://www.endchildpoverty.org.uk/images/2016/East_Midlands_PC_and_ward_data.xlsx (Accessed: November 2017)

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	This will be in part delivered through the provision of a passenger transport network that caters for our most vulnerable residents and offers more equitable provisions. For further information, see the EqIA for our Passenger Transport Strategy.
Community Cohesion e.g. engaging young people, anti-social behaviour, new arrivals, social justice and tension.	NA

Step 3: Data Collection & Evidence

In relation to your related findings in ‘Step Two’ are your presumptions on these barriers based on any existing research, data evidence or other information?

<p>What evidence, research, data and other information do you have which will be relevant to this EIA? What does this information / data tell you about each of the diverse groups?</p>
<p>Within MRF we have included a chapter on the geography and demographics of our county.</p> <p>A key point that is highlighted within the chapter, titled ‘the Rutland landscape’ is that we have an aging population. Indeed, by 2036 it is anticipated that approximately 40% of our residents will be aged 60 or over, with the percentage of residents aged 80 or over nearly doubling during the life of the plan (up to 2036). As such it is important that any potential impact on this group is given sufficient consideration within this EqIA.</p> <p>Data set out within ‘the Rutland landscape’ section of MRF has been used to inform this EqIA, along with findings from our 2016 countywide travel survey, which identified a number of issues in relation to the protected groups detailed above. The key issues raised through the survey are identified below:</p> <ul style="list-style-type: none"> • Age: social isolation and access to services (including healthcare). • Disability: suitability and provision of walking routes/ infrastructure. • Pregnancy and maternity: suitability/ ease of use of pavements for those with pushchairs/ prams.
<p>What further research, data or evidence may be required to fill any gaps in your understanding of the potential or known affects of the policy? Have you considered carrying out new data or research?</p>
N/A

Step 4: Consultation and Involvement

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When considering how to consult and involve people as part of the proposed policy/ procedure/ function/ service, it is important to think about the service users and staff who may be affected as part of the proposal.

Have you consulted on this policy/ procedure/ function or service?

Outline any consultation and the outcomes of the consultation in relation to this EIA.

A separate report has been produced on the consultation – this is available on our website or upon request. However, a summary of the consultation is outlined below.

The public consultation ran for 12 weeks and was promoted through:

- press releases,
- website updates,
- social media,
- stakeholder mail outs,
- information display boards, posters and leaflets,
- meetings/ events, and
- member updates.

Through the consultation residents and stakeholders were asked:

- Whether they supported the overall vision of Moving Rutland Forward,
- How important each of the Moving Rutland Forward themes were to them,
- Whether they agreed with the challenges set out in Moving Rutland Forward,
- Whether they agreed with the solutions listed in Moving Rutland Forward,
- Whether they agreed with the actions set out in the Moving Rutland Forward implementation plan,

Providing feedback

Respondents provided feedback through:

- an online survey, accessed via our website: www.rutland.gov.uk/localtransportplan
- completing a paper copy of the survey and returning it by hand, post or email.
- telephone or face-to-face feedback, where individuals were unable to respond by alternative means.
- free text responses (by letter or email) Social media.

Document availability

Copies of all the consultation documents, associated assessments and response form were available for download from: www.rutland.gov.uk/localtransportplan

Paper copies were available at each of the county's libraries and at the council offices in Oakham.

Due to the amount of associated paperwork, hard copies of the documents were not circulated to consultees, but were available upon request. Paper copies of the response form were also available on request.

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The documents were available in alternative formats upon request. During the consultation period one request was received to produce the response form and draft Moving Rutland Forward Summary in braille. This work was commissioned and posted to the individual.

Stakeholders

There is a statutory duty to consult with a range of stakeholders, including:

- bus operators
- rail operators³
- public transport user groups
- the Secretary of State, in respect of Highways England roads (in practice, this will be via local Highways England contacts)
- Natural England, Historic England and the Environment Agency – in particular with regards to the associated strategic environmental assessment scoping report⁴ (SEA).
- Natural England, Historic England, the Environment Agency and Forestry Commission – in particular with regards to the habitat regulations assessment (HRA)
- any other individuals or groups considered appropriate (e.g. environmental organisations, disability groups⁵)
- residents.

In addition, we consulted with:

- businesses,
- local groups,
- parishes and ward members,
- visitors,
- community groups and voluntary transport providers,
- health providers and authorities,
- environmental and heritage groups,
- access groups,
- interest groups, and
- a range of other stakeholders – as identified within the MRF consultation plan available on our website (including emergency services, taxi operators and surrounding local authorities).

Outcomes

218 responses were received to the public consultation, 77.5% from members of the public, 20.2% from an organisation, business or body and 2.3% from unspecified respondents. The respondents were broadly representative of the Rutland population in terms of demographics. The exception was age where older age groups were over represented and younger ones were under represented.

In terms of Moving Rutland Forward, the responses to the questions were on the whole very positive. The majority of people (73.9%) said they supported or strongly supported the overall

³ This includes Network Rail and train operating companies: passenger and freight

⁴ Required when developing a local transport plan.

⁵ The Disability Discrimination Act 2005 introduced obligations on public authorities, including local transport authorities, to involve and consult disabled people in the development and implementation of policies and strategies

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vision of Moving Rutland Forward. Over 90% of respondents felt the themes included were either very important or important and the majority agreed with the challenges listed under each theme.

The majority of respondents also agreed with the solutions, although to a slightly lesser degree than with the challenges. This was mainly due to a perceived lack of clarity in the wording of the actions which has been addressed within the revised document.

Do any of the barriers you identified *actually* exist based on this consultation? Are there any other considerations which will be impacted?

Our consultation report provides detailed information on the responses received. However, the key issues raised – linking to equality and diversity are outlined below and mainly relate to the following protected characteristics:

- Age
- Disability
- Other groups e.g. rural isolation, deprivation, health inequality

Issues/ concerns raised through the consultation

Topic	Issue/ concern	Response/ mitigating measures
Baseline service and concessionary travel	There was concern from respondents regarding the impact of implementing a baseline service and potential changes to the discretionary concessionary travel elements. Respondents were concerned that such changes could impact on independence and ability to access services and visit friends and family.	<p>This concern is also addressed in the EqIA for the Passenger Transport Strategy.</p> <p>The Passenger Transport Strategy aims to support independence and reduce social isolation, (in particular for our most vulnerable and elderly residents as well as young adults). It is understood how vital public transport is for residents, however, changes are required in order to deliver the broadly supported vision and aims of the Passenger Transport Strategy, which overall will work to make services more equitable and reduce social isolation - in particular for our most vulnerable and elderly residents as well as young adults.</p> <p>Should the review of concessionary travel result in the removal of the discretionary elements, we feel that this would be balanced out by the resulting improvements to the baseline passenger transport provisions (that would be available to all Rutland residents) that may then be possible. These improvements would ensure that all residents have access to a local town at least once per</p>

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			<p>week, where this isn't provided by commercial local bus services – ensuring our services are more equitable.</p> <p>Such improvements to the baseline service would ensure provision for meeting the needs of vulnerable people (for example, disabled people or older people with mobility difficulties or other health needs) and will reach communities that are at risk of social isolation.</p> <p>Furthermore, so long as it remains in place nationally, the English National Concessionary Travel Scheme for older and disabled people travelling in Rutland, will remain in place.</p> <p>However, upon review of the discretionary concessionary travel elements, we recommend further consideration is given to any potential health and wellbeing impacts that may result from any changes.</p>
	<p>Disabled provisions and independent travel</p>	<p>Transport provisions to be accessible by all, where practicably possible.</p>	<p>To help ensure provisions are accessible by all, project specific Equality Impact Assessments will be under taken where required. This requirement has been written into the Moving Rutland Forward document. Future Highway Design Guidance will also set out requirements relating to accessibility.</p> <p>Furthermore, actions included within MRF will support independence through the provision of independent travel training for residents currently unable or restricted in their ability to travel independently, due to learning or physical disabilities and through consideration of additional concessionary travel privileges for residents with disabilities or special educational needs.</p>

Step 5: Mitigating and assessing the impact

In relation to any research, data, consultation and information you have reviewed and/or carried out as part of this EIA, it is now essential to assess the impact of the policy/ procedure/ function/ service and distinguish whether a particular group could be affected differently in either a negative or positive way?

Do you consider that there is an adverse impact or discrimination, or the potential for either, please outline below and state whether it is justifiable or legitimate and give your reasons for this.

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Subject to the inclusion of the mitigating measures outlined in the previous step, we do not feel that MRF will result in any adverse impacts or discrimination on any of the protected groups.

Overall we feel that any impacts will be positive or neutral – but we accept that in some cases it may not be possible to enhance provisions/ services above current levels.

Furthermore, as identified within the screening report, some parts of the plan may be *perceived* negatively – however, the intention of the plan is not detrimental – conversely it is hoped that through implementing the goals and solutions set out in MRF that transport provisions will be more equitable, whilst supporting our most vulnerable residents.

N.B.

a) If you have identified adverse impact or discrimination that is illegal, you are required to take action to remedy this immediately.

b) If you have identified adverse impact or discrimination that is justifiable or legitimate, you will need to consider what actions can be taken to mitigate its effect on those groups of people.

What can be done to change the policy/ procedure/ function/ service to mitigate any adverse impact? Consider what barriers you can remove, whether reasonable adjustments may be necessary and how any unmet needs that you have identified can be addressed.

We must ensure we communicate our vision and reasoning clearly so that our residents understand our approach and delivery mechanisms.

Furthermore, project specific Equality Impact Assessments will be under taken where required. This requirement has been written into the Moving Rutland Forward document.

Step 6: Making a decision

Summarise your findings and give an overview of whether the policy will meet Rutland County Council's responsibilities in relation to equality, diversity and human rights.

APPENDIX H – EQUALITY IMPACT ASSESSMENT OF MOVING RUTLAND FORWARD

Within the screening report it was identified that MRF could potentially impact on the following 4 protected characteristics:

- age,
- disability,
- pregnancy and maternity,
- race, and
- other groups e.g. rural isolation, deprivation, health inequality

Through the public consultation, concerns were raised relating primarily to the following protected characteristics:

- Age
- Disability
- Other groups e.g. rural isolation, deprivation, health inequality

Concern and feedback, relating to equality impact considerations, included:

- the impact of changes to passenger transport provisions on independence and social isolation and
- the desire to ensure services are accessible by all, where reasonably practicable.

Upon analysis of the full EqIA report and feedback received through the public consultation, our conclusion is that, subject to the inclusion of the mitigating measures outlined in the previous step, any potential impacts will be positive or neutral, rather than negative and as such MRF fulfils our responsibilities in relation to equality, diversity and human rights.

However, we accept that in some cases it may not be possible to enhance provisions/ services above current levels.

Furthermore, as identified within the screening report, some parts of the plan may be *perceived* negatively – however, the intention of the plan is not detrimental. It is understood how vital public transport is for residents, however, changes are required in order to deliver the broadly supported vision and aims of the Passenger Transport Strategy, which overall will work to make services more equitable and reduce social isolation - in particular for our most vulnerable and elderly residents as well as young adults.

Step 7: Monitoring, evaluation and review of your policy/ procedure/service change

How will you monitor the impact and effectiveness of the new policy/ procedure/ service change and what monitoring systems will you put in place to monitor this and to promote equality of opportunity and make positive improvements?

Through the public consultation, a set of equality monitoring questions were asked, to ensure that there was awareness of the plan among all residents, and that those from protected

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characteristics are not underrepresented. The respondents were broadly representative of the Rutland population in terms of demographics. The exception was age where older age groups were over represented and younger ones were under represented. This suggests that the consultation reached all sectors of the community well, but that for future consultations more promotion could be directed at young adults.

Where specific schemes are implemented as a result of MRF, we will (where applicable), carry out a feedback survey for users/ customers. As part of these surveys we will also include (subject to GDPR requirements) equality monitoring questions to identify take up and response rates – and where necessary work to address any under representation.

Furthermore, any future policy and consultation documents, along with any future feedback surveys will be made available in alternative formats and languages – where required.

How will the recommendations of this assessment be built into wider planning and review processes? E.g. policy reviews, annual plans and use of performance management systems.

Although no detrimental impacts have been identified as a result of adopting MRF, going forward any large transport projects that may come forward as a result of the plan will also undergo EqIA screening (and a full EqIA where required) to ensure that they do not detrimentally impact on protected characteristics. This requirement has been written in to the revised MRF document.

As MRF will be a living document, should any changes to the document be made, a further EqIA screening questionnaire will be completed to identify whether the proposed changes are likely to result in a detrimental impact.

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Step 8: Equality Improvement Plan

Please list all the equality objectives, actions and targets that result from the Equality Impact Assessment (continue on separate sheets as necessary). These now need to be included in the relevant service area for mainstreaming and performance management purposes.

Equality Objective	Action	Target	Officer Responsible	By when
Consultation and communication	Ensure we communicate our vision and reasoning clearly within any consultation or communications.	So that our residents understand our approach and delivery mechanisms	Transport strategy officer	Autumn 2018
Consultation and communication	Through the consultation we will include equality monitoring questions (where GDPR regulations permit).	To ensure that there is awareness of the plan among all residents, and that those from protected characteristics are not underrepresented.	Transport strategy officer	Autumn 2018
Resulting plans or strategies	Any new plans or strategies that are developed as a result of MRF will also undergo EqlA screening (and a full EqlA where required).	To ensure that they do not detrimentally impact on protected characteristics	Project manager of specific project	Unknown
MRF document (including consultation materials) and any future publicity and marketing materials	The MRF, consultation documents and any future publicity materials or feedback surveys will be made available in	To ensure all residents have equal access to information and to ensure no groups are underrepresented.	Transport strategy officer Project manager of specific project	Unknown

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	alternative formats and languages – where required.			
MRF revisions	Should any changes to the document be made, a further EqIA screening questionnaire will be completed	To identify whether the proposed changes are likely to result in a detrimental impact.	Transport strategy officer	As required

1st Authorised Signature (EIA Lead):  **Date:**27/06/2019.....

2nd Authorised Signature (Member of DMT): ...  **Date:**27/06/2019.....

Once completed and authorised, please save a copy of this form in the Equality and Diversity folder on the Shared drive. The steering group will review all EIA’s quarterly.

ⁱ Rutland County Council (2016), *Rutland travel survey*, Unpublished

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Moving Rutland Forward

Equality impact assessment of Rutland County Council's:

- Passenger Transport Strategy



Rutland
County Council

APPENDIX I – EQUALITY IMPACT ASSESSMENT OF THE PASSENGER TRANSPORT STRATEGY

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APPENDIX I – EQUALITY IMPACT ASSESSMENT OF THE PASSENGER TRANSPORT STRATEGY

1 OVERVIEW

RCC is committed to promoting equality of opportunity for everyone in Rutland and strives to eliminate discrimination, advance equality of opportunity between different groups and foster good relations between groups in Rutland.

The screening report and full EqIA that follow consider how our Passenger Transport Strategy will impact on our community and ensure that, through its implementation, residents are not treated unfairly or discriminated against due to:

- age,
- disability,
- gender reassignment,
- marriage and civil partnership,
- pregnancy and maternity,
- race,
- religion or belief,
- sex, or
- sexual orientation.

APPENDIX I – EQUALITY IMPACT ASSESSMENT OF THE PASSENGER TRANSPORT STRATEGY

2 PROCESS

Our Passenger Transport Strategy has been taken through a three stage, equality impact assessment process, as identified below.

- **Stage 1: Screening** – Screening was carried out during the early stages of strategy development. Through the screening process, an assessment was completed to identify whether the strategy is likely have a detrimental impact on any of the protected characteristics. A copy of the screening assessment can be seen in section 3.
- **Stage 2: Full equality impact assessment:** Where a screening assessment identifies potential discriminatory impacts, a full equality impact assessment is required – as was the case for our Passenger Transport Strategy. Through the assessment, the following tasks are undertaken:
 - gathering of information, research and consultation,
 - analysis of information, and
 - changes, mitigation and performance monitoring.
- **Stage 3: Revised equality impact assessment:** In light of feedback received during the public consultation (and any resulting changes made to the Passenger Transport Strategy in response), the full equality impact assessment (stage 2) has also been revised – with steps 4 onwards being updated.

A copy of the revised full equality impact assessment for the Passenger Transport Strategy can be found in section 4.

APPENDIX I – EQUALITY IMPACT ASSESSMENT OF THE PASSENGER TRANSPORT STRATEGY

3 STAGE ONE - EQUALITY IMPACT ASSESSMENT SCREENING

An Equality Impact Assessment Screening Tool (below) has been completed for our draft Passenger Transport Strategy - enabling us to determine whether a full equality impact assessment is necessary.

EQUALITY IMPACT ASSESSMENT SCREENING TOOL			
Subject Title:	Draft Passenger Transport Strategy		
Officer completing:	Heather Caldicott		
Purpose of Report & Ref:	Our strategy for passenger transport provisions within the county		
		Yes/No	Comments
1.	Could the impact of the report affect one group less or more favourably than another on the basis of:		
	<ul style="list-style-type: none"> Age 	Y	<p>Our draft Passenger Transport Strategy sets out the policies and procedures that will be used to determine and influence the passenger transport provisions available within the county (including concessionary travel schemes). The strategy also provides information on community and voluntary transport services. As such, the strategy may impact on the following groups:</p> <p>Children and young people:</p> <ul style="list-style-type: none"> - school and post 16 transport policies, and

APPENDIX I – EQUALITY IMPACT ASSESSMENT OF THE PASSENGER TRANSPORT STRATEGY

EQUALITY IMPACT ASSESSMENT SCREENING TOOL			
Subject Title:	Draft Passenger Transport Strategy		
Officer completing:	Heather Caldicott		
Purpose of Report & Ref:	Our strategy for passenger transport provisions within the county		
		Yes/No	Comments
			<ul style="list-style-type: none"> - social inclusion. <p>Older residents:</p> <ul style="list-style-type: none"> - reliance on public transport network, - access to healthcare appointments, - social inclusion, and - accessibility of marketing and timetable information for those with reduced eye site.
	<ul style="list-style-type: none"> • Disability 	Y	<p>The strategy considers within it community and voluntary transport services. It also sets out our intention to review concessionary travel arrangements and scope, and as such may impact on:</p> <ul style="list-style-type: none"> - transport for individuals with special educational needs or disabilities, and - access to healthcare

APPENDIX I – EQUALITY IMPACT ASSESSMENT OF THE PASSENGER TRANSPORT STRATEGY

EQUALITY IMPACT ASSESSMENT SCREENING TOOL			
Subject Title:	Draft Passenger Transport Strategy		
Officer completing:	Heather Caldicott		
Purpose of Report & Ref:	Our strategy for passenger transport provisions within the county		
		Yes/No	Comments
			provisions and services. - social inclusion.
	• Gender reassignment	N	
	• Marriage and civil partnership	N	
	• Pregnancy and maternity	Y	The strategy will consider our future transport provisions which in turn may impact on pregnant women, young mothers and families in the following ways: - access to healthcare provisions and services, - social inclusion.
	• Race	Y	Ability to access any new marketing and timetable materials published.
	• Religion or belief	N	
	• Sex	N	
	• Sexual orientation	N	
2.	Is there any evidence that some groups are affected differently?	N	

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EQUALITY IMPACT ASSESSMENT SCREENING TOOL			
Subject Title:	Draft Passenger Transport Strategy		
Officer completing:	Heather Caldicott		
Purpose of Report & Ref:	Our strategy for passenger transport provisions within the county		
		Yes/No	Comments
3.	If you have identified potential discrimination, are any exceptions valid, legal and/or justifiable?	NA	
4.	Is the impact of the policy/guidance likely to be negative?	Y	In order to deliver the vision of the strategy, some changes to services and provisions are likely. The effects of these changes on individual residents may be positive, neutral or occasionally negative (wherever possible we will look to mitigate against such cases), but overall, in order to deliver improvements across the county, and to provide more equitable services (which support the needs of our most vulnerable residents), changes are necessary.
5.	If so can the impact be avoided?	Y	By ensuring the plan and any consultation communication clearly communicates our vision and how it aspires to deliver more equitable transport services that support our most vulnerable.

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EQUALITY IMPACT ASSESSMENT SCREENING TOOL			
Subject Title:		Draft Passenger Transport Strategy	
Officer completing:		Heather Caldicott	
Purpose of Report & Ref:		Our strategy for passenger transport provisions within the county	
		Yes/No	Comments
6.	Are there alternatives that achieve the policy/guidance objectives without the impact?	NA	Alternative solutions not required, however, as per Q5, we must ensure we communicate our vision and reasoning clearly so that our residents understand our approach and delivery mechanisms.
7.	Can we reduce the impact by taking different action?	Y	As per Q5.
If you have identified a potential discriminatory impact you will need to complete a full equality impact assessment.			
8.	Is an EIA required?	Y	Yes

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4 STAGE TWO – FULL EQUALITY IMPACT ASSESSMENT

This section provides the full equality impact assessment report of our Passenger Transport Strategy, updated in light of any changes made as a result of the public consultation (stage 3).

Equality Impact Assessment (EIA) Report	
Name of policy/ proposal/ service being assessed:	Rutland County Council - Passenger Transport Strategy
Directorate and Section:	Places - Transport
Name of lead officer and others completing this assessment:	Heather Caldicott
Contact telephone numbers:	01572 758205
Date EIA assessment completed:	June 2019

Step 1: Defining the policy/ procedure/ function/ service

Using the information gathered within the Equality Questionnaire, you should begin this full EIA by defining and outlining its scope. The EIA should consider the impact or likely impact of the policy in relation to all areas of equality, diversity and human rights, as outlined in the Equality and Diversity Policy of Rutland County Council.

What are the main aims, purpose and objectives of the policy/ procedure/ function/ service? How will they be achieved?

Our vision for passenger transport in Rutland is an efficient network of services that connect as many of the county's residents and visitors as possible with a range of key services and facilities in a cost-effective way, using an appropriate mix of vehicles.

The aims of the Passenger Transport Strategy are:

- To try to influence how, where and when passenger transport operators provide commercial services in the county in order to maximise their value to Rutland residents and visitors.
- To support a baseline passenger transport service, or package of services that will meet key needs of Rutland residents (including vulnerable people) that aren't covered by commercial bus services.
- To provide an objective mechanism to help the council to decide whether to subsidise any other bus services (on top of the baseline service) that are not commercially viable but that provide valuable additional benefits at a reasonable cost.

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- To work collaboratively with commercial and voluntary sector partners to constantly seek ways of providing better passenger transport services.
- To work with commercial and voluntary sector partners to provide information, raise awareness and promote use of passenger transport services.
- To (where possible) support capacity building amongst providers so that the market can provide enough services to meet the needs of residents and visitors.

We recognise that commercial and private transport services will meet many travel needs of Rutland residents and visitors. Our strategy is therefore focussed on meeting priority needs that are not met by those services, as follows:

- We will give priority to addressing the needs of vulnerable residents and supporting a high level of health and wellbeing, including combating rural isolation.
- We will focus on supporting passenger transport services that are most likely to enable people to access a range of services and facilities (including *inter alia* employment, education and healthcare). Priority is therefore given to trying to ensure that as many Rutland residents as possible are able to reach a town at least once per week.

Our strategy focuses on supporting passenger transport trips at times when a range of different journey purposes are likely to be accommodated and demand is likely to be highest - giving the greatest benefit to the greatest number of residents within the available resources. For new or changed services, we will therefore only consider supporting service runs that depart from or arrive at their first Rutland location between the following core times:

- Monday to Friday 07.00 to 18.00
- Saturday 08.00 to 17.00

We are particularly keen to support services that operate in the morning and afternoon peak periods that can support employment, education and training.

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What are the main activities relating to this policy/ procedure/ function/ service and distinguish who is likely to benefit from these activities.

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Solution (action)	Beneficiaries
Review of potential baseline transport delivery elements, supported bus services and concessionary travel support	<ul style="list-style-type: none"> • Residents and visitors, of all ages and mobility, wishing to use public transport provisions. • Residents living in locations currently unserved by passenger transport provisions, or with a very limited service. • All residents and visitors utilising passenger transport provisions within Rutland – but particularly those who are reliant on passenger transport as their sole method of travel. • Residents that utilise passenger transport provisions on a regular basis – such as commuters and college students.
Deliver enhanced and clearer promotion of our public transport provisions	<ul style="list-style-type: none"> • All residents and visitors, of all ages, wishing to use public transport provisions including those: <ul style="list-style-type: none"> - with special educational needs or disability (SEND),

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	<ul style="list-style-type: none"> - with restricted eye sight, - whose first language is not English. • Residents and visitors who don't currently use passenger transport services due to being unaware of the provisions available. 	
Implement revised baseline transport service	<ul style="list-style-type: none"> • Residents living in locations currently unserved by passenger transport provisions and those residents who require a door to destination service. 	
Implement revised supported local bus network and concessionary travel support	<ul style="list-style-type: none"> • Residents living in locations currently unserved by passenger transport provisions, or with a very limited service. • Rutland residents with special educational needs or disability (SEND). 	
Provide and maintain passenger transport infrastructure	<ul style="list-style-type: none"> • All residents and visitors utilising passenger transport provisions within Rutland – but particularly those who are reliant on passenger transport as their sole method of travel. • Residents that utilise passenger transport provisions on a regular basis – such as commuters and college students. 	
Monitor developments in multi-operator and smart ticketing, and liaise with operators	<ul style="list-style-type: none"> • Residents that utilise passenger transport provisions on a regular basis – 	

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as appropriate.	<p>such as commuters and college students.</p> <ul style="list-style-type: none"> Residents travelling out of county and using more than one operator for their journey.
Monitor usage and make service changes to maximise value for money on baseline transport service.	<ul style="list-style-type: none"> Residents living in locations currently unserved by passenger transport provisions, or with a very limited service.
Monitor usage and make service changes to maximise value for money on supported local bus network.	<ul style="list-style-type: none"> Residents living in locations currently unserved by passenger transport provisions, or with a very limited service.

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What outcomes are expected?

Through the Passenger Transport Strategy we aim to deliver an efficient network of services that connect as many of the county’s residents and visitors as possible with a range of key services and facilities in a cost-effective way, using an appropriate mix of vehicles. In doing so we hope to deliver on a number of the goals set out within Moving Rutland Forward (MRF) – our fourth local transport plan. These goals, along with the associated MRF theme heading, have been detailed below:

Population growth: Planning for the future and meeting the needs of a growing Rutland

- PGG1 - Passenger transport provisions and a highway network that are resilient and adaptable to changing demand.

Working in Rutland: Meeting the needs of new and existing Rutland businesses, their customers and their workforce

- WRG1 - Transport options that support economic growth by enabling residents to access employment opportunities and in doing so help fulfil workforce shortages and reduce environmental impact.

Learning in Rutland: helping our residents reach their full potential

- LERG1 - School transport provisions that serve the needs of our young residents, whilst being cost effective.

Living in Rutland: helping Rutland residents to access essential services and supporting health and wellbeing

- LIRG1 - Reduce car dependency within the county – in a way that doesn’t hinder access to services or economic development.
- LIRG4 - A passenger transport network that caters for our most vulnerable residents.

Visiting and enjoying Rutland: helping tourists, visitors and residents to access and enjoy Rutland’s towns, villages and countryside

- VERG3 - Accessible leisure, recreation and tourism opportunities, complimented by a sustainable transport network and parking provision that supports tourism.

Step 2: Potential Impact

Use the following table to specify if any service users or staff who identify with any of the nine ‘protected characteristics’, or other areas referred to below, will be affected by the policy/ procedure/ service you are proposing. Indicate all that apply and describe why and what barriers these individuals, groups or other areas may face.

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Who is affected and what barriers may these individuals or groups face?	
Age	<p>Our Passenger Transport Strategy considers future transport provisions and policies which in turn may impact on both children, young adults and our older residents. These impacts are discussed below, however, our overall opinion is that although there may be some individuals that are negatively impacted – on the whole, changes are necessary in order to bring about improvements across the county – resulting in fairer, more equitable services.</p> <ol style="list-style-type: none"> 1) Through the implementation of a baseline service we will ensure that Rutland residents have access to a local town at least once per week, where this isn't provided by commercial local bus services. As a result, changes to current services and provisions are likely and in some cases, some residents may see a reduced service (wherever possible we will look to mitigate against such cases). However, by introducing a baseline service we will be ensuring that transport provisions are also available for those resident's currently unserved by passenger transport – helping to reduce social isolation and provide access to essential services (including healthcare). 2) Through the strategy we will review whether the local additional ('discretionary') elements of the current Rutland concessionary travel schemes provide the best value for money or whether the funding for these elements could be better used to meet needs and demand in other ways. Depending on what form the changes took, they could impact Rutland residents who currently use their English National Concessionary Travel Scheme (ENCTS) older person's pass to access half price travel on voluntary car schemes or those wishing to swap their pass for travel tokens. <p>However, the review will not impact on the statutory concessionary travel element and as such residents with an ENCTS older person's pass will still be able to access free travel on local bus services on departures between 0930 and 2300 Monday to Friday, and at any time of day on Saturday, Sunday and bank holidays.</p> <p>As such, although the review may result in removal of some discretionary elements, the savings from this could be used to improve the overall transport provision across the county. Furthermore, as mentioned, residents with an ENCTS older person's</p>

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	<p>pass will still be able to access free local bus travel which should mitigate any impact on their ability to access essential services (including healthcare). An exception to this however, may be individuals with restricted mobility who cannot use buses. As such during the review of additional, discretionary concessionary travel schemes, we will ensure further consideration is given to the impact of removing such schemes on the ability of older residents on a low income with mobility restrictions to access essential services</p> <p>3) We will ensure that any new timetable information is clear and easy to read. We will also ensure that such materials are made available in alternative formats such as large print – if required.</p> <p>4) Consideration of multi operator and smart ticketing options will make payment easier for those utilising passenger transport on a regular basis or travelling out of county – such as college students.</p>
<p>Disability</p>	<p>The strategy considers within it community and voluntary transport services. It also sets out our intention to review concessionary travel arrangements and scope, which in turn may impact on residents with restricted mobility, a disability or special educational needs. However, it is felt that such impacts will be positive, for the reasons set out below.</p> <p>1) We will investigate opportunities to provide additional concessionary travel privileges for residents with disabilities or special educational needs – making transport more affordable. This in turn may help enable residents to utilise services more – resulting in reduced social isolation.</p> <p>2) Over the life of the strategy we will look to work with and promote community, voluntary and other public sector transport providers to maximise the transport offer available to our vulnerable residents (enabling access to services, including healthcare). These providers often offer vehicles with adaptations that enable more comfortable transport for those with mobility restrictions or utilising a wheelchair.</p> <p>3) We will ensure that any new timetable information is clear and easy to read. We will also ensure that such materials are made available in alternative formats such as large print or braille - if required. This is also true for the strategy itself – which can be provided in alternative formats, where required.</p>

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Gender Reassignment	NA
Marriage and Civil Partnership	NA
Pregnancy and Maternity	<p>As mentioned the strategy aspires to deliver a more equitable passenger transport provision by operating a baseline service. As a result, changes to current services and provisions are likely. The effects of these changes may be positive, neutral or occasionally negative (wherever possible we will look to mitigate against such cases), but overall, in order to deliver improvements across the county, and to provide more equitable services, changes are necessary.</p> <p>Indeed, implementing a baseline service will benefit pregnant women and young mothers/ fathers living in locations currently unserved by passenger transport provisions (or with a very limited service) – enabling them to access essential services (including healthcare) and leisure opportunities (helping to promote social inclusion).</p>
Race	As previously mentioned within this assessment, we will ensure that any new timetable material produced, as a result of the strategy, is clear and easy to read. This will include – where required – the production of our Passenger Transport Strategy itself, along with any resulting leaflets and promotional materials in alternative languages.
Religion or Belief	NA
Sex	NA
Sexual Orientation	NA
Please specify any other areas that may be affected and what barriers the individuals, groups or Community may face (examples are shown below)	
Other groups e.g. rural isolation, deprivation, health inequality	As identified in MRF, Rutland has low levels of deprivation, however small pockets of deprivation do exist within the county – but these are masked by the wider prosperity.

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	<p>In common with other rural areas, 65%¹ of Rutland's areas are classified as deprived in terms of access to local services – resulting in an increased need to own a vehicle (car ownership within Rutland is higher than the regional average), and increased spend on travel costs. This can negatively impact less affluent families and residents that are no longer able to drive.</p> <p>Furthermore, child poverty levels are lower than those seen in the East Midlands, however it is still worth noting that 13.9% of Rutland children live in poverty, once the cost of housing is factored in².</p> <p>Within MRF we have taken these characteristics into consideration and as a result, one of MRF's visions is to provide a transport network and services that support a high level of health and wellbeing (including combating rural isolation).</p> <p>This will be in part delivered through the provision of a passenger transport network that caters for our most vulnerable residents and offers more equitable provisions – as set out in our Passenger Transport Strategy.</p> <p>However, one area of the Passenger Transport Strategy that may require further consideration is, the previously mentioned, review of local additional ('discretionary') concessionary travel. The review would cover the existing 'travel aid scheme' which provides Rutland residents claiming Job Seekers Allowance (and actively seeking work) a travel pass that offers half price travel on supported local bus services (for journeys beginning in Rutland).</p> <p>Removal of this facility could impact on resident's ability to seek employment. As such, we feel that this is an area that would need further consideration during the review.</p>
<p>Community Cohesion e.g. engaging young people, anti-social behaviour, new arrivals, social justice and tension.</p>	<p>NA</p>

¹ Department for Communities and Local Government (2015). *English indices of deprivation 2015*, available at: <https://www.gov.uk/government/statistics/english-indices-of-deprivation-2015>, (Accessed: Nov. 2017)

² End Child Poverty (2017), *Percentage of children in poverty, Oct-Dec 2015*, available at: http://www.endchildpoverty.org.uk/images/2016/East_Midlands_PC_and_ward_data.xlsx (Accessed: November 2017)

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Step 3: Data Collection & Evidence

In relation to your related findings in ‘Step Two’ are your presumptions on these barriers based on any existing research, data evidence or other information?

What evidence, research, data and other information do you have which will be relevant to this EIA? What does this information / data tell you about each of the diverse groups?

Within MRF we have included a chapter on the geography and demographics of our county. A key point that is highlighted within the chapter, titled ‘the Rutland landscape’ is that we have an aging population. Indeed, by 2036 it is anticipated that approximately 40% of our residents will be aged 60 or over, with the percentage of residents aged 80 or over nearly doubling during the life of the plan (up to 2036). As such it is important that any potential impact on this group is given sufficient consideration within this EqIA.

Data set out within ‘the Rutland landscape’ section of MRF has been used to inform this EqIA, along with findings from our 2016 countywide travel survey. Passenger transport related issues identified through the survey include:

- **Age:** social isolation and access to services (including healthcare).
- **Disability:** health and mobility issues prohibiting use of buses.

Within our travel survey a number of respondents stated that they required clearer timetable and marketing information. This however was not related to a specific group or protected characteristic.

Other issues raised in step two are based on assumptions.

What further research, data or evidence may be required to fill any gaps in your understanding of the potential or known affects of the policy? Have you considered carrying out new data or research?

During the review of services and concessionary entitlements we will review current usage (including data on age) to further understand the impact of any potential changes.

Step 4: Consultation and Involvement

When considering how to consult and involve people as part of the proposed policy/ procedure/ function/ service, it is important to think about the service users and staff who may be affected as part of the proposal.

Have you consulted on this policy/ procedure/ function or service? Outline any consultation and the outcomes of the consultation in relation to this EIA.

A separate report has been produced on the consultation – this is available on our website or upon request. However, a summary of the consultation is outlined below.

The public consultation ran for 12 weeks and was promoted through:

- press releases,
- website updates,

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- social media,
- stakeholder mail outs,
- information display boards, posters and leaflets,
- stakeholder meetings, and
- member updates.

Through the consultation residents and stakeholders were asked:

- Whether they support the overall vision and aims of the Passenger Transport Strategy?
- Whether they support the priorities set out within the Passenger Transport Strategy?
- Overall, whether they agree with the proposals outlined in each of the Passenger Transport Strategy elements?
- Overall, whether they agree with the implementation tasks set out in the Passenger Transport Strategy?
- Further comments/ feedback on any of the consultation documents or assessments (including EqIA).

Providing feedback

Respondents provided feedback through:

- an online survey, accessed via our website: www.rutland.gov.uk/localtransportplan
- completing a paper copy of the survey and returning it by hand, post or email.
- telephone or face-to-face feedback, where individuals were unable to respond by alternative means.
- free text responses (by letter or email) Social media.

Document availability

Copies of all the consultation documents, associated assessments and response form were available for download from: www.rutland.gov.uk/localtransportplan

Paper copies were available at each of the county's libraries and at the council offices in Oakham.

Due to the amount of associated paperwork, hard copies of the documents were not circulated to consultees, but were available upon request. Paper copies of the response form were also available on request.

The documents were available in alternative formats upon request. During the consultation period one request was received to produce the response form and draft Moving Rutland Forward Summary in braille. This work was commissioned and posted to the individual.

Stakeholders

The Passenger Transport Strategy went out to consultation at the same time as MRF – as such the following statutory consultees for MRF were also be provided with an opportunity to provide feedback on the Passenger Transport Strategy:

- bus operators

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- rail operators³
- public transport user groups
- the Secretary of State, in respect of Highways England roads (in practice, this will be via local Highways England contacts)
- Natural England, Historic England and the Environment Agency – in particular with regards to the associated strategic environmental assessment scoping report⁴ (SEA).
- Natural England, Historic England, the Environment Agency and Forestry Commission – in particular with regards to the habitat regulations assessment (HRA)
- any other individuals or groups considered appropriate (e.g. environmental organisations, disability groups⁵)
- residents.

In addition, we will consulted:

- businesses,
- local groups,
- parishes and ward members,
- visitors,
- community groups and voluntary transport providers,
- health providers and authorities,
- environmental and heritage groups,
- access groups,
- interest groups, and
- a range of other stakeholders – as identified within the MRF consultation plan available on our website (including emergency services, taxi operators and surrounding local authorities).

Outcomes

218 responses were received to the public consultation, 77.5% from members of the public, 20.2% from an organisation, business or body and 2.3% from unspecified respondents. The respondents were broadly representative of the Rutland population in terms of demographics. The exception was age where older age groups were over represented and younger ones were under represented.

The majority of respondents (80%) supported the overall vision and aims of the Passenger Transport Strategy – indicating that the strategy is focusing on the issues that matter most to service users and residents. This is further highlighted through the strategy priorities - which 70% of respondents said they agreed or strongly agreed with.

The majority of respondents (65.31%) agreed or strongly agreed with the actions set out in the Passenger Transport Strategy implementation plan and the majority of respondents (64% - 70%) also said they agreed or strongly agreed with the proposals / approach outlined in the strategy elements – providing validation of these.

³ This includes Network Rail and train operating companies: passenger and freight

⁴ Required when developing a local transport plan.

⁵ The Disability Discrimination Act 2005 introduced obligations on public authorities, including local transport authorities, to involve and consult disabled people in the development and implementation of policies and strategies

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However, free text feedback received indicated there was some concern about the proposals and approaches that would be used to deliver the strategy. However a review of the document has identified that these are necessary to deliver the vision which respondents were broadly supportive of.

Do any of the barriers you identified *actually* exist based on this consultation?

Are there any other considerations which will be impacted?

Our consultation report provides detailed information on the responses received. However, the key issues raised – linking to equality and diversity are outlined below and mainly relate to the following protected characteristics:

- Age
- Disability
- Other groups e.g. rural isolation, deprivation, health inequality

Issues/ concerns raised through the consultation

Topic	Issue/ concern	Response/ mitigating measures
Baseline service and concessionary travel	There was concern from respondents regarding the impact of implementing a baseline service and potential changes to the discretionary concessionary travel elements. Respondents were concerned that such changes could impact on independence and ability to access services and visit friends and family.	<p>The Passenger Transport Strategy aims to support independence and reduce social isolation, (in particular for our most vulnerable and elderly residents as well as young adults). It is understood how vital public transport is for residents, however, changes are required in order to deliver the broadly supported vision and aims of the Passenger Transport Strategy, which overall will work to make services more equitable and reduce social isolation - in particular for our most vulnerable and elderly residents as well as young adults.</p> <p>Should the review of concessionary travel result in the removal of the discretionary elements, we feel that this would be balanced out by the resulting improvements to the baseline passenger transport provisions (that would be available to all Rutland residents) that may then be possible. These improvements would ensure that all residents have access to a local town at least once per week, where this isn't provided by commercial local bus services – ensuring our services are more equitable.</p> <p>Such improvements to the baseline service would ensure provision for meeting the needs of vulnerable people (for example, disabled people or older people with</p>

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			<p>mobility difficulties or other health needs) and will reach communities that are at risk of social isolation.</p> <p>Furthermore, so long as it remains in place nationally, the English National Concessionary Travel Scheme for older and disabled people travelling in Rutland, will remain in place.</p> <p>However, upon review of the discretionary concessionary travel elements, we recommend further consideration is given to any potential health and wellbeing impacts that may result from any changes.</p>
	Disabled provisions and independent travel	Transport provisions to be accessible by all, where practicably possible.	<p>Within the Passenger strategy the following is set out, which will help ensure provisions are accessible, where practicable, by all:</p> <ul style="list-style-type: none"> • We will ‘examine the case for improving the transport concession for people who are disabled or have special educational needs – for example, allowing them to travel for free on local buses before 9.30 am to facilitate access to employment and training.’

Step 5: Mitigating and assessing the impact

In relation to any research, data, consultation and information you have reviewed and/or carried out as part of this EIA, it is now essential to assess the impact of the policy/ procedure/ function/ service and distinguish whether a particular group could be affected differently in either a negative or positive way?

Do you consider that there is an adverse impact or discrimination, or the potential for either, please outline below and state whether it is justifiable or legitimate and give your reasons for this.

As identified within the screening report, some parts of the plan may be perceived negatively – however, the intention of the plan is not detrimental – conversely it is hoped that through delivery of the strategy, transport provisions will be more equitable, whilst supporting our most vulnerable residents.

There may be some instances where a resulting change to service or concessionary provisions could result in a negative effect on some individuals (which we will, wherever possible, look to mitigate against). However, as the overall intention is to provide more equitable provisions - through the delivery of a baseline service or package of services - we feel that any potential negative impacts will be outweighed by the improvements that will be

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brought to those residents living in areas currently unserved by passenger transport provisions.

However, one area that has been flagged, in step 2, is the impact that changes to discretionary, concessionary travel provisions may have on the following groups:

- older residents on a low income with restricted mobility
- residents on Job Seekers Allowance and actively seeking employment.

N.B.

a) If you have identified adverse impact or discrimination that is illegal, you are required to take action to remedy this immediately.

b) If you have identified adverse impact or discrimination that is justifiable or legitimate, you will need to consider what actions can be taken to mitigate its effect on those groups of people.

What can be done to change the policy/ procedure/ function/ service to mitigate any adverse impact? Consider what barriers you can remove, whether reasonable adjustments may be necessary and how any unmet needs that you have identified can be addressed.

We must ensure we communicate our vision and reasoning clearly so that our residents understand our approach and delivery mechanisms.

Furthermore we will ensure that, during the concessionary travel scheme review, further consideration is given to the impact of removing discretionary concessionary travel provisions on:

- older residents on a low income with restricted mobility, and
- residents seeking employment.

Step 6: Making a decision

Summarise your findings and give an overview of whether the policy will meet Rutland County Council's responsibilities in relation to equality, diversity and human rights.

Within the screening report it was identified that the Passenger Transport Strategy could potentially impact on the following 4 protected characteristics:

- age,
- disability,
- pregnancy and maternity, and
- race.

Through the public consultation, concerns were raised relating primarily to the following protected characteristics:

- Age
- Disability
- Other groups e.g. rural isolation, deprivation, health inequality

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Concern and feedback, relating to equality impact considerations, included:

- the impact of changes to passenger transport provisions on independence and social isolation and
- the desire to ensure services are accessible by all, where reasonably practicable.

There may be some instances where a resulting change to service or concessionary provisions could result in a negative effect on some individuals (which we will, wherever possible, look to mitigate against). However, as the overall intention is to provide more equitable provisions - through the delivery of a baseline service - we feel that any potential negative impacts will be outweighed by the improvements that will be brought to those residents living in areas currently unserved by passenger transport provisions.

Furthermore, as identified within the screening report, some parts of the plan may be *perceived* negatively – however, the intention of the plan is not detrimental. It is understood how vital public transport is for residents, however, changes are required in order to deliver the broadly supported vision and aims of the Passenger Transport Strategy, which overall will work to make services more equitable and reduce social isolation - in particular for our most vulnerable and elderly residents as well as young adults.

Overall MRF fulfils our responsibilities in relation to equality, diversity and human rights, subject to further assessment of the impact of changes to discretionary, concessionary travel provisions.

Step 7: Monitoring, evaluation and review of your policy/ procedure/service change

How will you monitor the impact and effectiveness of the new policy/ procedure/ service change and what monitoring systems will you put in place to monitor this and to promote equality of opportunity and make positive improvements?

Through the public consultation, a set of equality monitoring questions were asked, to ensure that there was awareness of the plan among all residents, and that those from protected characteristics are not underrepresented. The respondents were broadly representative of the Rutland population in terms of demographics. The exception was age where older age groups were over represented and younger ones were under represented. This suggests that the consultation reached all sectors of the community well, but that for future consultations more promotion could be directed at young adults.

Upon implementation of the baseline service we will also look to carry out (where applicable) a feedback survey for users. As part of these surveys we will include equality monitoring questions (subject to GDPR requirements) to identify take up and response rates – and where necessary work to address any under representation. These will be made available in alternative formats and languages – where required.

APPENDIX I – EQUALITY IMPACT ASSESSMENT OF THE PASSENGER TRANSPORT STRATEGY

How will the recommendations of this assessment be built into wider planning and review processes? E.g. policy reviews, annual plans and use of performance management systems.

We will ensure that, during the concessionary travel scheme review, further consideration is given to the impact of removing discretionary concessionary travel provisions on:

- older residents on a low income with restricted mobility, and
- residents seeking employment.

Furthermore, MRF (the overarching plan), sets out a requirement for any large transport projects that may come forward as a result of the local transport plan to undergo EqIA screening (and a full EqIA where required) to ensure that they do not detrimentally impact on protected characteristics.

APPENDIX I – EQUALITY IMPACT ASSESSMENT OF THE PASSENGER TRANSPORT STRATEGY

Step 8: Equality Improvement Plan

Please list all the equality objectives, actions and targets that result from the Equality Impact Assessment (continue on separate sheets as necessary). These now need to be included in the relevant service area for mainstreaming and performance management purposes.

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Equality Objective	Action	Target	Officer Responsible	By when
Consultation and communication	Ensure we communicate our vision and reasoning clearly within any consultation or communications.	So that our residents understand our approach and delivery mechanisms.	Transport Strategy Officer	Autumn 2018
Consultation and communication	Through the consultation we will include equality monitoring questions (where GDPR regulations permit).	To ensure that there is awareness of the strategy among all residents, and that those from protected characteristics are not underrepresented.	Transport Strategy Officer	Autumn 2018
Additional (discretionary) concessionary travel scheme review	Consider further the impact of removing discretionary concessionary travel provisions on: <ul style="list-style-type: none"> • elderly residents with restricted mobility, and • residents seeking employment. 	To ensure review proposals do not negatively impact on the protected characteristics.	Project manager of specific scheme.	Unknown

APPENDIX I – EQUALITY IMPACT ASSESSMENT OF THE PASSENGER TRANSPORT STRATEGY

Passenger Transport Strategy document (including consultation materials) and any future publicity and marketing materials	The strategy, consultation documents and any future publicity materials or feedback surveys will be made available in alternative formats and languages – where required.	To ensure all residents have equal access to information and to ensure no groups are underrepresented.	Transport Strategy Officer Project manager of specific scheme	Unknown
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1st Authorised Signature (EIA Lead):



.....

Date:27/06/2019.....

2nd Authorised Signature (Member of DMT): ...



.....

Date:27/06/2019.....

Once completed and authorised, please save a copy of this form in the Equality and Diversity folder on the Shared drive.

The steering group will review all EIA's quarterly.

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Moving Rutland Forward

Equality impact assessment of Rutland County Council's:

- Rights of Way Improvement Plan



Rutland
County Council

APPENDIX J – RIGHTS OF WAY IMPROVEMENT PLAN

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APPENDIX J – RIGHTS OF WAY IMPROVEMENT PLAN

1 OVERVIEW

RCC is committed to promoting equality of opportunity for everyone in Rutland and strives to eliminate discrimination, advance equality of opportunity between different groups and foster good relations between groups in Rutland.

The screening report that follows considers how our Rights of Way Improvement Plan (ROWIP) will impact on our community and ensure that, through its implementation, residents are not treated unfairly or discriminated against due to:

- age,
- disability,
- gender reassignment,
- marriage and civil partnership,
- pregnancy and maternity,
- race,
- religion or belief,
- sex, or
- sexual orientation.

The equality impact assessment process contains two steps:

- **Step 1: Screening** – Screening was carried out during the early stages of plan development. Through the screening process, an assessment was completed to identify whether the draft plan was likely to have a detrimental impact on any of the protected characteristics.

After public consultation on the plan (and any resulting amendments to it), feedback was reviewed to identify if any changes were required to the screening report. No changes were required and the screening assessment for the ROWIP can be found in section 2.

- **Step 2: Full equality impact assessment:** Where a screening assessment identifies potential discriminatory impacts, a full equality impact assessment is required. This was deemed not to be the case for the ROWIP and as such step two was not undertaken.

APPENDIX J – RIGHTS OF WAY IMPROVEMENT PLAN

2 EQUALITY IMPACT ASSESSMENT SCREENING

An Equality Impact Assessment Screening Tool (below) has been completed for our ROWIP and can be found below.

EQUALITY IMPACT ASSESSMENT SCREENING TOOL			
Subject Title:		Rights of Way Improvement Plan 2017	
Officer completing:		Stuart Crook	
Purpose of Report & Ref:		To set out the council's strategy for management and improvement of the rights of way network	
		Yes/No	Comments
1.	Could the impact of the report affect one group less or more favourably than another on the basis of:		
	<ul style="list-style-type: none"> Age 	Yes	Older people may not consider themselves disabled but can experience the same barriers because of a general reduction in stamina, mobility and sensory acuity.
	<ul style="list-style-type: none"> Disability 	Yes	<p>Much of the rights of way network in Rutland might currently be considered 'off limits' to those whose mobility is limited.</p> <p>The physical nature of some routes, those on steep hills for example, mean it may it might never be possible or appropriate to make them all fully accessible for everyone. However some path infrastructure, such as stiles and gates, can also</p>

APPENDIX J – RIGHTS OF WAY IMPROVEMENT PLAN

EQUALITY IMPACT ASSESSMENT SCREENING TOOL			
Subject Title:	Rights of Way Improvement Plan 2017		
Officer completing:	Stuart Crook		
Purpose of Report & Ref:	To set out the council's strategy for management and improvement of the rights of way network		
		Yes/No	Comments
			be a barrier to some users. Policies in the plan reaffirm our commitment to addressing established disparities in accessibility caused by infrastructure.
	• Gender reassignment	No	
	• Marriage and civil partnership	No	
	• Pregnancy and maternity	No	
	• Race	No	
	• Religion or belief	No	
	• Sex	No	
	• Sexual orientation	No	
2.	Is there any evidence that some groups are affected differently?	Yes	Access to rights of way, like any other service, has historically been more difficult for those with restricted mobility.
3.	If you have identified potential discrimination, are any exceptions valid, legal and/or justifiable?	No	
4.	Is the impact of the policy/guidance likely to be negative?	No	Only neutral / positive impacts identified

APPENDIX J – RIGHTS OF WAY IMPROVEMENT PLAN

EQUALITY IMPACT ASSESSMENT SCREENING TOOL			
Subject Title:	Rights of Way Improvement Plan 2017		
Officer completing:	Stuart Crook		
Purpose of Report & Ref:	To set out the council's strategy for management and improvement of the rights of way network		
		Yes/No	Comments
5.	If so can the impact be avoided?	N/A	
6.	Are there alternatives that achieve the policy/guidance objectives without the impact?	N/A	
7.	Can we reduce the impact by taking different action?	N/A	
If you have identified a potential discriminatory impact you will need to complete a full equality impact assessment.			
8.	Is an EIA required?	No	The net effect of the policies contained in this plan are positive, and will make the network more accessible whilst avoiding excessive urbanisation of the countryside.

Moving Rutland Forward

Health impact assessment of Rutland County Council's:

- fourth local transport plan – Moving Rutland Forward,
- Rights of Way Improvement Plan, and
- Passenger Transport Strategy



Rutland
County Council

APPENDIX K – HEALTH IMPACT ASSESSMENT

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APPENDIX K – HEALTH IMPACT ASSESSMENT

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1 OVERVIEW

RCC is committed to helping residents improve their health and wellbeing - as such, the Health Impact Assessment (HIA) that follows, looks to identify any potential impacts that may result from the implementation of our:

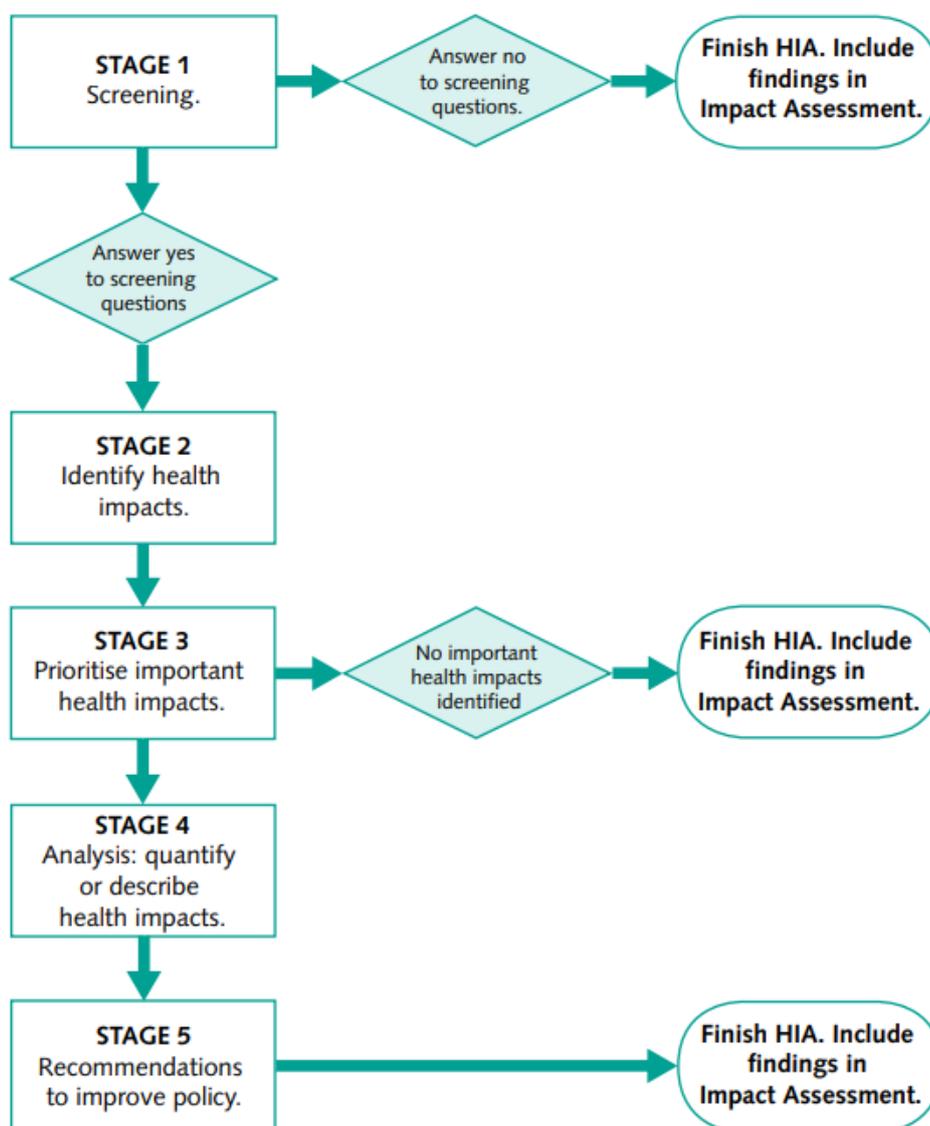
- Fourth Local Transport Plan – Moving Rutland Forward (MRF),
- Rights of Way Improvement Plan (ROWIP), and
- Passenger Transport Strategy.

2 PROCESS

Our MRF, ROWIP and Passenger Transport Strategy have been taken through a 5 stage HIA process – as detailed in figure 1. Following on from the public consultation on these documents the results of the HIA have been reviewed, to take into account the findings of the consultation.

The remainder of this document summarises the revised results of each of the 5 stages.

Figure 1 – Stages of a health impact assessment (Figure taken from the Department of Health’s, ‘Health Impact Assessment Tools’ document)



APPENDIX K – HEALTH IMPACT ASSESSMENT

3 STAGE ONE – HEALTH IMPACT ASSESSMENT (HIA) SCREENING

Table 1 below provides a summary of the HIA screening of MRF, ROWIP and Passenger Transport Strategy.

Table 1 – HIA screening of our MRF, ROWIP and Passenger Transport Strategy

	No If there will be no health impact, provide a brief explanation for your response	Yes If there will be health impact(s) provide a brief explanation.
<p>Will the proposal have a direct impact on health, mental health and wellbeing?</p> <p>For example would it cause ill health, affecting social inclusion, independence and participation?</p> <p>You should consider whether any socioeconomic or equalities groups* will be particularly affected.</p>		<p><u>Health</u></p> <p>MRF: MRF sets out our vision to help improve the health and wellbeing of our residents – including through improvements to <i>road safety</i>.</p> <ul style="list-style-type: none"> LIRG2 - Reduce the number of deaths and injuries on our county's roads. <p>ROWIP: Our ROWIP sets out our intention to review locations where the rights of way network meets the primary road network and consider whether we can make them <i>safer</i> for vulnerable users through enhanced signage and improved visibility.</p> <p><u>Mental health and social inclusion</u></p> <p>MRF: MRF aspires to improve social inclusion by providing passenger transport provisions that enable our residents (particularly our most vulnerable and elderly) to access health care and essential services.</p> <ul style="list-style-type: none"> LIRG4 - A passenger transport network that caters for our most vulnerable residents

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	<p>No</p> <p>If there will be no health impact, provide a brief explanation for your response</p>	<p>Yes</p> <p>If there will be health impact(s) provide a brief explanation.</p>
		<p>Passenger Transport Strategy: One of the strategy’s priorities is to meet the needs of our vulnerable and/ or rurally isolated residents. Indeed, our highest priority will be to provide a baseline passenger transport service or package of services that enable Rutland residents to have access to a local town at least once per week. It makes provision for meeting the needs of vulnerable people and reach communities that are at risk of social isolation – enabling them to access a range of services and facilities (including <i>inter alia</i> employment, education and healthcare).</p> <p>Furthermore, in line with our statutory duty, a particular priority for a baseline service will be to cater for the needs of people with impaired mobility due to disability or old-age frailty, as well as for people living in social isolation.</p> <p><u>Independence and participation</u></p> <p>MRF: MRF sets out our intention to help promote independence and participation by promoting available services and providing travel training for residents currently unable or restricted in their ability to travel independently, due to learning or physical disabilities. We will also look at opportunities to provide additional concessionary travel privileges for residents with disabilities or special educational needs.</p> <ul style="list-style-type: none"> • LIRG4 - A passenger transport network that caters for our most vulnerable residents • LIRS12 - Promote transport provisions • LIRS13 – Make services accessible

APPENDIX K – HEALTH IMPACT ASSESSMENT

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	<p>No</p> <p>If there will be no health impact, provide a brief explanation for your response</p>	<p>Yes</p> <p>If there will be health impact(s) provide a brief explanation.</p>
		<ul style="list-style-type: none"> • LIRS14 – Promote personal independence <p>Passenger Transport Strategy: Within our Passenger Transport Strategy we outline our intention to continue funding the national concessionary travel scheme for older and disabled people travelling in Rutland, as required by law.</p> <p>We currently also provide additional ‘discretionary’ travel privileges, which will be reviewed to determine whether they provide the best value for money or whether the funding for these elements could be better used to provide an improved baseline service for people living in settlements that currently have no local bus service.</p> <p>As a result of the strategy we will also examine the case for improving the transport concession for people who are disabled or have special educational needs – for example, allowing them to travel for free on local buses before 9.30 am to facilitate access to employment and training.</p> <p><u>Consultation feedback relating to health, mental health and wellbeing</u></p> <p><i>Mental health and wellbeing</i></p> <p>Through the consultation we received feedback on the following issues relating to mental health and wellbeing. In particular these related to</p>

APPENDIX K – HEALTH IMPACT ASSESSMENT

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	<p>No</p> <p>If there will be no health impact, provide a brief explanation for your response</p>	<p>Yes</p> <p>If there will be health impact(s) provide a brief explanation.</p>
		<p>concern that changes to passenger transport could impact on independence and ability to access services and visit friends and family.</p> <ul style="list-style-type: none"> • 21 respondents provided feedback outlining how important public transport is to them. • Concern was raised by seven respondents who were worried about the impact of implementing a baseline service and two further responses were received regarding potential changes to the discretionary concessionary travel elements. • 3 respondents put forward feedback regarding the need for transport provisions, wherever possible, to be accessible by all. <p>Health</p> <p>Through the consultation we received feedback on the following issue relating to health:</p> <ul style="list-style-type: none"> • 10 respondents outlined the importance of road safety and traffic calming improvements.
<p>Will the policy have an impact on social, economic and environmental living conditions that would indirectly affect health?</p> <p>For example would it affect housing, transport, child development, education, good</p>		<p><u>Housing</u></p> <p>MRF: Within MRF we look to enable cycling and walking as travel options by ensuring suitable infrastructure and locations for new housing developments.</p> <ul style="list-style-type: none"> • PGG1 - Passenger transport provisions and a highway network that are resilient and adaptable to changing demand.

APPENDIX K – HEALTH IMPACT ASSESSMENT

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	<p>No</p> <p>If there will be no health impact, provide a brief explanation for your response</p>	<p>Yes</p> <p>If there will be health impact(s) provide a brief explanation.</p>
<p>employment opportunities, green space or climate change?</p> <p>You should consider whether any socioeconomic or equalities groups* will be particularly affected.</p>		<p>Passenger Transport Strategy: Our Passenger Transport Strategy sets out potential funding sources for future passenger transport improvements – including Section 106 agreement contributions from developers and Community infrastructure levy (CIL) contributions.</p> <p><u>Transport</u></p> <p>MRF: Within MRF we set out our intention to provide passenger transport provisions that meet the needs of our most vulnerable residents by providing an efficient network of passenger transport services that connect as many of the county’s residents and visitors as possible with a range of key services and facilities in a cost-effective way.</p> <ul style="list-style-type: none"> • LIRG4 - A passenger transport network that caters for our most vulnerable residents <p>ROWIP: Our ROWIP also sets out a statement of action to provide ‘a safer, more connected and accessible network for all’ - by creating new routes that make it easier for people to access the services they need and link the places they live with the surrounding countryside.</p> <p>Passenger Transport Strategy: Our Passenger Transport Strategy sets out our intention to provide passenger transport provisions that enable residents to have access to a local town at least once per week. It makes provision for meeting the needs of vulnerable people and reach</p>

APPENDIX K – HEALTH IMPACT ASSESSMENT

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	<p>No</p> <p>If there will be no health impact, provide a brief explanation for your response</p>	<p>Yes</p> <p>If there will be health impact(s) provide a brief explanation.</p>
		<p>communities that are at risk of social isolation – enabling them to access a range of services and facilities (including <i>inter alia</i> employment, education and healthcare).</p> <p><u>Education and employment</u></p> <p>MRF: Within MRF we outline our commitment to ensuring our young residents have access to the transport provisions needed to enable them to attend school/ college.</p> <ul style="list-style-type: none"> • LERG1 - School transport provisions that serve the needs of our young residents, whilst being cost effective. <p>MRF also sets out our goal to improve travel to work options for our residents – particularly those without a personal vehicle.</p> <ul style="list-style-type: none"> • WRG1 - Transport options that support economic growth by enabling residents to access employment opportunities and in doing so help fulfil workforce shortages and reduce environmental impact. <p>Passenger Transport Strategy: Our Passenger Transport Strategy outlines how we plan to focus on supporting passenger transport services that are most likely to enable people to access a range of services and facilities (including <i>inter alia</i> employment, education and healthcare). Furthermore, our strategy focuses on supporting passenger transport trips</p>

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	<p>No If there will be no health impact, provide a brief explanation for your response</p>	<p>Yes If there will be health impact(s) provide a brief explanation.</p>
		<p>at times when a range of different journey purposes are likely to be accommodated and demand is likely to be highest - giving the greatest benefit to the greatest number of residents within the available resources.</p> <p>When looking to support services – we will be particularly keen to support services that operate in the morning and afternoon peak periods that can support employment, education and training.</p> <p>The strategy also sets out our approach to using registered local bus services to provide school and college travel – where possible.</p> <p>Within the strategy we also set out intention to review our ‘Travel aid scheme’ – discretionary concessionary travel assistance for Rutland residents who are claiming Job Seekers Allowance and are actively seeking work Rutland.</p> <p><u>Green space</u></p> <p>MRF: MRF sets out our desire to promote, protect and provide opportunities to enjoy green spaces within our rural county.</p> <p>MRF goals of relevance include:</p> <ul style="list-style-type: none"> • VERG1 - An integrated network of walking, cycling and public rights of way routes that connect our villages and towns with each other and enable circular walks and rides.

APPENDIX K – HEALTH IMPACT ASSESSMENT

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	<p>No</p> <p>If there will be no health impact, provide a brief explanation for your response</p>	<p>Yes</p> <p>If there will be health impact(s) provide a brief explanation.</p>
		<ul style="list-style-type: none"> • VERG3 - Accessible leisure, recreation and tourism opportunities, complimented by a sustainable transport network and parking provision that supports tourism. • PGG4 - Sustainable development that enhances and supports our county’s rural character and heritage. <p>ROWIP: Furthermore, our ROWIP sets our intent to protect the public rights of way network and influence development – ensuring that residents and visitors have access to public rights of way – providing health and wellbeing benefits.</p> <p><u>Climate change</u></p> <p>MRF: The following MRF goals outline our intention to deliver transport provisions in a way that limits negative environmental impacts, whilst promoting greener alternatives.</p> <ul style="list-style-type: none"> • PGG4 - Sustainable development that enhances and supports our county’s rural character and heritage. • PGG1 - Passenger transport provisions and a highway network that are resilient and adaptable to changing demand. <p>Passenger Transport Strategy: Furthermore, one of the aims of the Passenger Transport Strategy is ‘to work with commercial and voluntary sector partners to provide information, raise awareness and promote use of passenger transport services’. Promotion of passenger transport may</p>

APPENDIX K – HEALTH IMPACT ASSESSMENT

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	<p>No</p> <p>If there will be no health impact, provide a brief explanation for your response</p>	<p>Yes</p> <p>If there will be health impact(s) provide a brief explanation.</p>
		<p>help encourage a shift away from single car occupancy and as such help reduce greenhouse gas emissions and improve air quality.</p> <p><u>Consultation feedback relating to social, economic and environmental living conditions that would indirectly affect health</u></p> <p><i>Environmental</i></p> <p>Through the consultation we received feedback on the following environmental issues:</p> <ul style="list-style-type: none"> • 6 respondents put forward their views on electric vehicles and transport related technology advancements. In particular, respondents were keen to see more information on such matters included within the plans. • We received 17 comments relating to: <ul style="list-style-type: none"> - development and the associated impact of growth on our transport network (4 of which related to HGVs) and - opportunities to improve transport provisions as a result of such development. • 5 respondents noted concern regarding the impact of development and new transport infrastructure on the environment. <p><i>Social</i></p> <p>Through the consultation we received feedback on the following social issue:</p>

APPENDIX K – HEALTH IMPACT ASSESSMENT

	<p>No</p> <p>If there will be no health impact, provide a brief explanation for your response</p>	<p>Yes</p> <p>If there will be health impact(s) provide a brief explanation.</p>
		<ul style="list-style-type: none"> Through the consultation a number of emails and letters requesting consideration of a relief road bypassing Caldecott (26 responses) and Uppingham (5 responses) were received. There was also an additional request for a further relief road for Oakham (1 response). Respondents showed concern regarding the volume, speed and number of cars and HGVs travelling through Caldecott and Uppingham as a result of development in surrounding counties.
<p>Will the proposal affect an individual’s ability to improve their own health and wellbeing?</p> <p>For example will it affect their ability to be physically active, choose healthy food, reduce drinking and smoking?</p> <p>You should consider whether any socioeconomic or equalities groups* will be particularly affected.</p>		<p>MRF: Within MRF we set out a number of goals (and delivery solutions), that if achieved, would help enable resident’s (and visitors) to be more physically active – in particular by encouraging walking and cycling for both transport and leisure.</p> <p>Relevant goals are:</p> <ul style="list-style-type: none"> PGG1 - Passenger transport provisions and a highway network that are resilient and adaptable to changing demand. PGG4 - Sustainable development that enhances and supports our county’s rural character and heritage. LERG2 - High levels of walking and cycling to school and college – leading to improved health in our young, reduced congestion on our roads and improved local air quality. LIRG1 - Reduce car dependency within the County – in a way that doesn’t hinder access to services or economic development. LIRG3 - Remove the barriers inhibiting our residents from walking and cycling, particularly those that would enable shorter utility

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APPENDIX K – HEALTH IMPACT ASSESSMENT

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	<p>No</p> <p>If there will be no health impact, provide a brief explanation for your response</p>	<p>Yes</p> <p>If there will be health impact(s) provide a brief explanation.</p>
		<p>journeys to be undertaken by bike and foot – helping to improve our residents’ health, access to services and our environment.</p> <ul style="list-style-type: none"> • VERG1 - An integrated network of walking, cycling and public rights of way routes that connect our villages and towns with each other and enable circular walks and rides. • VERG2 - Clear publicity of our public rights of way, cycling and walking infrastructure and events. Promotional materials that are easy to understand and tailored to the needs of different user groups. • VERG3 - Accessible leisure, recreation and tourism opportunities, complimented by a sustainable transport network and parking provision that supports tourism. <p>ROWIP: Within our ROWIP we also set out a statement of action to promote greater use of the public rights of way network and increase availability of information – assisting residents to explore and enjoy the Rutland countryside. Our ROWIP also sets out our intention to modernise the existing network and actively seek to reduce the number of structures on the network that might act as barriers to some users.</p> <p><u>Consultation feedback relating to an individual’s ability to improve their own health and wellbeing</u></p> <p>Through the consultation we received feedback on the following matters relating to an individual’s ability to improve their own health and wellbeing:</p>

APPENDIX K – HEALTH IMPACT ASSESSMENT

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	No If there will be no health impact, provide a brief explanation for your response	Yes If there will be health impact(s) provide a brief explanation.
		<ul style="list-style-type: none"> • Twelve responses were received regarding the need to encourage sustainable travel alternatives, including walking, cycling and public transport. • 9 respondents outlined a desire for more/ improved footway and cycleway provisions and public rights of way. • 10 respondents providing feedback wanted to see more promotion of available services, provisions, infrastructure (such as walking and cycling routes and public rights of way) and sustainable travel alternatives.
<p>Will there be a change in demand for or access to health and social care services?</p> <p>For example: Primary Care, Hospital Care, Community Services, Mental Health and Social Services?</p> <p>You should consider whether any socioeconomic or equalities groups* will be particularly affected.</p>		<p>MRF: Within MRF we outline our intention to enable improved access to health care and essential services – particularly for our vulnerable and elderly residents.</p> <p>Relevant MRF goals include:</p> <ul style="list-style-type: none"> • PGG1 - Passenger transport provisions and a highway network that are resilient and adaptable to changing demand. • LIRG4 - A passenger transport network that caters for our most vulnerable residents. <p>Passenger Transport Strategy: Our Passenger Transport Strategy outlines how we plan to focus on supporting passenger transport services that are most likely to enable people to access a range of services and facilities - including <i>healthcare</i>.</p>
<p>Will the proposal have an impact on global health?</p>	No	If yes, go to global health impact assessment tool.

APPENDIX K – HEALTH IMPACT ASSESSMENT

4 STAGE TWO AND THREE – IDENTIFY AND PRIORITISE HEALTH IMPACTS

Table 2 identifies and prioritises the health impacts that may result from our MRF, ROWIP and Passenger Transport Strategy.

Table 2 – Identifying and prioritising health impacts

Stage 2 – Identify health impacts	Will the health impacts affect the whole population or will there be differential impacts within the population.	Will the health impacts be difficult to remedy or have an irreversible impact?	Will the health impacts be medium to long term?	Are the health impacts likely to generate public concern?	Are the health impacts likely to generate cumulative and/ or synergistic impacts?	Stage 3 – Prioritise health impacts Combining the answers, on balance will the health impacts have an important positive or negative impact on health.
Physical health: Helping to provide access to healthcare provisions – enabling our residents to receive treatment for medical conditions.	No. Benefit will be mostly seen by those residents without access to a personal vehicle - in particular our most vulnerable and elderly residents as well as young adults.	No	Yes	No	No	Important positive impact.
Mental wellbeing: Reduced social isolation by	No. Impact will be mostly seen	No	Yes	Yes	No	Important positive impact.

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APPENDIX K – HEALTH IMPACT ASSESSMENT

<p>Stage 2 – Identify health impacts</p>	<p>Will the health impacts affect the whole population or will there be differential impacts within the population.</p>	<p>Will the health impacts be difficult to remedy or have an irreversible impact?</p>	<p>Will the health impacts be medium to long term?</p>	<p>Are the health impacts likely to generate public concern?</p>	<p>Are the health impacts likely to generate cumulative and/ or synergistic impacts?</p>	<p>Stage 3 – Prioritise health impacts Combining the answers, on balance will the health impacts have an important positive or negative impact on health.</p>
<p>providing an efficient network of passenger transport services that connect as many of the county’s residents (in particular our most vulnerable and elderly) and visitors as possible with a range of key services and facilities – including healthcare provisions.</p> <p>However, through our Passenger Transport Strategy we may also look to review our</p>	<p>by those residents without access to a personal vehicle - in particular our most vulnerable and elderly residents as well as young adults and individuals on Job Seekers Allowance and actively seeking employment.</p>					

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APPENDIX K – HEALTH IMPACT ASSESSMENT

<p>Stage 2 – Identify health impacts</p>	<p>Will the health impacts affect the whole population or will there be differential impacts within the population.</p>	<p>Will the health impacts be difficult to remedy or have an irreversible impact?</p>	<p>Will the health impacts be medium to long term?</p>	<p>Are the health impacts likely to generate public concern?</p>	<p>Are the health impacts likely to generate cumulative and/ or synergistic impacts?</p>	<p>Stage 3 – Prioritise health impacts Combining the answers, on balance will the health impacts have an important positive or negative impact on health.</p>
<p>discretionary concessionary travel schemes –to determine whether they provide the best value for money or whether the funding for these elements could be better used to provide an improved baseline service for people living in settlements that currently have no local bus service.</p> <p>Existing local discretionary schemes include</p>						

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APPENDIX K – HEALTH IMPACT ASSESSMENT

<p>Stage 2 – Identify health impacts</p>	<p>Will the health impacts affect the whole population or will there be differential impacts within the population.</p>	<p>Will the health impacts be difficult to remedy or have an irreversible impact?</p>	<p>Will the health impacts be medium to long term?</p>	<p>Are the health impacts likely to generate public concern?</p>	<p>Are the health impacts likely to generate cumulative and/ or synergistic impacts?</p>	<p>Stage 3 – Prioritise health impacts Combining the answers, on balance will the health impacts have an important positive or negative impact on health.</p>
<p>our Access Travel scheme, which provides holders of English National Concessionary Travel Scheme passes half price journeys on voluntary cars schemes and the ability to swap their travel pass for £44 of travel tokens a year, which can be used to pay for travel on buses, trains and taxi services with participating operators.</p>						

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APPENDIX K – HEALTH IMPACT ASSESSMENT

<p>Stage 2 – Identify health impacts</p>	<p>Will the health impacts affect the whole population or will there be differential impacts within the population.</p>	<p>Will the health impacts be difficult to remedy or have an irreversible impact?</p>	<p>Will the health impacts be medium to long term?</p>	<p>Are the health impacts likely to generate public concern?</p>	<p>Are the health impacts likely to generate cumulative and/ or synergistic impacts?</p>	<p>Stage 3 – Prioritise health impacts Combining the answers, on balance will the health impacts have an important positive or negative impact on health.</p>
<p>If these discretionary elements are removed, some may feel that this could impact on social isolation by limiting the travel options available – potentially impacting on those without access to a bus service or those who prefer to travel by alternative means.</p> <p>Upon review of feedback received through the consultation, it is</p>						

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APPENDIX K – HEALTH IMPACT ASSESSMENT

Stage 2 – Identify health impacts	Will the health impacts affect the whole population or will there be differential impacts within the population.	Will the health impacts be difficult to remedy or have an irreversible impact?	Will the health impacts be medium to long term?	Are the health impacts likely to generate public concern?	Are the health impacts likely to generate cumulative and/ or synergistic impacts?	Stage 3 – Prioritise health impacts Combining the answers, on balance will the health impacts have an important positive or negative impact on health.
clear that concern exists regarding how changes to passenger transport could impact on independence and ability to access services and visit friends and family.						
Mental wellbeing: Supporting independence through the provision of independent travel training for residents currently unable or restricted in their ability to travel independently, due to learning or	No. The benefits will be felt by those residents with learning or physical disabilities.	No	Yes	No	No	Important positive impact.

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APPENDIX K – HEALTH IMPACT ASSESSMENT

<p>Stage 2 – Identify health impacts</p>	<p>Will the health impacts affect the whole population or will there be differential impacts within the population.</p>	<p>Will the health impacts be difficult to remedy or have an irreversible impact?</p>	<p>Will the health impacts be medium to long term?</p>	<p>Are the health impacts likely to generate public concern?</p>	<p>Are the health impacts likely to generate cumulative and/ or synergistic impacts?</p>	<p>Stage 3 – Prioritise health impacts Combining the answers, on balance will the health impacts have an important positive or negative impact on health.</p>
<p>physical disabilities and through consideration of additional concessionary travel privileges for residents with disabilities or special educational needs.</p>						
<p>Physical health: Increased levels of <i>physical activity</i> through the promotion of walking and cycling – both for leisure and as a means of transport. However feedback through the</p>	<p>Yes - the plan has the potential to reach all residents.</p>	<p>No</p>	<p>Yes</p>	<p>No</p>	<p>No</p>	<p>Important positive impact.</p>

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APPENDIX K – HEALTH IMPACT ASSESSMENT

Stage 2 – Identify health impacts	Will the health impacts affect the whole population or will there be differential impacts within the population.	Will the health impacts be difficult to remedy or have an irreversible impact?	Will the health impacts be medium to long term?	Are the health impacts likely to generate public concern?	Are the health impacts likely to generate cumulative and/ or synergistic impacts?	Stage 3 – Prioritise health impacts Combining the answers, on balance will the health impacts have an important positive or negative impact on health.
consultation indicated that respondents wanted to see more promotion of available provisions, encouragement to undertake walking and cycling and more/ improved footway and cycleway provisions.						
Physical health: Work to improve road safety and as such strive to reduce road causalities and deaths.	Yes - the plan has the potential to reach all residents.	No	Yes	No	No	Important positive impact.

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APPENDIX K – HEALTH IMPACT ASSESSMENT

Stage 2 – Identify health impacts	Will the health impacts affect the whole population or will there be differential impacts within the population.	Will the health impacts be difficult to remedy or have an irreversible impact?	Will the health impacts be medium to long term?	Are the health impacts likely to generate public concern?	Are the health impacts likely to generate cumulative and/ or synergistic impacts?	Stage 3 – Prioritise health impacts Combining the answers, on balance will the health impacts have an important positive or negative impact on health.
<p>Investigate opportunities to improve public rights of way (PROW) safety.</p> <p>Through the consultation feedback was received supporting the importance of delivering safety initiatives.</p>						
<p>Mental wellbeing: Helping our residents to <i>reach their full potential</i> by supporting access to</p>	<p>Yes - the plan has the potential to reach all residents - although those most likely to benefit are</p>	<p>No</p>	<p>Yes</p>	<p>Yes</p>	<p>No</p>	<p>Important positive impact.</p>

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APPENDIX K – HEALTH IMPACT ASSESSMENT

<p>Stage 2 – Identify health impacts</p>	<p>Will the health impacts affect the whole population or will there be differential impacts within the population.</p>	<p>Will the health impacts be difficult to remedy or have an irreversible impact?</p>	<p>Will the health impacts be medium to long term?</p>	<p>Are the health impacts likely to generate public concern?</p>	<p>Are the health impacts likely to generate cumulative and/ or synergistic impacts?</p>	<p>Stage 3 – Prioritise health impacts Combining the answers, on balance will the health impacts have an important positive or negative impact on health.</p>
<p>employment and education.</p> <p>However, within our Passenger Transport Strategy we also set out intention to review our ‘Travel aid scheme’ – discretionary concessionary travel assistance for Rutland Residents who are claiming Job Seekers Allowance and are actively seeking work. Through this scheme eligible residents can claim</p>	<p>residents without access to a personal vehicle.</p>					

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APPENDIX K – HEALTH IMPACT ASSESSMENT

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Stage 2 – Identify health impacts	Will the health impacts affect the whole population or will there be differential impacts within the population.	Will the health impacts be difficult to remedy or have an irreversible impact?	Will the health impacts be medium to long term?	Are the health impacts likely to generate public concern?	Are the health impacts likely to generate cumulative and/ or synergistic impacts?	Stage 3 – Prioritise health impacts Combining the answers, on balance will the health impacts have an important positive or negative impact on health.
<p>a 4 week voucher entitling them to half price bus travel in Rutland.</p> <p>Some residents may feel the removal of this scheme could have a negative impact on mental health, by restricting the geography in which jobseekers can search for employment – thus limiting opportunities.</p>						
<p>Mental wellbeing: Providing <i>access to green and open spaces as well as</i></p>	<p>Yes – however, we will also look to reduce the number of</p>	<p>No</p>	<p>Yes</p>	<p>No</p>	<p>No</p>	<p>Important positive impact.</p>

APPENDIX K – HEALTH IMPACT ASSESSMENT

Stage 2 – Identify health impacts	Will the health impacts affect the whole population or will there be differential impacts within the population.	Will the health impacts be difficult to remedy or have an irreversible impact?	Will the health impacts be medium to long term?	Are the health impacts likely to generate public concern?	Are the health impacts likely to generate cumulative and/ or synergistic impacts?	Stage 3 – Prioritise health impacts Combining the answers, on balance will the health impacts have an important positive or negative impact on health.
<i>leisure, recreation and tourism opportunities.</i>	structures on our PROW network that might act as barriers to use – particularly by those with restricted mobility.					
Physical health: Encouraging sustainable travel and development and mitigating the potential impact of development on our highway network – helping to reduce air pollution and associated health impacts.	Yes – in particular those living in our towns or along main roads.	No	Yes	No	No	Important positive impact.

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APPENDIX K – HEALTH IMPACT ASSESSMENT

Stage 2 – Identify health impacts	Will the health impacts affect the whole population or will there be differential impacts within the population.	Will the health impacts be difficult to remedy or have an irreversible impact?	Will the health impacts be medium to long term?	Are the health impacts likely to generate public concern?	Are the health impacts likely to generate cumulative and/ or synergistic impacts?	Stage 3 – Prioritise health impacts Combining the answers, on balance will the health impacts have an important positive or negative impact on health.
However feedback was received during the consultation, outlining concern regarding the impact of development on the environment and the need for greener travel options to be encouraged.						
Mental wellbeing: Mitigating the potential impact of development and vehicular traffic on our highway network – helping to reduce noise pollution and	Yes – in particular those living in our towns or along main roads.	No	Yes	No	No	Important positive impact.

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APPENDIX K – HEALTH IMPACT ASSESSMENT

<p>Stage 2 – Identify health impacts</p>	<p>Will the health impacts affect the whole population or will there be differential impacts within the population.</p>	<p>Will the health impacts be difficult to remedy or have an irreversible impact?</p>	<p>Will the health impacts be medium to long term?</p>	<p>Are the health impacts likely to generate public concern?</p>	<p>Are the health impacts likely to generate cumulative and/ or synergistic impacts?</p>	<p>Stage 3 – Prioritise health impacts Combining the answers, on balance will the health impacts have an important positive or negative impact on health.</p>
<p>concern regarding safety. Through the consultation we received a number of requests for consideration of a relief road bypassing Caldecott and Uppingham.</p>						

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5 STAGE 4 – ANALYSIS: QUANTIFY OR DESCRIBE IMPORTANT HEALTH IMPACTS

When reviewing the impacts outlined below, please cross refer to table 1.

5.1 HEALTHCARE PROVISIONS

Concern: Due to our county’s rural nature, residents without transport or with limited mobility may struggle to access essential services, including healthcare provisions such as doctor’s surgeries and dental facilities - impacting on health and wellbeing. This is particularly true for those residents without a doctor’s surgery and dental facilities within walking distance, who require hospital treatment outside of the countyⁱⁱ or wish to visit a family member in hospital.

Impact: Through MRF and the Passenger Transport Strategy we hope to improve access to medical provisions for Rutland residents – particularly for our most vulnerable and elderly residents

5.2 SOCIAL ISOLATION AND INDEPENDENCE

Concern: Due to our county’s rural nature, residents without transport or with limited mobility may be restricted in their ability to visit family or friends and, as a result, residents of all ages are at risk of social isolation, potentially impacting on both independence and mental health. These barriers are exacerbated by a lack of knowledge of what transport provisions exist meaning that even where transport provision is in place people may remain isolated due to a lack of knowledge of its existence.

Consultation feedback: A number of respondents to the consultation were concerned that any changes to passenger transport could impact on independence and ability to access services and visit friends and family.

Impact: The Passenger Transport Strategy aims to support independence and reduce social isolation, (in particular for our most vulnerable and elderly residents as well as young adults). It is understood how vital public transport is for residents, however, changes are required in order to deliver the broadly supported vision and aims of the Passenger Transport Strategy, which overall will work to make services more equitable and reduce social isolation - in particular for our most vulnerable and elderly residents as well as young adults.

Should the review of concessionary travel result in the removal of the discretionary elements, we feel that this would be balanced out by the resulting improvements to the baseline passenger transport provisions (that would be available to all Rutland residents) that may then be possible. These improvements would ensure that all

APPENDIX K – HEALTH IMPACT ASSESSMENT

residents have access to a local town at least once per week, where this isn't provided by commercial local bus services – ensuring our services are more equitable.

Such improvements to the baseline service would ensure provision for meeting the needs of vulnerable people (for example, disabled people or older people with mobility difficulties or other health needs) and will reach communities that are at risk of social isolation.

Furthermore, so long as it remains in place nationally, the English National Concessionary Travel Scheme for older and disabled people travelling in Rutland, will remain in place.

However, upon review of the discretionary concessionary travel elements, we recommend further consideration is given to any potential health and wellbeing impacts that may result from any changes.

Furthermore, actions included within MRF will support independence through the provision of independent travel training for residents currently unable or restricted in their ability to travel independently, due to learning or physical disabilities and through consideration of additional concessionary travel privileges for residents with disabilities or special educational needs.

5.3 PHYSICAL ACTIVITY

Benefit provided: Potential for increased levels of physical activity across all Rutland residents.

Concern: According to the 2011 census, 50.4% of Rutland residents stated they were in very good health, higher than that reported for the East Midlands as a whole (45.3%)ⁱⁱⁱ. Despite this however, the number of adults in Rutland reported¹ as having excess weight is increasing and is now higher than national and regional figures: 67.3% of adults opposed to 66.8% for the east midlands and 64.8% for England^{iv}. Furthermore, although there are good levels of cycling and walking for leisure within the county, there are lower levels of regular utility cycling than recorded for the region and England as a whole (0.5% in Rutland and 1.5% in the East Midlands)^v. In addition, the proportion of our residents walking for utility purpose, at all frequencies, is lower than that seen at a regional and national level. Data also indicates that fewer children walk or cycle to school in Rutland than nationally^{vi}.

Consultation feedback: Feedback through the consultation indicated that respondents wanted to see more promotion of available provisions, encouragement to undertake walking and cycling and more/ improved footway and cycleway provisions.

¹ 2013-2015

APPENDIX K – HEALTH IMPACT ASSESSMENT

Impact: MRF and the ROWIP *have potential* for increased levels of physical activity across all residents. However, to address consultation feedback we have added further detail to MRF regarding promotion and communication of such activities.

MRF also refers to our local cycling and walking infrastructure plan (due to be developed during the first implementation plan) – a document that will set out the gaps in our walking and cycling network.

With regards to public rights of way, Moving Rutland Forward states that RCC ‘will undertake a rolling review of our existing walking, cycling and horse riding provisions and consider remedial actions, where appropriate’.

5.4 ROAD COLLISIONS

Concern: Between 2001 and 2016 there were 2556 casualties on our roads – of these 347 were serious (35 of these occurred on the A1) and 88 were fatal (13 of these occurred on the A1)^{vii}. Figure 2 shows how road casualty figures in Rutland have changed since our first local transport plan (LTP1) was launched in 2001. Although the number of slights has decreased significantly during this time, the number of fatal and serious casualties has remained relatively constant. Furthermore, it is our belief that no death or serious casualty should be considered acceptable, and as such we aspire to continually reduce the number of casualties on our roads, with the ultimate long-term goal of a highway network free from death and serious injury^{viii}.

Consultation feedback: Through the consultation feedback was received supporting the importance of delivering safety initiatives.

Impact: MRF sets out our intention to produce a road safety strategy during the life of the first MRF implementation plan. Through MRF and the road safety strategy we will set out our actions to reduce the number of casualties and deaths on our roads.

Figure 2 - Number of road casualties in Rutland, by severity, between 1st January 2001 and 31st December 2016^{ix}

APPENDIX K – HEALTH IMPACT ASSESSMENT



5.5 EMPLOYMENT AND EDUCATION

Concern: Within Rutland a number of businesses are sited in remote, rural locations and/or operate shift patterns – making them hard to access by public transport. Our 2016 travel survey^x provided some evidence of this – with 49% of those struggling to access work (stating public transport as barrier) and 22% saying they worked shift patterns.

Furthermore, future population growth will result in an increasing demand on school transport provisions; however, there are a limited number of bus and taxi operators within the area – making it hard and potentially expensive to procure the services required (especially the more specialist ones). In addition, there are limited special educational needs (SEN) and post-16 education facilities in Rutland therefore a large proportion of students travel out of county.

Impact: MRF and the Passenger Transport Strategy may bring positive impacts for those residents without access to a personal vehicle.

Should the review of concessionary travel result in the removal of the discretionary 'Travel Aid Scheme' we feel that this would be balanced out by the resulting improvements to the baseline passenger transport provisions (that would be available to all Rutland residents) that may then be possible. These improvements would ensure that all residents have access to a local town at least once per week, where this isn't provided by commercial local bus services – ensuring our services are more equitable.

APPENDIX K – HEALTH IMPACT ASSESSMENT

Such improvements to the baseline service would ensure provision for meeting the needs of vulnerable people (for example, disabled people or older people with mobility difficulties or other health needs) and will reach communities that are at risk of social isolation.

However, upon review of the discretionary concessionary travel elements, we recommend further consideration is given to any potential health and wellbeing impacts that may result from any changes.

5.6 LEISURE OPPORTUNITIES

Concern: Our 2016 countywide travel survey^{xi} highlighted public concern regarding the lack of dedicated or off road circular routes available for walkers, cyclists and horse riders. Survey respondents also wanted to see more information regarding what routes exist, upcoming events and clearer sign posting and way marking to help with navigation^{xii}.

Additionally, Rutland Water sits centrally within the county and draws tourists from a wide area. However, despite its popularity, at certain times it can be hard to reach without a car (with the reservoir itself acting to some extent as an access barrier - due to its size and central position the county). This is also true for a number of other tourist destinations and some sport and recreation locations. To a lesser extent it also applies to some of our public rights of way (PROW) - where routes start in the countryside and cannot be reached by public transport.

Furthermore, Rutland's rural nature and heritage are of vast importance, but construction can threaten our green spaces and PROW² network and can also lead to over development and loss of sense of place.

Combined, these barriers reduce opportunities for health and wellbeing activities.

Impact: MRF and our ROWIP outline how we will encourage and provide access to green and open spaces as well as leisure, recreation and tourism opportunities.

Providing access to leisure opportunities has the potential to provide positive benefits to all residents.

5.7 AIR QUALITY AND THE ENVIRONMENT

Concern: Within Rutland there are high levels of car dependency (figure 3) – in part due to our county's rural nature and dispersed settlement locations, and part due to

² Defined as footpaths, bridleways, restricted byways and byways open to all traffic.

APPENDIX K – HEALTH IMPACT ASSESSMENT

preference. High levels of car use can cause congestion and have a negative impact on health and the environment.

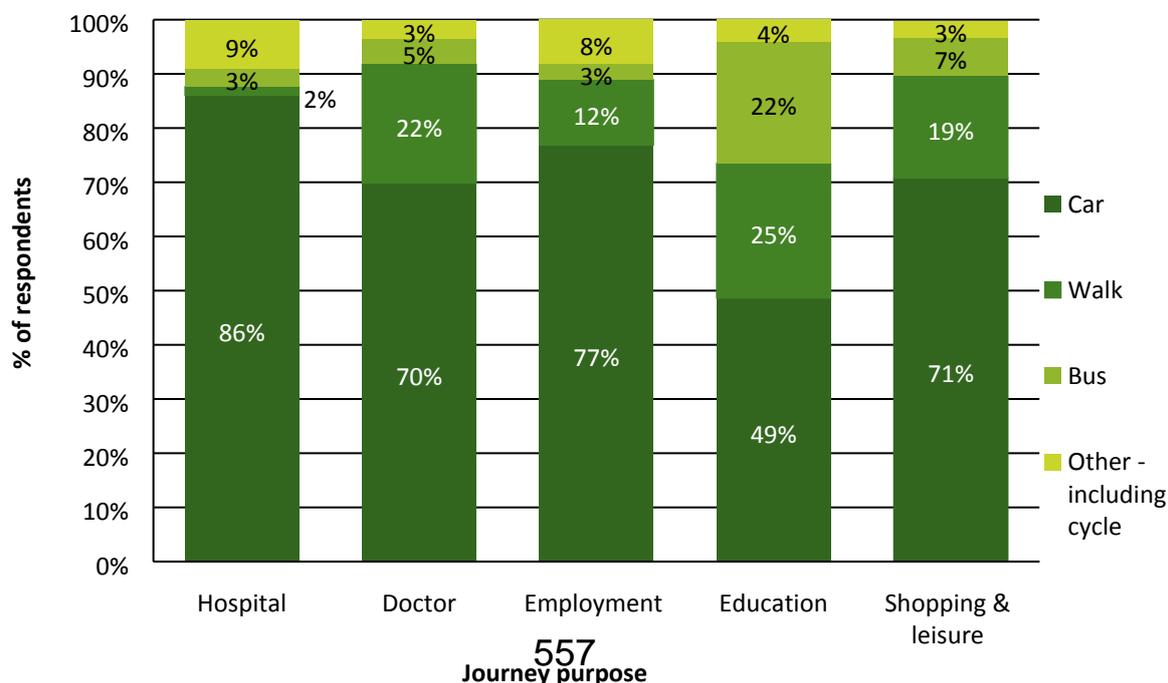
Air quality in Rutland is generally good and there are no air quality management areas within the county^{xiii} - however, when looking at the presence of fine particulate matter pm2.5^{xiv} within the county, the highest levels are found along the A1^{xv}.

Consultation feedback: Feedback was received during the consultation, outlining concern regarding the impact of development on the environment and the need for greener travel options to be encouraged.

Impact: MRF aims to tackle air pollution and associated health impacts. Indeed, the section on Population Growth (in Moving Rutland Forward) sets out solutions to minimise any potential negative impacts associated with development and growth. Wording within this section has also been enhanced.

Furthermore, MRF sets out our intention to produce a Sustainable Travel Statement that will outline our approach to electric vehicle charging and green travel alternatives. The statement will also outline (along with the Highway and Transport Communication plan – also due to be produced during the early years of the first MRF implementation plan) mechanisms to promote and encourage sustainable travel options.

Figure 3 – Modes of travel by journey purpose^{xvi}



5.8 NOISE LEVELS AND PERCEPTION OF SAFETY

Concern: Over the coming years we are likely to see significant business growth in the towns and cities of surrounding counties and to a lesser extent in Rutland^{xvii}. There is a risk that this could lead to the increased passage of heavy goods vehicles through our county – which if not managed, could negatively impact our environment, tourism offer, road conditions and residents' quality of life. Indeed, economic and population growth can result in increased car journeys and HGV passage – both of which have negative environmental impacts and the potential to raise resident concern regarding traffic volumes (and associated noise) and road safety.

Consultation feedback: Concern relating to such matters was raised through the consultation, through which we received a number of requests for consideration of a relief road bypassing Caldecott and Uppingham.

Impact: Through MRF we will work to mitigate the impact of development and increased traffic and the potential impact on noise levels and perception of safety. Furthermore, in response to the consultation feedback we have amended wording within MRF – outlining our approach to traffic monitoring.

6 RECOMMENDATIONS TO IMPROVE POLICY

Running throughout our MRF, ROWIP and Passenger Transport Strategy is a vision to deliver a transport network and services that meet the needs our most vulnerable and support a high level of health and wellbeing (including combating rural isolation).

This vision, in combination with our response to consultation feedback and the results of this health impact assessment, have lead us to the conclusion that the implementation of our MRF, ROWIP Passenger Transport Strategy will have a positive overall impact on our resident's health and wellbeing.

It is advised however, that the following recommendations are implemented:

- During the review of discretionary concessionary passenger travel schemes, ensure further consideration is given to any potential health and wellbeing impacts that may arise as a result of any changes,
- Ensure that, if necessary, consideration is given to the potential health impacts of any large projects that may come about as a result of implementing these strategic documents.

APPENDIX K – HEALTH IMPACT ASSESSMENT

- ⁱ Department of Health (2010). *Health Impact Assessment Tools*, available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/216008/dh_120106.pdf (Accessed: February 2018)
- ⁱⁱ 29% of question respondents in our 2016 countywide travel survey said they found it difficult travelling to hospital. Source: Rutland County Council (2016), *Rutland travel survey*, Unpublished, (Accessed: October 2017)
- ⁱⁱⁱ Office for National Statistics (2012). *Table KS301EW – 2011 Census: Key Statistics for local authorities in England and Wales*, available at: https://www.ons.gov.uk/file?uri=/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/2011censuskeystatisticsforlocalauthoritiesinenglandandwales/r21ewrttableks301ewladv1_tcm77-290709.xls (Accessed: November 2017)
- ^{iv} Public Health England (2016), *Prevalence of underweight, healthy weight, overweight, obesity, and excess weight among adults a local authority level for England*, available at: <http://webarchive.nationalarchives.gov.uk/20170210160927/https://www.noo.org.uk/gsf.php5?f=314326&fv=22336> (Accessed: November 2017)
- ^v Department for Transport (2016), *Table CW0104 – Proportion of how often and how long adults cycle for by local authority*, available at: <https://www.gov.uk/government/statistical-data-sets/how-often-and-time-spent-walking-and-cycling-at-local-authority-level-cw010> (Accessed: November 2017)
- ^{vi} Source: Department of Education (2011), *Table 15 – State – funded primary, secondary and special schools – number of pupils by mode of travel to school*, available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/219066/sfr12-2011latv2.xls, (Accessed: November 2017)
- ^{vii} Rutland County Council, *Police collision data*, unpublished (Accessed: November 2017)
- ^{viii} *A vision in line with that of the Parliamentary Advisory Council for Transport Safety – see:* <http://www.pacts.org.uk/safe-system/>
- ^{ix} Rutland County Council, *Police collision data*, unpublished. (Accessed: November 2017)
- ^x Rutland County Council (2016), *Rutland travel survey*, Unpublished (Accessed: October 2017)
- ^{xi} Source: Ibid
- ^{xii} When looking at the responses received in our 2016 county wide travel survey, regarding improvements to encourage walking, nearly 13% of respondents to the question stated the need for improved promotion and nearly 9% felt clearer route signposting was needed. The survey indicated that this was also true for cycling, although to a lesser extent. Source: Ibid
- ^{xiii} Rutland County Council (2017). *Rutland local transport plan - strategic environmental assessment*, unpublished. (Accessed: December 2017)
- ^{xiv} Inhalation of particulate pollution can have adverse health impacts. Human – made particulate matter. Particulate matter is released during the combustion of solid and liquid fuels. Particulate matter can be naturally occurring or human made. In the case of pm2.5, human–made sources are more common, with naturally occurring particulate matter only making a small contribution to levels. Source: Department for Environment, Food and Rural Affairs (2018). *Public Health: Sources and Effects of PM2.5*, available at: <https://laqm.defra.gov.uk/public-health/pm25.html> (Accessed: January 2018)
- ^{xv} Department for Environment, Food and Rural Affairs (2018), *Background mapping data for local authorities*, available at: <https://uk-air.defra.gov.uk/data/laqm-background-home> (Accessed: January 2018)
- ^{xvi} Rutland County Council (2016), *Rutland travel survey*, Unpublished, (Accessed: October 2017)
- ^{xvii} Nearby Corby is one such location. Corby’s population is estimated to double between 2011 and 2031 – it is Northamptonshire County Council’s hope that such growth will support on going regeneration and result in more housing, leisure opportunities and shopping provisions. Source: North Northamptonshire (2011), *Joint Core Strategy 2011 – 2031*, available at: http://www.nnjpu.org.uk/docs/Joint%20Core%20Strategy%202011-2031_Jan3_Main-Minor_v5.pdf (Accessed: December 2017)

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Moving Rutland Forward

Habitats Regulation Assessment of Rutland County Council's:

- Fourth local transport plan – Moving Rutland Forward, and
- Rights of Way Improvement Plan.



Rutland
County Council

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1 INTRODUCTION

1.1 PURPOSE OF THIS REPORT

This Habitats Regulation Assessment (HRA) screening report has been produced to identify if the implementation of our local transport plan 4 (LTP4) and Rights of Way Improvement Plan (ROWIP) will result in any likely significant effects (LSE) on a European site¹ (also known as Natura 2000 sites) either on its own or 'in combination' with other plans or projects.

The outcome of the screening report will identify if further assessment is required in accordance with Article 6(3) of the EU Habitats Directive and Regulation 61 of the Conservation of Habitats and Species Regulations 2010 (as amended).

1.2 WHAT IS MOVING RUTLAND FORWARD?

The Local Transport Act 2008² sets out a duty for all local transport authorities to produce and keep under review a local transport plan (LTP)³ and associated policies.

Moving Rutland Forward (MRF) is the name of our fourth local transport plan (LTP4), which supersedes LTP3 which was launched in 2011 and covered the period up to 2026. Despite the short space of time since LTP3 was published, we have realised a number of the aspirations within it. A new Corporate Plan, with new aims and objectives, has also been developed. It is therefore necessary to develop a new LTP for Rutland setting out our vision for transport in Rutland to 2036 (to coincide with the emerging Local Plan Review⁴).

Our ROWIP sits underneath MRF as a supporting plan.

1.2.1 OUR VISION

MRF document sets out our vision - to deliver a transport network and services that:

- facilitate delivery of sustainable population and economic growth;
- meet the needs of our most vulnerable residents; and

¹ European sites are Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and listed Ramsar sites. Proposed SPAs and candidate SACs are also regarded as European sites.

²Local Transport Act 2008, available at:

<https://www.legislation.gov.uk/ukpga/2008/26/contents>, (Accessed: December 2017)

³ A strategic document outlining the local transport challenges faced by a local authority, along with potential solutions.

⁴ The Local Plan is a statutory planning document prepared by the Rutland County Council. It sets out planning policies that will help to determine the future location, scale, type and design of new development in Rutland.

APPENDIX L – HABITATS REGULATION ASSESSMENT OF MRF AND ROWIP

- support a high level of health and wellbeing (including combating rural isolation).

1.2.2 THEMES

The plan itself has been built around the following five themes – an approach we hope will highlight the importance of integrating travel modes and the need to consider journeys as a whole – from door to door.

- **Population growth:** planning for the future and meeting the needs of a growing Rutland;
- **Working in Rutland:** meeting the needs of new and existing Rutland businesses, their customers and their workforce;
- **Learning in Rutland:** helping our residents reach their full potential;
- **Living in Rutland:** helping Rutland residents to access essential services and supporting health and wellbeing; and
- **Visiting and enjoying Rutland:** helping tourists, visitors and residents to access and enjoy Rutland’s towns, villages and countryside.

1.2.3 STRUCTURE OF MRF

To ensure that MRF is longstanding and flexible, it has been structured in five parts:

- the main plan – setting out our transport aspirations for Rutland;
- the first implementation plan - covering the initial 5 years of MRF and outlining the programme of work we propose to carry out;
- supporting plans, policies and strategies (including the ROWIP) – identifying delivery mechanisms;
- supporting documents - a strategic environmental assessment, habitats regulation assessment, health impact assessment and equality impact assessment of the MRF document; and
- an evidence base linking to the key sources of information used to inform MRF.

1.3 LEGISLATIVE BACKGROUND

We are required⁵ to carry out a HRA on all plans or projects. The aim of the assessment is to identify if any significant effect on a European Site is likely as a result of implementing MRF and our ROWIP.

As such, to ensure compliance with legal requirements, a HRA screening assessment was undertaken on our draft MRF document and draft ROWIP. This

⁵ By article 6 (3) and (4) of the EU Habitats Directive and by regulation 61 of the Conservation of Habitats and Species Regulations 2010 (as amended)

APPENDIX L – HABITATS REGULATION ASSESSMENT OF MRF AND ROWIP

document provides an updated version of the HRA screening assessment – taking in to account the results of the public consultation on both MRF and the ROWIP.

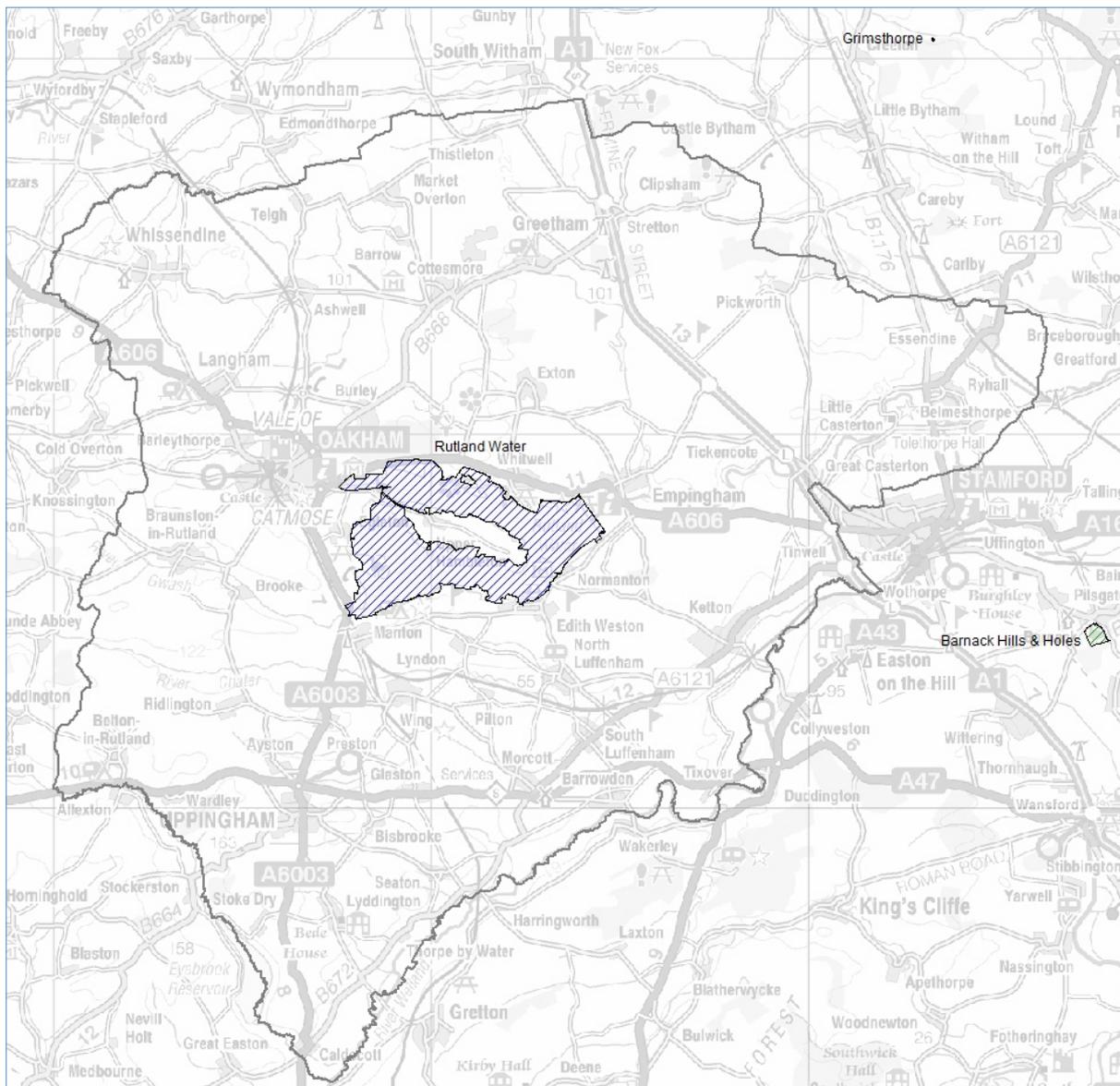
2 RELEVANT NATURA 2000 SITES

As a general ‘rule of thumb’ sites with pathways of 10-15km of the plan/project boundary should be included within the HRA. The following European sites are located either within the county or within 15km the county boundary:

- Rutland Water Special Protection Area (SPA) / Ramsar (within County),
- Barnack Hills & Holes Special Area of Conservation (SAC) (~5.4km from county boundary), and
- Grimsthorpe SAC (~5.9KM from county boundary).

The locations of the sites in relation to Rutland are shown in figure 1 below, whilst a summary of the sites’ features can be found in appendix A.

Figure 1 – European sites located within the county or within 15km of the county boundary



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3 THE HRA PROCESS

3.1 THE FOUR STAGES OF THE HRA

The HRA consists of 4 stages (table 1). This report forms stage 1, the initial screening stage, and determines if there are likely to be any significant effects on any European site as a result of implementing MRF and our ROWIP, either on its own, or in combination with other associated plans or projects. If a ‘significant effect’ is likely, the need for an appropriate assessment would be triggered.

Table 1 – the stages of a HRA⁶

Stage 1	Screening	The process to identify the likely impacts of a project upon a European site, either alone or in combination with other plans and projects, and consider whether the impacts are likely to be significant.
Stage 2	Appropriate assessment	The consideration of the impacts on the integrity of the European site, either alone or in combination with other plans and projects, with regard to the site’s structure and function and its conservation objectives. Where there are adverse impacts, an assessment of mitigation options is carried out to determine adverse effect on the integrity of the site. If these mitigation options cannot avoid adverse effects then development consent can only be given if stages 3 and 4 are followed.
Stage 3	Assessment of alternative solutions	Examining alternative ways of achieving the objectives of the project to establish whether there are solutions that would avoid or have a lesser effect on European sites.
Stage 4	Imperative reasons of overriding public interest (IROPI)	This is the assessment where no alternative solution exists and where adverse impacts remain. The process to assess whether the development is necessary for IROPI and, if so, the potential compensatory measures needed to maintain the overall coherence of the site or integrity of the European site network.

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⁶ Modified from: IPC (2011), *Habitat regulations assessment – advice note ten*, available at: <https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/2011/04/Advice-note-10-HRA-web.pdf>, (Accessed November 2017)

4 SCREENING

4.1 THE STEPS INVOLVED IN SCREENING

There are four steps involved in HRA screening⁷, these are:

- 1) Determining whether the project or plan is directly connected with or necessary to the management of the site;
- 2) Describing the project or plan and the description and characterisation of other projects or plans that in combination have the potential for having significant effects on the Natura 2000 site;
- 3) Identifying the potential effects on the Natura 2000 site;
- 4) Assessing the significance of any effects on the Natura 2000 site.

4.2 MANAGEMENT OF NATURA 2000 SITES (STEP 1)

MRF sets out our overarching vision for transport in the county, up to 2036. Whilst MRF identifies a number of goals (and solutions), only one of these is site specific. As such the majority of the goals set out in MRF are not directly connected with or necessary to the management of any Natura 2000 sites. The same is true for our ROWIP – as it is not site specific.

4.3 WHAT IS BEING SCREENED? (STEP 2)

4.3.1 MRF AND ROWIP

As identified above, the MRF only considers one site specific schemes/ initiatives. As such, the screening process has been undertaken on the goals (including the delivery solutions) set out within MRF rather than on specific areas. The screening has also included the overarching goals of the Rights of Way Improvement Plan (ROWIP) – which sits underneath MRF. These goals are identified within the screening tables set out in Appendix B.

4.3.2 IN-COMBINATION EFFECTS

We are also required to screen the MRF document and ROWIP ‘in combination’ with any other plans or projects which, when combined, may result in significant effects on a protected site.

As such, our screening has included consideration of the ‘in-combination’ effects of the following:

⁷ European Commission Environment DG (2001), *Assessment of plans and projects significantly affecting Natura 2000 sites*, available at: http://ec.europa.eu/environment/nature/natura2000/management/docs/art6/natura_2000_assess_en.pdf, (Accessed: December 2017)

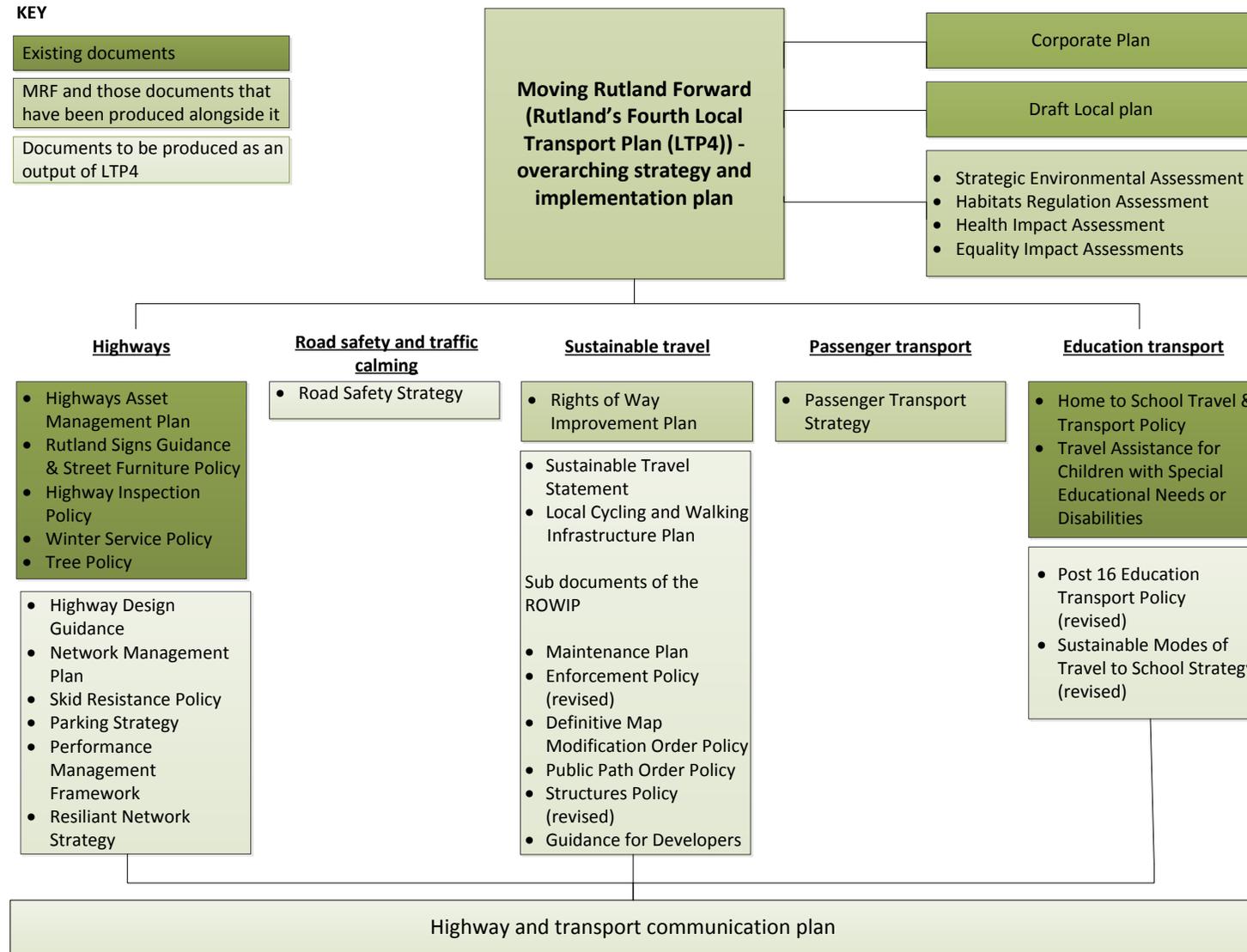
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- our consultation draft local plan⁸,
- the various plans, policies and strategies which form a suite of documents that sit underneath or alongside MRF (figure 2),
- our MRF evidence base outlining the other plans, policies and strategies which have been considered and (where possible) integrated with MRF,
- the local transport plans of surrounding local authorities (Leicestershire County Council, Lincolnshire County Council, Peterborough City Council and Northamptonshire County Council).

⁸ The Local Plan is a statutory planning document prepared by the Rutland County Council. It sets out planning policies that will help to determine the future location, scale, type and design of new development in Rutland.

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Figure 2 – Associated plans, policies and strategies



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4.4 WHAT ARE WE SCREENING FOR? (STEP 3)

Table 1 identifies the potential negative effects that could impact on the protected sites, identified within section 2 (and supported by the Natura 2000 site specific issues identified within appendix A), as a result of implementing MRF or our ROWIP. It is these potential effects against which the goals and statement of actions (of MRF and the ROWIP) have been screened.

Furthermore, the screening will consider any likely impacts on Natura 2000 sites as a whole in terms of:

- interference with the key relationships that define the structure of the site;
- interference with key relationships that define the function of the site.

Table 2 – potential effects on Natura 2000 sites

Potential effect	Source of effect
Reduction of habitat area	<p>Direct land loss due to the construction of new highway infrastructure.</p> <p>Indirect loss due to increased trampling as a result of promoting walking and cycling.</p>
Disturbance to key species	<p>Noise, light, visual and vibration disturbance due to:</p> <ul style="list-style-type: none"> • Construction/ engineering works associated with the maintenance or development of new highway infrastructure or the implementation of traffic calming or road safety engineering measures. Disturbance caused by both the works, and also additional associated vehicular movements. • Increasing or changing traffic levels (including HGVs) as a result of new infrastructure or road closures and diversions. • Increased footfall within the countryside – due to the promotion of walking, cycling or horse riding infrastructure, or creation of new routes.
Habitat or species fragmentation	<p>The creation of any new road infrastructure could lead to habitat or species fragmentation due to creating a physical separation.</p>
Reduction in species density	<p>Increased bird/ wildlife strikes due to increased traffic volumes and cyclist levels.</p>

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<p>Changes in key indicators of conservation value from the site (water and soil quality etc.)</p>	<p>Negative impacts on soil and water may occur through:</p> <ul style="list-style-type: none"> • Increased road use resulting in increased surface oil and fuel which can soak into soil and water systems. • Highway maintenance such as salting and gritting – causing leakage into soil and water systems. • New infrastructure impacting on natural drainage capacity • New drainage systems (as a result of any new highway infrastructure scheme) potentially resulting in the pollution or enrichment of water and soil. • Increased sedimentation in water run off associated with the creation or maintenance of transport infrastructure.
<p>Climate change and air pollution</p>	<p>Impacts on climate change and air pollution may occur through:</p> <ul style="list-style-type: none"> • Vehicular emissions from congestion or traffic caused by increased or changing traffic levels (including HGV), road closures, diversions or inappropriately designed highway infrastructure. • Vehicular emissions from construction vehicles used during the development of new infrastructure. • Construction vehicles and machinery creating dust during the construction or maintenance of highway infrastructure.

5 IDENTIFICATION OF LIKELY SIGNIFICANT EFFECTS

5.1 SCREENING SUMMARY TABLE (STEP 4)

Appendix B provides summary tables outlining the screening results of MRF and the ROWIP.

The summary table identifies:

- The goals being assessed.
- Whether the implementation of the goals (and delivery solutions) are likely to result in: a reduction of habitat area; disturbance to key species; habitat or species fragmentation; a reduction in species density; changes in key indicators of conservation value from the site (water quality etc.); or climate change.
- Whether implementation of the plan in combination with other associated plans, policies or strategies would result in a likely significant effect.
- An assessment (and reasoning) of each of the goals' impacts.
- Recommended modifications.
- Whether a further project level HRA is advised.
- Whether there will be a likely significant effect after modification/ mitigation measures.

It should be noted that the precautionary principle was applied during the screening. This means that, in the event that any uncertain effects were identified, the goal being considered would be required to undergo further assessment, and as such would need to go forward to stage 2 of the HRA – the appropriate assessment.

5.2 THE RESULTS OF SCREENING (STEP 4)

Having reviewed the results of the screening, shown in appendix B, it is not anticipated (subject to project specific HRAs and mitigation measures) that the implementation of MRF or our ROWIP, either alone, or in combination with any other associated plans, policies or strategies will result in a likely significant effect (that hasn't already been identified separately through the specific HRAs of the respective documents) on a protected site.

However, the summary does identify the need for a further HRA, in the event of site specific projects (in close proximity to one of the protected sites) coming forward in the future. In such cases, where potential significant effects are identified, mitigation measures will be identified or alternative options considered.

6 CONSULTATION

6.1 STRATEGIC ENVIRONMENTAL ASSESSMENT CONSULTATION

During the production of our MRF document, the following statutory bodies were consulted on our strategic environmental assessment scoping report:

- Environment Agency
- Historic England
- Natural England

Feedback received has been incorporated into the SEA and also MRF itself.

6.2 HRA SCREENING REPORT CONSULTATION

This report was sent to the following bodies for consultation:

- Environment Agency
- Forestry Commission
- Historic England
- Natural England

The above bodies were also re consulted during the public consultation.

6.2.1 THE ENVIRONMENT AGENCY

The following feedback was received on the HRA (prior to public consultation).

'We agree with the conclusions within the report that there are no likely significant effects of implementing the Plan on matters within our remit or interest; and in that context an appropriate assessment is not required. We agree with the proposal to consider project specific HRAs as schemes come forward in the future.'

6.2.2 NATURAL ENGLAND

The following feedback was received on the HRA (prior to public consultation).

'Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.'

We welcome the completion of a Habitats Regulations Assessment (HRA) to assess the impacts of the Local Transport Plan on Rutland Water Special Protection Area (SPA) & Ramsar Site, Barnack Hills & Holes Special Area of Conservation (SAC); and Grimsthorpe Special Area of Conservation (SAC). Natural England concurs with the conclusion that there are no likely significant effects (subject to project specific HRA and mitigation measures) as a result of implementing LTP4, alone, or in

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combination within other plans, policies or strategies, and as such an appropriate assessment of LTP4 is not required.

We also welcome the commitment to carry out project specific HRAs should site specific schemes come forward in the future considering mitigation measures where appropriate.'

The following feedback was received during the public consultation:

'Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Features of Rutland Water SPA/RAMSAR; Barnack Hills & Holes SAC; and Grimsthorpe SAC

We welcome the completion of a Habitats Regulations Assessment (HRA) to assess the impacts of the Local Transport Plan on Rutland Water Special Protection Area (SPA) & Ramsar Site, Barnack Hills & Holes Special Area of Conservation (SAC); and Grimsthorpe Special Area of Conservation (SAC). Natural England concurs with the conclusion that there are no likely significant effects -subject to project specific HRA and mitigation measures- as a result of implementing LTP4, alone, or in combination within other plans, policies or strategies, and as such an appropriate assessment of LTP4 is not required.

We also welcome the commitment to carry out project specific HRAs should site specific schemes come forward in the future considering mitigation measures where appropriate.'

6.2.3 HISTORIC ENGLAND

The following feedback was received during the public consultation:

'Thank you for consulting Historic England on the above, together with the Moving Rutland Forward, Draft Passenger Transport Strategy and Draft Rights of Way Improvement Plan.

The inclusion of PGS11 in relation to heritage is welcomed, together with the reference to the policies set out within the draft Local Plan.

Reference to major schemes such as St George's Barracks is welcomed. Reference should also be made to other large schemes (such as the recent consultation regarding Woolfox Garden Community) should they come forward. Historic England's comments in relation to all schemes should be incorporated into the

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highways implications of these schemes.

Historic England have not received further information regarding the Joint Infrastructure Delivery Plan for Rutland and South Kesteven. Historic England would be very happy to comment and would welcome early informal consultation.

Notwithstanding the advice given in this letter, we reserve the right at a later stage to comment or object to any proposals that come forward. We recommend that local authority conservation and archaeological expertise should be used in relation to all heritage assets.'

7 CONCLUSION

There are three protected sites within Rutland and the buffer area. Of these, only one, Rutland Water, is situated within our county.

None of the goals or statement of actions listed within MRF and the ROWIP are site specific, and only one of MRF's delivery solutions are (WRS6 - Produce market town plans).

Furthermore, running throughout MRF is a desire to encourage greener, more sustainable means of travel – reducing the need to drive and as such helping to reduce congestion and associated air pollution and vehicle emissions.

These factors, in combination with the results of the screening exercise, have led us to the conclusion that there are no likely strategic significant effects (subject to project specific HRA and mitigation measures) predicted as a result of implementing MRF and our ROWIP, alone, or in combination within other plans, policies or strategies, and as such an appropriate assessment of MRF and the ROWIP is not required.

It is advised however, that should site specific schemes come forward in the future, that project specific HRAs are carried out – enabling us to consider appropriate mitigation measures if required.

Feedback has been received from the Environment Agency and Natural England – with both concurring with our conclusion. As such, a 'finding of no significant effects report' has been produced and attached as appendix C.

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8 APPENDIX A

Table 1: Features of Rutland Water SPA/RAMSAR; Barnack Hills & Holes SAC; and Grimsthorpe SAC

Site	Interest/Qualifying Features	Sensitivities/vulnerabilities/Threats
<p>Rutland Water SPA</p>	<p>Site Code: UK9008051</p> <p>Qualifying features:</p> <p>A005 Podiceps cristatus; Great crested grebe (Non-breeding)</p> <p>A036 Cygnus olor; Mute swan (Non-breeding) A050 Anas penelope; Eurasian wigeon (Non-breeding)</p> <p>A051 Anas strepera; Gadwall (Non-breeding) A052 Anas crecca; Eurasian teal (Non-breeding) A056 Anas clypeata; Northern shoveler (Non-breeding)</p> <p>A061 Aythya fuligula; Tufted duck (Non-breeding)</p> <p>A067 Bucephala clangula; Common goldeneye (Non-breeding)</p>	<p>The most notable species are the populations of gadwall and shoveler.</p> <p>Data on the use of the site by these species indicate that gadwall and shoveler numbers peak in the autumn, generally around September/October, before declining over the winter period. This suggests that Rutland is mainly used as a refuge whilst species are moulting in early autumn, before dispersing from the site to other wintering areas as winter progresses.</p> <p>During the winter, gadwall and shoveler occupy more extensive open waters of lakes, reservoirs and gravel pits.</p> <p>Water Abstraction</p> <p>Increased water abstraction could alter water levels in the reservoir which may result in a proportion of waterbirds utilising areas provided as compensation but which are currently outside the SPA</p> <p>Inappropriate Water Levels</p> <p>Water levels of the reserve are managed primarily for public water supply and water storage and not specifically for non-breeding water birds. This can influence the number of specific species of non-breeding waterbirds using the site at certain times of year. At the moment, this is not causing</p>

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Site	Interest/Qualifying Features	Sensitivities/vulnerabilities/Threats
	<p>A070 Mergus merganser; Goosander (Non-breeding)</p> <p>A125 Fulica atra; Common coot (Non-breeding) Waterbird assemblage</p>	<p>any long term deterioration of the site.</p> <p>Direct Impact from 3rd Party</p> <p>Cumulative impacts from unregulated third party activities like private firework displays in properties adjacent to the SPA, hot air balloon flights, and private aircraft flights (including microlites and military aircraft flights) could impact on the waterbirds using Rutland Water</p> <p>Invasive species</p> <p>Rutland Water has been colonised by several non-native species, including zebra mussel, bloody red mysid, Canadian pondweed, Nutall’s pond weed and more recently signal crayfish. Whilst some non-natives like pond weed can have a positive impact on the SPA interest features, this is not necessarily the case for all species. This is because non-native species can, either by themselves or in combination with other non-native species, significantly alter food webs which can lead to dramatic decreases in some taxa and to subtle changes in species composition.</p>
<p>Rutland Water Ramsar</p>	<p>Ramsar criterion 5 – Assemblages of international importance</p> <p>Species with peak counts in winter:</p> <ul style="list-style-type: none"> • 19274 waterfowl (5 year peak mean 1998/99-2002/2003) • Ramsar criterion 6 – Species/populations occurring at levels of international importance. 	<p>Water Pollution</p> <p>The inflows into Rutland Water currently receive regulated discharges of treated sewage as well as unregulated discharges from septic tanks. Further nutrient inputs from diffuse sources (such as agriculture) which maintain the reservoir in a highly eutrophic state and has led in the past to regular algal blooms.</p>

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Site	Interest/Qualifying Features	Sensitivities/vulnerabilities/Threats
	<p>Qualifying species:</p> <ul style="list-style-type: none"> • Gadwall <i>Anas strepera</i>, • Northern shoveler <i>Anas clypeata</i> 	<p>Public Access/Disturbance</p> <p>The reservoir and surrounding area is a very important destination for undertaking recreational activities. These include a range of watersports, fishing, cycling, birdwatching and walking. Several large events are also held on the banks of the reservoir each year. Future recreational proposals will need to avoid likely significant effects on the SPA.</p> <p>Fisheries</p> <p>Rutland Water is currently managed as a put and take out fishery. Trout essentially have controlling impact on coarse fish populations. However, future changes in coarse fish populations could create a shift in the ecological balance of the water body. In addition, fish diseases or parasite outbreaks (e.g Red Vent Syndrome (RVS)) could potentially cause harm to the current fishery and ecological status of the water body.</p>
<p>Barnack Hills and Holes SAC</p>	<p>Site Code: UK0030031</p> <p>Qualifying features: H6210# Semi-natural dry grasslands and scrubland facies: on calcareous substrates (<i>Festuco-Brometalia</i>)</p>	<p>Changes in Species Distribution</p> <p>There is a long term decline in population of Man Orchid <i>Aceras anthropophorum</i>, part of the SAC feature for the site. Numbers peaked in the 1980s and have shown a declining trend since. The reasons for this are poorly understood.</p> <p>Public Access/Disturbance</p> <p>High level of public use relative to size of site is causing compaction and degradation of habitat, spread of negative indicator species, and nitrogen due to high number of dogs on the site.</p>

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Site	Interest/Qualifying Features	Sensitivities/vulnerabilities/Threats
		<p>Air Pollution: impact of atmospheric nitrogen deposition</p> <p>Nitrogen deposition exceeds the site-relevant critical load for ecosystem protection, but the sensitive features are currently considered to be in favorable condition on the site.</p>
<p>Grimsthorpe SAC</p>	<p>Site Code: UK0030043</p> <p>Qualifying Features: H6210# Semi-natural dry grasslands and scrublands facies: on calcareous substrates (<i>Festuco-Brometalia</i>) S1654 <i>Gentianella anglica</i>: Early gentian</p>	<p>Air Pollution: risk of atmospheric nitrogen deposition</p> <p>Atmospheric nitrogen deposition exceeds the site-relevant critical load for ecosystem protection, but the sensitive features are currently considered to be in favourable condition on the site.</p>

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9 APPENDIX B

Table 1 – Moving Rutland Forward: Habitats regulation assessment screening (KEY: X=none, ?= potential, Y=Yes, N = No)

MRF Goal	Reduction of habitat area	Disturbance to key species	Habitat or species fragmentation	Reduction in species density	Changes in key indicators of conservation value from the site (water quality etc.)	Climate change	Likely impacts on Natura 2000 sites as a whole in terms of interference with the key relationships that define the structure of the site.	Likely impacts on Natura 2000 sites as a whole in terms of interference with key relationships that define the function of the site.	In combination effects likely (that haven't already been picked up within the specific plan, policy, project or strategy HRA)	Assessment/ reasoning	Recommended modifications	Further project level HRA advised?	Likely significant effect after modification/ mitigation measures?
PGG1 Passenger transport provisions and a highway network that are resilient and adaptable to changing demand.	X	?	?	X	?	X	X	X	X	The overall aim of this goal is to enable travel by sustainable means. However, it also covers highway maintenance, consideration of new infrastructure and assessing the impact of development on our transport networks - which can cause disturbance (during construction/ remedial works) and could potentially result in a negative impact on key indicators of conservation or habitat fragmentation.	Consider appropriate mitigation measures if a specific new infrastructure proposal or major development proposal is put forward that has potential to impact on a protected site. Maintenance and utility enhancements within or nearby protected sites should give consideration to suitable mitigation measures.	Y	X
PGG2 Sufficient parking capacity for our current and future population.	X	X	X	X	X	X	X	X	X	This goal aims to ensure sufficient parking provisions to cater for our growing population. It is not thought that this would have a negative impact.	None	N	X
PGG3 A co-ordinated and integrated approach to highway maintenance and utility enhancements	X	?	X	X	?	X	X	X	X	The overall aim of this goal is to manage our network to avoid disruption and reduce congestion (and associated air pollution.) However, actual maintenance work could result in disturbance and could impact on key indicators of conservation.	Maintenance and utility enhancements within or nearby protected sites should give consideration to suitable mitigation measures.	Y	X

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MRF Goal	Reduction of habitat area	Disturbance to key species	Habitat or species fragmentation	Reduction in species density	Changes in key indicators of conservation value from the site (water quality etc.)	Climate change	Likely impacts on Natura 2000 sites as a whole in terms of interference with the key relationships that define the structure of the site.	Likely impacts on Natura 2000 sites as a whole in terms of interference with key relationships that define the function of the site.	In combination effects likely (that haven't already been picked up within the specific plan, policy, project or strategy HRA)	Assessment/ reasoning	Recommended modifications	Further project level HRA advised?	Likely significant effect after modification/ mitigation measures?
PGG4 Sustainable development that enhances and supports our county's rural character and heritage.	X	X	X	X	X	X	X	X	X	This goal aims to mitigate potential negative impacts of development on our county's rural character and heritage. As such, this solution should produce a positive impact.	None	N	X
WRG1 Transport options that support economic growth by enabling residents to access employment opportunities and in doing so help fulfil workforce shortages and reduce environmental impact.	X	X	X	X	X	X	X	X	X	This goal looks to encourage greener travel options, including car sharing. As such this solution may help reduce single occupancy car travel and reduce congestion and air pollution and as such provide a positive impact.	None	N	X
WRG2 Unique, attractive and vibrant market towns that provide enhanced provisions for residents, whilst attracting visitors and supporting economic vitality.	X	X	X	X	X	X	X	X	X	This goal aims to ensure the vibrancy of our market towns (and includes MRF solution WRS6 – Produce market town plans), including sufficient parking provision to support our local businesses. It is not thought that this goal would have a negative impact, however if necessary a project specific HRA should be carried out on the market town plans which will be produced as an action of MRF.	Consider appropriate mitigation measures if a specific new infrastructure proposal is put forward that has potential to impact on a protected site.	Y	X

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MRF Goal	Reduction of habitat area	Disturbance to key species	Habitat or species fragmentation	Reduction in species density	Changes in key indicators of conservation value from the site (water quality etc.)	Climate change	Likely impacts on Natura 2000 sites as a whole in terms of interference with the key relationships that define the structure of the site.	Likely impacts on Natura 2000 sites as a whole in terms of interference with key relationships that define the function of the site.	In combination effects likely (that haven't already been picked up within the specific plan, policy, project or strategy HRA)	Assessment/ reasoning	Recommended modifications	Further project level HRA advised?	Likely significant effect after modification/ mitigation measures?
WRG3 Local businesses supported by transport links that enable the efficient movement of goods.		X	X	X	X	X	X	X	X	This goal aims to ensure that future business development is suitably located - minimising potential negative effects.	None	N	X
WRG4 Traffic management provisions that limit the impact of HGV and other vehicular traffic	X	X	X	X	X	X	X	X	X	This goal aims to ensure HGV movement takes place on those parts of the network most suitable.	None	N	X
WRG5 Limit the impact that changes to freight and passenger rail may bring.	X	X	X	X	X	X	X	X	X	This goal aims to mitigate against any potentially detrimental changes to freight or passenger rail and as such this goal would not have a negative impact.	None	N	X
LERG1 School transport provisions that serve the needs of our young residents, whilst being cost effective.	X	X	X	X	X	X	X	X	X	No potential negative impacts foreseen.	None	N	X

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MRF Goal	Reduction of habitat area	Disturbance to key species	Habitat or species fragmentation	Reduction in species density	Changes in key indicators of conservation value from the site (water quality etc.)	Climate change	Likely impacts on Natura 2000 sites as a whole in terms of interference with the key relationships that define the structure of the site.	Likely impacts on Natura 2000 sites as a whole in terms of interference with key relationships that define the function of the site.	In combination effects likely (that haven't already been picked up within the specific plan, policy, project or strategy HRA)	Assessment/ reasoning	Recommended modifications	Further project level HRA advised?	Likely significant effect after modification/ mitigation measures?
LERG2 High levels of walking and cycling to school and college – leading to improved health in our young, reduced congestion on our roads and improved local air quality.	X	?	X	X	X	X	X	X	X	<p>This goal aims to encourage walking and cycling to school - resulting in reduced congestion and air pollution.</p> <p>There is a possibility that by encouraging walking and cycling there may be increased passage through protected areas - however, there are no education facilities near to the protected areas, so the chance of potential negative impact is low. Furthermore, promoting use of designated provisions should limit potential negative impacts.</p> <p>Should new cycling and walking infrastructure be created to provide access to education establishments, disturbance may also be experienced during construction.</p>	Consider appropriate mitigation measures if a specific new infrastructure proposal is put forward that has potential to impact on a protected site.	Y	X
LIRG1 Reduce car dependency within the county – in a way that doesn't hinder access to services or economic development.	X	?	X	X	X	X	X	X	X	<p>This goal aims to reduce car dependency within the county and also supports the development and consideration of green vehicle technologies - as such this will hopefully bring positive impacts.</p> <p>By encouraging walking and cycling as a means of travel we are opening up further opportunities for increased passage through protected areas - however, as there are limited services located around the protected area in Rutland, it is unlikely that residents would walk or cycle (as a means of travel) through it.</p>	Consider appropriate mitigation measures if a specific new infrastructure proposal is put forward that has potential to impact on a protected site.	Y	X

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MRF Goal	Reduction of habitat area	Disturbance to key species	Habitat or species fragmentation	Reduction in species density	Changes in key indicators of conservation value from the site (water quality etc.)	Climate change	Likely impacts on Natura 2000 sites as a whole in terms of interference with the key relationships that define the structure of the site.	Likely impacts on Natura 2000 sites as a whole in terms of interference with key relationships that define the function of the site.	In combination effects likely (that haven't already been picked up within the specific plan, policy, project or strategy HRA)	Assessment/ reasoning	Recommended modifications	Further project level HRA advised?	Likely significant effect after modification/ mitigation measures?
										Should new utilitarian cycling and walking infrastructure be created disturbance may also be experienced during construction.			
LIRG2 Reduce the number of deaths and injuries on our county's roads.	X	?	X	X	X	X	X	X	X	Should engineering measures be implemented to reduce the risk of death or injury on our roads, there may be the possibility of disturbance - both during construction and also as a result of the measure implemented. For example - anti skid surfacing or speed tables could lead to noise pollution, which may result in disturbance.	Consider appropriate mitigation measures if a specific new road safety engineering proposal is put forward that has potential to impact on a protected site.	Y	X
LIRG3 Remove the barriers inhibiting our residents from walking and cycling, particularly those that would enable shorter utility journeys to be undertaken by bike and foot - helping to	X	?	X	X	X	X	X	X	X	This goal aims to promote walking and cycling as a means of travel. In doing so there is potential that any new infrastructure within or nearby a protected site may cause disturbance during construction. Furthermore, future use of any new infrastructure may increase passage through protected sites - causing disturbance. However, promoting use of designated provisions should limit potential negative impacts.	Consider appropriate mitigation measures if a specific new infrastructure proposal is put forward that has potential to impact on a protected site.	Y	X

APPENDIX L – HABITATS REGULATION ASSESSMENT OF MRF AND ROWIP

MRF Goal	Reduction of habitat area	Disturbance to key species	Habitat or species fragmentation	Reduction in species density	Changes in key indicators of conservation value from the site (water quality etc.)	Climate change	Likely impacts on Natura 2000 sites as a whole in terms of interference with the key relationships that define the structure of the site.	Likely impacts on Natura 2000 sites as a whole in terms of interference with key relationships that define the function of the site.	In combination effects likely (that haven't already been picked up within the specific plan, policy, project or strategy HRA)	Assessment/ reasoning	Recommended modifications	Further project level HRA advised?	Likely significant effect after modification/ mitigation measures?
improve our residents' health, access to services and our environment.													
LIRG4 A passenger transport network that caters for our most vulnerable residents.	X	X	X	X	X	X	X	X	X	This goal aims to both further promote and provide passenger transport for our most vulnerable residents. It is aims to encourage options other than the car.	None	N	X
VERG1 An integrated network of walking, cycling and public rights of way routes that connect our villages and towns with each other and enable circular walks and rides.	X	?	X	X	X	X	X	X	X	Any new infrastructure within or nearby a protected site may cause disturbance during construction. Furthermore, future use of any new infrastructure may increase passage through protected sites - causing disturbance. However, promoting use of designated provisions should limit potential negative impacts.	Consider appropriate mitigation measures if a specific new infrastructure proposal is put forward that has potential to impact on a protected site.	Y	X

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APPENDIX L – HABITATS REGULATION ASSESSMENT OF MRF AND ROWIP

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MRF Goal	Reduction of habitat area	Disturbance to key species	Habitat or species fragmentation	Reduction in species density	Changes in key indicators of conservation value from the site (water quality etc.)	Climate change	Likely impacts on Natura 2000 sites as a whole in terms of interference with the key relationships that define the structure of the site.	Likely impacts on Natura 2000 sites as a whole in terms of interference with key relationships that define the function of the site.	In combination effects likely (that haven't already been picked up within the specific plan, policy, project or strategy HRA)	Assessment/ reasoning	Recommended modifications	Further project level HRA advised?	Likely significant effect after modification/ mitigation measures?
VERG2 Clear publicity of our public rights of way, cycling and walking infrastructure and events. Promotional materials that are easy to understand and tailored to the needs of different users groups.	X	?	X	X	X	X	X	X	X	This goal aims to promote access to the countryside. There is potential that by doing so, we will increase passage through the protected sites - causing disturbance to key species. However, promoting use of designated provisions should limit potential negative impacts.	Consider appropriate mitigation measures if a specific promotion scheme is put forward that has potential to impact on a protected site.	Y	X
VERG3 Accessible leisure, recreation and tourism opportunities, complimented by a sustainable transport network and parking provision that supports tourism.	X	?	?	?	?	X	X	X	X	This goal aims to promote access to leisure opportunities - primarily through consideration of sustainable passenger transport. However, it also touches on availability of parking and as such, if any new parking provisions were to be constructed within or nearby a protected site, this may have potential to impact on key indicators of conservation.	Consider appropriate mitigation measures in the event of a specific car park proposal coming forward on a protected area.	Y	X

APPENDIX L – HABITATS REGULATION ASSESSMENT OF MRF AND ROWIP

Table 2: ROWIP habitats regulation assessment screening (KEY: X=none, ?= potential, Y=Yes, N = No)

ROWIP Statement of action	Reduction of habitat area	Disturbance to key species	Habitat or species fragmentation	Reduction in species density	Changes in key indicators of conservation value from the site (water quality etc.)	Climate change	Likely impacts on Natura 2000 sites as a whole in terms of interference with the key relationships that define the structure of the site.	Likely impacts on Natura 2000 sites as a whole in terms of interference with key relationships that define the function of the site.	In combination effects likely (that haven't already been picked up within the specific plan, policy, project or strategy HRA)	Assessment/ reasoning	Recommended modifications	Further project level HRA advised?	Likely significant effect after modification/ mitigation measures?
A rights of way network infrastructure maintained to a high standard through the efficient use of available resources.	X	?	X	X	?	X	X	X	X	Actual maintenance work could result in disturbance and could impact on key indicators of conservation.	Maintenance within or nearby protected sites should give consideration to suitable mitigation measures.	Y	X
An accurate and up to date definitive map and statement.	X	X	X	X	X	X	X	X	X	This relates to the updating of our definitive map. There are no likely effects predicted.	None	X	X
A safer, more connected and accessible network for all.	X	?	X	X	X	X	X	X	X	Any new infrastructure within or nearby a protected site may cause disturbance during construction. Furthermore, future use of any new infrastructure may increase passage through protected sites - causing disturbance. However, promoting use of designated provisions should limit potential negative impacts.	Consider appropriate mitigation measures if a specific new infrastructure proposal is put forward that has potential to impact on a protected site.	Y	X
Protecting the network and influencing development.	X	X	X	X	X	X	X	X	X	This statement of action aims to mitigate potential negative impacts of development on our county's rural character and heritage. As such, this solution should produce a positive impact.	None	N	X

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APPENDIX L – HABITATS REGULATION ASSESSMENT OF MRF AND ROWIP

ROWIP Statement of action	Reduction of habitat area	Disturbance to key species	Habitat or species fragmentation	Reduction in species density	Changes in key indicators of conservation value from the site (water quality etc.)	Climate change	Likely impacts on Natura 2000 sites as a whole in terms of interference with the key relationships that define the structure of the site.	Likely impacts on Natura 2000 sites as a whole in terms of interference with key relationships that define the function of the site.	In combination effects likely (that haven't already been picked up within the specific plan, policy, project or strategy HRA)	Assessment/ reasoning	Recommended modifications	Further project level HRA advised?	Likely significant effect after modification/ mitigation measures?
Promote greater use of the network & increase availability of information.	X	?	X	X	X	X	X	X	X	This statement of action aims to promote access to the countryside. There is potential that by doing so, we will increase passage through the protected sites - causing disturbance to key species. However, promoting use of designated provisions should limit potential negative impacts.	Consider appropriate mitigation measures if a specific promotion scheme is put forward that has potential to impact on a protected site.	Y	X

10 APPENDIX C: FINDING OF NO SIGNIFICANT EFFECTS REPORT

Overview	
Name of project or plan	<ul style="list-style-type: none"> • Moving Rutland Forward (MRF)– Rutland’s fourth local transport plan • Rights of Way Improvement Plan (ROWIP)
Name and location of Natura 2000 site	<ul style="list-style-type: none"> • Rutland Water Special Protection Area (SPA) / Ramsar (within County), • Barnack Hills & Holes Special Area of Conservation (SAC) (~5.4km from county boundary), and • Grimsthorpe SAC (~5.9KM from county boundary). <p>Locations can be viewed in figure one of the main report.</p>
Description of the project or plan	<p>This Habitats Regulation Assessment (HRA) screening report has been produced to identify if the implementation of Moving Rutland Forward (MRF) - our local transport plan 4 (LTP4) and our Rights of Way Improvement Plan (ROWIP) will result in any likely significant effects (LSE) on a European site⁹ (also known as Natura 2000 sites) either on its own or ‘in combination’ with other plans or projects.</p> <p>A local transport plan is a statutory document produced by a local transport authority - setting out their long term strategic vision for transport. A rights of way improvement plan is a plan explaining how a local authority will make improvements to the public rights of way network in their area to provide a better experience for users.</p> <p>MRF only considers one site specific schemes/ initiatives. As such, the screening process has been undertaken on the goals (including the delivery solutions) set out within MRF rather than on specific areas. The screening has also included the overarching goals of the Rights of Way Improvement Plan (ROWIP) – which sits underneath MRF. These goals are identified within the screening tables set out in Appendix B.</p>
Is the project or plan directly connected with or necessary to the management of the site (provide details)?	<p>MRF sets out our overarching vision for transport in the county, up to 2036. Whilst MRF identifies a number of goals (and solutions), only one of these is site specific. As such the majority of the goals set out in MRF are not directly connected with or necessary to the management of any Natura 2000 sites. The same is true for our ROWIP – as it is not site specific.</p>
Are there other projects or plans that together with the project or plan being assessed could affect the site (provide details)?	<p>Our screening included consideration of the ‘in-combination’ effects of the following:</p> <ul style="list-style-type: none"> • our consultation draft local plan¹⁰, • the various plans, policies and strategies which form a suite of documents that sit underneath or alongside MRF (figure 2), • our MRF evidence base outlining the other plans, policies and strategies which have been considered and (where possible) integrated with MRF, • the local transport plans of surrounding local authorities (Leicestershire County Council, Lincolnshire County Council, Peterborough City Council and Northamptonshire County Council).
The assessment of significance of effects	
Describe how the project or plan (alone or in combination) is likely to affect the Natura 2000 site.	<p>Having reviewed the results of the screening, shown in appendix B, it is not anticipated (subject to project specific HRAs and mitigation measures) that the implementation of MRF or our ROWIP, either alone, or in combination with any other associated plans, policies or strategies will result in a likely significant effect (that hasn’t already been identified separately through the specific HRAs of the respective documents) on a protected site.</p> <p>However, the summary does identify the need for a further HRA, in the event of site specific projects (in close proximity to one of the protected sites) coming forward in the future. In such cases, where potential significant effects are identified, mitigation measures will be identified or alternative options considered.</p>
Explain why these effects are not considered significant.	<p>There are three protected sites within Rutland and the buffer area. Of these, only one, Rutland Water, is situated within our county.</p> <p>None of the goals or statement of actions listed within MRF and the ROWIP are site specific, and only one of MRF’s delivery solutions are (WRS6 - Produce market town plans).</p> <p>Furthermore, running throughout MRF is a desire to encourage greener, more sustainable means of travel – reducing the need to drive and as such helping to reduce congestion and associated air pollution and vehicle emissions.</p> <p>These factors, in combination with the results of the screening exercise, have lead us to the conclusion that there are no likely strategic significant effects (subject to project specific HRA and mitigation measures) predicted as a result of implementing MRF and our ROWIP, alone, or in</p>

⁹ European sites are Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and listed Ramsar sites. Proposed SPAs and candidate SACs are also regarded as European sites.

¹⁰ The Local Plan is a statutory planning document prepared by the Rutland County Council. It sets out planning policies that will help to determine the future location, scale, type and design of new development in Rutland.

APPENDIX L – HABITATS REGULATION ASSESSMENT OF MRF AND ROWIP

	combination within other plans, policies or strategies, and as such an appropriate assessment of MRF and the ROWIP is not required.		
List of agencies consulted: provide contact name and telephone or e-mail address.	<p>This report was sent to the following bodies for consultation prior to public consultation:</p> <ul style="list-style-type: none"> • Environment Agency: planningkettering@environment-agency.gov.uk • Forestry Commission: fe.england@forestry.gsi.gov.uk • Historic England: e-emids@HistoricEngland.org.uk • Natural England: eastmidlands@naturalengland.org.uk ; consultations@naturalengland.org.uk <p>The above bodies were re consulted during the public consultation.</p>		
Response to consultation.	<p>The Environment Agency: The following feedback was received on the HRA (prior to public consultation).</p> <p><i>'We agree with the conclusions within the report that there are no likely significant effects of implementing the Plan on matters within our remit or interest; and in that context an appropriate assessment is not required. We agree with the proposal to consider project specific HRAs as schemes come forward in the future.'</i></p> <p>Natural England: The following feedback was received on the HRA (prior to public consultation) and also during the public consultation.</p> <p><i>'Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.'</i></p> <p><i>We welcome the completion of a Habitats Regulations Assessment (HRA) to assess the impacts of the Local Transport Plan on Rutland Water Special Protection Area (SPA) & Ramsar Site, Barnack Hills & Holes Special Area of Conservation (SAC); and Grimsthorpe Special Area of Conservation (SAC). Natural England concurs with the conclusion that there are no likely significant effects (subject to project specific HRA and mitigation measures) as a result of implementing LTP4, alone, or in combination within other plans, policies or strategies, and as such an appropriate assessment of LTP4 is not required.'</i></p> <p><i>We also welcome the commitment to carry out project specific HRAs should site specific schemes come forward in the future considering mitigation measures where appropriate.'</i></p> <p>Historic England: The following feedback was received during the public consultation:</p> <p><i>'Thank you for consulting Historic England on the above, together with the Moving Rutland Forward, Draft Passenger Transport Strategy and Draft Rights of Way Improvement Plan.'</i></p> <p><i>The inclusion of PGS11 in relation to heritage is welcomed, together with the reference to the policies set out within the draft Local Plan.'</i></p> <p><i>Reference to major schemes such as St George's Barracks is welcomed. Reference should also be made to other large schemes (such as the recent consultation regarding Woolfox Garden Community) should they come forward. Historic England's comments in relation to all schemes should be incorporated into the highways implications of these schemes.'</i></p> <p><i>Historic England have not received further information regarding the Joint Infrastructure Delivery Plan for Rutland and South Kesteven. Historic England would be very happy to comment and would welcome early informal consultation.'</i></p> <p><i>Notwithstanding the advice given in this letter, we reserve the right at a later stage to comment or object to any proposals that come forward. We recommend that local authority conservation and archaeological expertise should be used in relation to all heritage assets.'</i></p>		
Data collected to carry out the assessment			
Who carried out the assessment	Sources of data	Level of assessment completed	Where can the full results of the assessment be accessed and viewed?
RCC Transport Strategy Manager	Strategic environmental assessment of Rutland County Council's fourth local transport plan – Moving Rutland Forward, and Rights of Way Improvement Plan. Rutland Local Plan Sustainability Appraisal/Strategic Environmental Assessment - Baseline and Scoping Report	Initial screening.	Main report.

Moving Rutland Forward (MRF) – Evidence Base



Rutland
County Council

LOCAL PLANS, POLICIES AND STRATEGIES

Document	Relevant MRF theme	Areas of relevance to MRF
Better Care Together: the five – year strategic plan 2014 - 2019 (Better Care Together, September 2014)	<ul style="list-style-type: none"> • Learning in Rutland • Living in Rutland 	<ul style="list-style-type: none"> • Aging population • Social isolation • Health care and transport • Care at home
Community Safety Strategy 2014 - 2017, (Safer Rutland Partnership, August 2017)	<ul style="list-style-type: none"> • Learning in Rutland • Living in Rutland 	<ul style="list-style-type: none"> • Road safety • Commitment to reducing injuries on Rutland's roads • Fatal 4 campaigns
Corporate Plan 2016 to 2020 (Rutland County Council, 2017)	<ul style="list-style-type: none"> • Population growth • Working in Rutland • Learning in Rutland • Living in Rutland • Visiting and enjoying Rutland 	<ul style="list-style-type: none"> • Supporting our most vulnerable • Population growth • Sustainable growth • Maintaining our road network • Adequate school places supported by appropriate transport and modern infrastructure • Reducing deaths and injuries on our roads– vision zero. • Partnership work • Accessing cultural, recreational and volunteering opportunities • Ensuring our market towns are vibrant and attractive • Creation of a Health and Social care hub • Rutland as an active place
Countywide Travel Survey 2016 – summary of results (Rutland County Council, 2016) and, Countywide Travel Survey Raw Data – unpublished (Rutland County Council, 2016)	<ul style="list-style-type: none"> • Population growth • Working in Rutland • Learning in Rutland • Living in Rutland • Visiting and enjoying Rutland • Population growth • Working in Rutland • Learning in Rutland • Living in Rutland • Visiting and enjoying Rutland 	<ul style="list-style-type: none"> • Reliance on the car • Parking provisions • Public transport provisions and improvement suggestions – including integrated services • Road safety • Highway improvements • Improvements to walking (including public rights of way (PROW)) and cycling routes – including circular

		<p>routes, surfacing, signage and promotion</p> <ul style="list-style-type: none"> • Highway maintenance, including joint footway cycle ways and PROW • Transport for health, education, employment and shopping – including barriers • New cycleway footways and PROW • Barriers to cycling and walking • Conflict between different modes of travel
<p>Cycling and Walking Investment Strategy (Department for Transport, April 2017)</p>	<ul style="list-style-type: none"> • Population growth • Working in Rutland • Learning in Rutland • Living in Rutland • Visiting and enjoying Rutland 	<ul style="list-style-type: none"> • Ambition to deliver: <ul style="list-style-type: none"> - BETTER SAFETY 'A safe and reliable way to travel for short journeys' - BETTER MOBILITY 'More people cycling and walking - easy, normal and enjoyable' - BETTER STREETS 'Places that have cycling and walking at their heart' • The Department's objectives are that by 2020, they will: <ul style="list-style-type: none"> - increase cycling activity, where cycling activity is measured as the estimated total number of cycle stages made, - increase walking activity, where walking activity is measured as the total number of walking stages per person, - reduce the rate of cyclists killed or seriously injured on England's roads,

		<p>measured as the number of fatalities and serious injuries per billion miles cycled,</p> <ul style="list-style-type: none"> - increase the percentage of children aged 5 to 10 that usually walk to school
Discover Rutland Tourism Vision 2016 - 2019 (Discover Rutland, 2016)	<ul style="list-style-type: none"> • Working in Rutland • Learning in Rutland • Living in Rutland 	<ul style="list-style-type: none"> • Enhance and promote cycling and walking tourism • Cycling and walking festivals
Economic Growth Strategy 2014 - 2021 - (Rutland County Council, 2014)	<ul style="list-style-type: none"> • Population growth • Working in Rutland • Visiting and enjoying Rutland 	<ul style="list-style-type: none"> • A vibrant and sustainable economy • Transport and economic growth • Sustainably located housing and business development • Impact of any potential future rail freight changes • Workforce availability • Commuting levels • House price to earnings • Retain, attract and grow successful businesses • Infrastructure improvements/ requirements
Employment Land Assessment Update - Rutland County Council (BE Group, January 2016)	<ul style="list-style-type: none"> • Population growth • Working in Rutland • Visiting and enjoying Rutland 	<ul style="list-style-type: none"> • Economic growth • Business land requirements • Focus of growth • Home working • Start-up accommodation • Competition from surrounding towns and cities • Protection of employment sites • Impact of logistics • Workforce availability • Community infrastructure levy (CIL) money and transport
Highway Asset Management Plan (Rutland County	<ul style="list-style-type: none"> • Population growth • Learning in Rutland 	<ul style="list-style-type: none"> • Asset management • A resilient highway network

Council, November 2016)	<ul style="list-style-type: none"> • Living in Rutland • Visiting and enjoying Rutland 	<ul style="list-style-type: none"> • Cost effective maintenance • Prioritising needs • Improving customer satisfaction • Reducing financial, operational and legal risk • Communication
Home to School Travel and Transport Policy (Rutland County Council, September 2016)	<ul style="list-style-type: none"> • Learning in Rutland 	<ul style="list-style-type: none"> • Provision criteria • Standards • Safe walking routes
Joint Strategic Needs Assessment (Rutland County Council, 2015)	<ul style="list-style-type: none"> • Population growth • Learning in Rutland • Living in Rutland • Visiting and enjoying Rutland 	<ul style="list-style-type: none"> • Access to health services • Social isolation • Benefits of walking, cycling and countryside to physical and mental health • Promoting independence
Midlands Connect Strategy: Powering the Midlands Engine (Midlands Connect, March 2017)	<ul style="list-style-type: none"> • Population growth • Working in Rutland • Living in Rutland 	<ul style="list-style-type: none"> • A stronger economy supported by strong transport links.
Neighbourhood plans	<ul style="list-style-type: none"> • Population growth • Working in Rutland • Learning in Rutland • Living in Rutland • Visiting and enjoying Rutland 	<ul style="list-style-type: none"> • Highway improvements • Traffic speed reduction • Public transport improvements • Parking signage • Residential parking problems • Lack of coach and lorry parking • Signage and street clutter • Highway flooding • Home and local working • Retaining character of settlement • Locations for development • Affordable housing • Community facilities and infrastructure • Safer walking and cycling routes providing connectivity to central locations+ new PROW (including circular routes and improved access)

		<ul style="list-style-type: none"> • Protect and enhance green and open spaces and PROW • Reduce car dependency • Aging population dependent on public transport • Transport for healthcare • Maintenance of highways including cycle ways, footways and PROW • Footway, cycleway and PROW designed for use by all
Report for Rutland Together - Rutland's Local Strategic Partnership, Meeting Wednesday 25th of January 2017 - Agenda Item 3 (Helen Briggs, Rutland County Council, Chief Executive, January 2017)	<ul style="list-style-type: none"> • Population growth • Working in Rutland • Learning in Rutland • Living in Rutland • Visiting and enjoying Rutland 	<ul style="list-style-type: none"> • Setting out the theme groups and areas of focus for the partnership: <ul style="list-style-type: none"> - Recreation & Culture - Children's Trust - Health & Well-Being Board - Sustainable Growth (Environmental) Forum - Infrastructure Group - Community Safety Partnership
Rights of Way Improvement Plan - 2007 (Rutland County Council, 2007)	<ul style="list-style-type: none"> • Population growth • Learning in Rutland • Living in Rutland 	<ul style="list-style-type: none"> • School travel • Travel plans • Provisions for horse riders • Extend walking and horse riding provisions • Promote Rutland's countryside • Walking and cycling as an alternative for transport • Signposting • Maintenance • Accessibility for those with limited mobility or site • Barriers • Improved safety and attractiveness of routes affected by the transport network • Benefits to safety, accessibility, congestion and air quality

Rutland Joint Health and Wellbeing Strategy 2016 - 2020 (Rutland County Council, National Health Service, East Leicestershire and Rutland Clinical Commissioning Group, 2016)	<ul style="list-style-type: none"> • Population growth • Living in Rutland 	<ul style="list-style-type: none"> • Link with transport • Accessible health and social care services
Rutland Local Plan 2016 - 2036, Local Plan Review, Consultation Draft Plan, (Rutland County Council, July 2017)	<ul style="list-style-type: none"> • Population growth • Working in Rutland • Learning in Rutland • Living in Rutland • Visiting and enjoying Rutland 	<ul style="list-style-type: none"> • Locations for development • Vibrant and prosperous market towns • Diverse and thriving villages • Housing for everyone's needs • Sustainable transport and infrastructure • Town centres • Natural and cultural environment • Built environment and local townscape • High quality design and local distinctiveness • Resources, waste and climate change • Mineral resources • Mineral working and remediation • Restoration of mineral works • Safeguarding existing waste and mineral development • Healthy and socially inclusive communities • A stronger and safer community • Strong and diverse economy • Rural economy and communities
Rutland Local Transport Plan – Strategic Environmental	<ul style="list-style-type: none"> • Population growth • Working in Rutland • Learning in Rutland • Living in Rutland 	<ul style="list-style-type: none"> • Assessing the potential environmental impacts of our fourth local transport

<p>Assessment (Rutland County Council, 2018)</p> <p>Hyperlink not currently available.</p>	<ul style="list-style-type: none"> • Visiting and enjoying Rutland 	<p>plan: Moving Rutland Forward (MRF)</p>
<p>Rutland Retail Capacity Assessment (2016 Update) (Bilfinger GVA, 2016)</p>	<ul style="list-style-type: none"> • Population growth • Working in Rutland • Learning in Rutland • Living in Rutland • Visiting and enjoying Rutland 	<ul style="list-style-type: none"> • Parking provisions • Pedestrian crossing provisions • Town signage • Retaining the vitality and viability of our towns • Competition from surrounding areas • Bus provisions and facilities
<p>Rutland Road Safety Group - Priorities and Action Plan 2015 – 20 (Rutland Road Safety Partnership, 2015)</p> <p>Hard copy available on request.</p>	<ul style="list-style-type: none"> • Population growth • Learning in Rutland • Living in Rutland 	<ul style="list-style-type: none"> • Casualty reduction • Targeting vulnerable road users and accident cluster sites
<p>Sport and Recreation Facility Strategy 2015 - 2036, (Nortoft, November 2015)</p>	<ul style="list-style-type: none"> • Population growth • Visiting and enjoying Rutland 	<ul style="list-style-type: none"> • Accessibility of sports and recreation facilities (including by foot/ bicycle) • Enhancing our cycle and walking provisions • Providing safe routes • Protecting existing facilities • Countryside activities • Impact of walking and cycling for health
<p>Strategic Economic Plan – Internationally Competitive, Nationally Significant (Greater Cambridge Greater Peterborough Enterprise Partnership)</p>	<ul style="list-style-type: none"> • Population growth • Working in Rutland • Learning in Rutland • Living in Rutland • Visiting and enjoying Rutland 	<ul style="list-style-type: none"> • Integrated transport network • Transport that supports economic and housing growth • Road and rail capacity and impact of growth • Road and rail infrastructure improvements • Carrying capacity of the environment • Cycling levels • Rurality and access to services • Sustainable travel

		<ul style="list-style-type: none"> • Public transport and community transport • Commuting • Digital technology and transport
Strategic Parking Review Version 3 (Rutland County Council, March 2012)	<ul style="list-style-type: none"> • Population growth • Working in Rutland • Learning in Rutland • Living in Rutland • Visiting and enjoying Rutland 	<ul style="list-style-type: none"> • Parking facilities (including disabled bays) • Dangerous and inconsiderate parking • School parking • Residential parking • Town parking • Employment site parking • Maximising parking efficiency • Parking capacity • Developer contributions and improvements • Movement of traffic
Strategic Plan for Culture and Leisure in Rutland 2017 - 2020 (Rutland Local Strategic Partnership)	<ul style="list-style-type: none"> • Population growth • Working in Rutland • Learning in Rutland • Living in Rutland • Visiting and enjoying Rutland 	<ul style="list-style-type: none"> • Walking and cycling infrastructure improvements • Promote the local countryside and walks • Support walking groups • Improve access to culture and leisure facilities • Access to the countryside, walking, cycling and public rights of way (PROW) routes.
Travel Assistance for Children with Special Educational Needs or Disabilities (SEND) (Rutland County Council, September 2016)	<ul style="list-style-type: none"> • Learning in Rutland • Living in Rutland 	<ul style="list-style-type: none"> • Provision of transport for eligible SEND pupils • Respite care transport • Residential school transport • Standards

NATIONAL PLANS, POLICIES AND STRATEGIES

Document	Relevant MRF theme	Areas of concern to LTP4
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Document	Relevant MRF theme	Areas of concern to LTP4
Accessibility Action Plan Consultation, (Department for Transport, August 2017)	<ul style="list-style-type: none"> • Living in Rutland • Visiting and enjoying Rutland 	<ul style="list-style-type: none"> • Addressing the gaps in existing transport provisions which act as a barrier to people with disabilities. • Reviewing and monitoring access to parking. • The challenges facing people with disabilities when seeking spontaneous travel.
Action for Roads: a network for the 21st century (Department for Transport and Highways Agency, July 2013)	<ul style="list-style-type: none"> • Population growth • Working in Rutland 	<ul style="list-style-type: none"> • The challenges faced on our roads • The need for investment • Plans to improve management
Active Travel Strategy (Department of Health and Department for Transport, February 2010)	<ul style="list-style-type: none"> • Population growth • Working in Rutland • Learning in Rutland • Living in Rutland • Visiting and enjoying Rutland 	<ul style="list-style-type: none"> • Promoting walking and cycling as a means of travel. • Walking and cycling for health. • Walking and cycling as a way to tackle congestion, reduce carbon emissions and improve the local environment.
British Road Safety Statement: Working Together to Build a Safer Road System (Department for Transport, December 2015)	<ul style="list-style-type: none"> • Learning in Rutland • Living in Rutland 	<ul style="list-style-type: none"> • The Government's approach to improving road safety.
Climate Change Act 2008	<ul style="list-style-type: none"> • Population growth • Living in Rutland 	<ul style="list-style-type: none"> • Improve carbon management • Help the transition towards a low carbon economy. • Legally binding targets - including to reduce CO₂ emissions by at least 26% from 1990 baseline by 2020.
Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen (Department	<ul style="list-style-type: none"> • Population growth • Working in Rutland • Learning in Rutland • Living in Rutland 	<ul style="list-style-type: none"> • Sustainable transport choices • How localism and the big society can work for transport.

Document	Relevant MRF theme	Areas of concern to LTP4
for Transport, January 2011)		<ul style="list-style-type: none"> • A transport system that supports the economy, whilst also focussing on the environment, safety and quality of life.
Cycling and Walking Investment Strategy (Department for Transport, April 2017)	<ul style="list-style-type: none"> • Population growth • Working in Rutland • Learning in Rutland • Living in Rutland • Visiting and enjoying Rutland 	<ul style="list-style-type: none"> • Making cycling and walking the natural choices for shorter journeys. • By 2040 the DfT's ambition is to deliver: <ul style="list-style-type: none"> - BETTER SAFETY - 'A safe and reliable way to travel for short journeys' - BETTER MOBILITY - 'More people cycling and walking - easy, normal and enjoyable' - BETTER STREETS – 'Places that have cycling and walking at their heart'
Department for Transport Single Departmental Plan (Department for Transport, December 2017)	<ul style="list-style-type: none"> • Population growth • Working in Rutland • Learning in Rutland • Living in Rutland • Visiting and enjoying Rutland 	<ul style="list-style-type: none"> • Overarching plan setting out the objectives of the Department for Transport
Door to Door: A strategy for improving sustainable transport integration (Department for Transport, March 2013)	<ul style="list-style-type: none"> • Population growth • Learning in Rutland • Living in Rutland 	<ul style="list-style-type: none"> • 4 core areas to enable greener modes of transport: <ul style="list-style-type: none"> - accurate, accessible and reliable information - convenient and affordable tickets - regular and straightforward connections - safe and comfortable transport facilities

Document	Relevant MRF theme	Areas of concern to LTP4
East Midlands Route Study, (Network Rail, March 2016)	<ul style="list-style-type: none"> • Population growth • Working in Rutland • Learning in Rutland • Living in Rutland • Visiting and enjoying Rutland 	<ul style="list-style-type: none"> • Changes to rail routes, services, connectivity, capacity and demands.
Green Light for Better Buses (Department for Transport, November 2012)	<ul style="list-style-type: none"> • Population growth • Working in Rutland • Learning in Rutland • Living in Rutland • Visiting and enjoying Rutland 	<ul style="list-style-type: none"> • A series of reforms to improve local bus subsidy and regulation in England • Attracting more people onto buses • Ensuring better value for the taxpayer • Giving local transport authorities more influence over their local bus networks
Guidance on Local Transport Plans, (Department for Transport, July 2009)	<ul style="list-style-type: none"> • Population growth • Working in Rutland • Learning in Rutland • Living in Rutland • Visiting and enjoying Rutland 	<ul style="list-style-type: none"> • Strategic focus. • Guidance on developing local transport plans (though document is now archived). • How transport can: <ul style="list-style-type: none"> - support economic growth, - reduce carbon emissions, - promote equality of opportunity, - contribute to better safety, security and health, - improve quality of life, and - lead to a healthy natural environment.
Helping You Stay Safe on Britain's Roads, (Driver and Vehicles Standards Agency (DVSA), 2017)	<ul style="list-style-type: none"> • Living in Rutland 	<ul style="list-style-type: none"> • The DVSA 's plan (2017-2022) outlining how they will help deliver: <ul style="list-style-type: none"> - safer drivers, - safer vehicles, and - safer journeys.
Highways Act 1980	<ul style="list-style-type: none"> • Population growth • Working in Rutland 	<ul style="list-style-type: none"> • Legislation regarding the management and operation of the road network

Document	Relevant MRF theme	Areas of concern to LTP4
Home to School Travel and Transport Guidance – statutory guidance for local authorities (Department for Education, July 2014)	<ul style="list-style-type: none"> • Population growth • Learning in Rutland 	<ul style="list-style-type: none"> • Local authority duties • Statutory guidance for local authorities regarding the provision of home to school travel and transport.
Improving Connectivity, (Network Rail, December 2014)	<ul style="list-style-type: none"> • Population growth • Working in Rutland • Learning in Rutland • Living in Rutland • Visiting and enjoying Rutland 	<ul style="list-style-type: none"> • Growth putting pressure on need to improve services that are reaching capacity and improve connectivity.
Infrastructure Act 2015	<ul style="list-style-type: none"> • Population growth • Working in Rutland • Learning in Rutland • Living in Rutland • Visiting and enjoying Rutland 	<ul style="list-style-type: none"> • Transport • Energy provisions • Nationally significant infrastructure projects. • Road investment strategy • Local cycling and walking infrastructure plan
Inspire, Inform, Engage: Developing a pragmatic approach to road safety and sustainable transport education interventions (Brake the road safety charity, Brake professional and Suzuki)	<ul style="list-style-type: none"> • Learning in Rutland • Living in Rutland 	<ul style="list-style-type: none"> • Road safety and sustainable travel.
Local Transport Act 2000 (updated 2008)	<ul style="list-style-type: none"> • Population growth • Learning in Rutland • Living in Rutland • Visiting and enjoying Rutland 	<ul style="list-style-type: none"> • The primary Act relating to transport • Requirement for local authorities to produce and keep up to date a local transport plan
Long Term Planning Process: freight market study (Network Rail, October 2013)	<ul style="list-style-type: none"> • Working in Rutland • Learning in Rutland • Living in Rutland 	<ul style="list-style-type: none"> • How demand for freight and passenger movements by rail are expected to change over the 30 year period from 2013.
Low Carbon Transport: a greener future (Department for Transport, July 2009)	<ul style="list-style-type: none"> • Population growth • Learning in Rutland • Living in Rutland 	<ul style="list-style-type: none"> • The challenges ahead for the transport sector. • Plans for a future low carbon transport system.

Document	Relevant MRF theme	Areas of concern to LTP4
		<ul style="list-style-type: none"> • Actions to cut emissions in line with meeting obligations under carbon budgets for the period to 2022.
Making the Connection: the plug-in vehicle infrastructure strategy (Office for Low Emission Vehicles, June 2011)	<ul style="list-style-type: none"> • Population growth • Working in Rutland • Learning in Rutland • Living in Rutland 	<ul style="list-style-type: none"> • A vision for infrastructure. • Removing barriers for those wishing to invest in, provide or benefit from plug-in vehicle infrastructure. • Producing a favorable environment for private investment.
Roads: Delivering choice and reliability (Secretary of State for Transport, July 2008)	<ul style="list-style-type: none"> • Population growth • Working in Rutland • Visiting and enjoying Rutland 	<ul style="list-style-type: none"> • Choices and trade-offs needed in order to give people the reliable road network they want. • How we can provide roads that will support the trips that people and businesses need to make, in the most sustainable, reliable way.
Roads Investment - the road funding package, (Department for Transport, November 2016)	<ul style="list-style-type: none"> • Population growth • Working in Rutland • Living in Rutland 	<ul style="list-style-type: none"> • Document outlining the Government's approach to upgrading and renewing local highway infrastructure.
Road Investment Strategy for the 2015 to 2020 Road Period and Road Investment Strategy Post 2020: planning ahead (Department for Transport and Highways Agency, 2015 and 2016)	<ul style="list-style-type: none"> • Population growth • Working in Rutland 	<ul style="list-style-type: none"> • The Government's vision for the strategic road network to 2040.
Road safety Act 2006	<ul style="list-style-type: none"> • Learning in Rutland • Living in Rutland 	<ul style="list-style-type: none"> • Road safety • Road traffic
Strategic Framework for Road Safety (Department for Transport, May 2011)	<ul style="list-style-type: none"> • Learning in Rutland • Living in Rutland 	<ul style="list-style-type: none"> • The Government's vision to reduce the number of killed and seriously injured casualties on Britain's roads.

Document	Relevant MRF theme	Areas of concern to LTP4
The Carbon Plan: Delivering our low carbon future (HM Government, December 2011)	<ul style="list-style-type: none"> • Population growth • Working in Rutland • Learning in Rutland • Living in Rutland • Visiting and enjoying Rutland. 	<ul style="list-style-type: none"> • Supporting people to make lower carbon travel choices.
The Future of Transport: a network for 2030, (Department for Transport, July 2004)	<ul style="list-style-type: none"> • Population growth • Working in Rutland 	<ul style="list-style-type: none"> • The factors that will determine transport needs over the next 25 years • How the UK intends to satisfy such needs in a sustainable manner • Sustained investment over the long term • Improvement in transport management • Planning ahead
The Road to Zero, (Department for Transport, July 2018)	<ul style="list-style-type: none"> • Population growth • Working in Rutland • Living in Rutland 	<ul style="list-style-type: none"> • The strategy sets out the Government's ambition for: <ul style="list-style-type: none"> - at least 50% - and as many as 70% - of new car sales to be ultra low emission by 2030, alongside up to 40% of new vans, - all new cars and vans to be effectively zero emission by 2040, - almost every car and van to be zero emission by 2050. • Our Sustainable Travel Statement (to be developed) must set out how we will secure the infrastructure needed to help assist this.
The UK Low Carbon Transition Plan: National Strategy for Climate Change (HM Government. 2009)	<ul style="list-style-type: none"> • Population growth • Living in Rutland 	<ul style="list-style-type: none"> • Transition plan for building a low carbon UK. • Cut emissions by 18% of 2008 level by 2020. • Cut emissions from transport by 14% of 2008 level by 2020.

Document	Relevant MRF theme	Areas of concern to LTP4
		<ul style="list-style-type: none"> Improving local air quality and reducing noise pollution.
Transport and Health Resource (Department for Transport and Department of Health, January 2011)	<ul style="list-style-type: none"> Population growth Working in Rutland Learning in Rutland Living in Rutland Visiting and enjoying Rutland. 	<ul style="list-style-type: none"> Health and transport Provides an evidence base for preparing local transport plans. Provides advice and guidance on strategic environmental assessments and health impact assessments.
Transport Investment Strategy - Moving Britain Ahead, Department for Transport, July 2017	<ul style="list-style-type: none"> Population growth Working in Rutland 	<ul style="list-style-type: none"> The need to maintain and upgrade transport infrastructure in order to deliver balanced growth. Desire to create a more reliable, less congested, and better connected transport network. Supporting new housing with the right transport infrastructure. Prioritisation of funding.

OTHER RESOURCES

Resource	Relevant MRF theme	Areas of concern to MRF
Department for Education	<ul style="list-style-type: none"> Population growth Learning in Rutland 	Walking and cycling to school travel data
Department for Environment, Food & Rural Affairs	<ul style="list-style-type: none"> Living in Rutland Visiting and enjoying Rutland. 	<ul style="list-style-type: none"> Air pollution
Department for Transport	<ul style="list-style-type: none"> Population growth Working in Rutland Learning in Rutland Living in Rutland Visiting and enjoying Rutland. 	<ul style="list-style-type: none"> Cycling figures Walking figures Killed and Seriously Injured (KSI) casualty rate per billion vehicle miles by local authority
Employment Land Assessment Update – Rutland County Council (BE Group, January 2016)	<ul style="list-style-type: none"> Population growth Working in Rutland Learning in Rutland Living in Rutland 	<ul style="list-style-type: none"> Employment land requirements within Rutland.
End Child Poverty	<ul style="list-style-type: none"> Population growth Working in Rutland Learning in Rutland Living in Rutland 	<ul style="list-style-type: none"> Child poverty figures
Ministry for Housing, Communities and Local Government (Formerly the Department for Communities and Local Government)	<ul style="list-style-type: none"> Population growth Working in Rutland Learning in Rutland Living in Rutland Visiting and enjoying Rutland. 	<ul style="list-style-type: none"> Indices of deprivation.
NOMIS	<ul style="list-style-type: none"> Population growth Working in Rutland Learning in Rutland Living in Rutland 	<ul style="list-style-type: none"> Qualifications and earnings Ratio of house price to earnings Health
North Northamptonshire Joint Core Strategy 2011 – 2031 – proposed main modifications to the submitted plan (North Northamptonshire Joint Planning Unit, February 2016)	<ul style="list-style-type: none"> Population growth Working in Rutland Learning in Rutland Living in Rutland Visiting and enjoying Rutland 	<ul style="list-style-type: none"> Strategic plan for housing and development
Office for National Statistics	<ul style="list-style-type: none"> Population growth Working in Rutland Learning in Rutland 	<ul style="list-style-type: none"> 2011 Census data Population and projections. Population density.

Resource	Relevant MRF theme	Areas of concern to MRF
	<ul style="list-style-type: none"> Living in Rutland 	<ul style="list-style-type: none"> Car or van availability. Ratio of house price to earnings Key statistics
Parliamentary Advisory Council for Transport Safety	<ul style="list-style-type: none"> Living in Rutland 	<ul style="list-style-type: none"> Road safety Safe systems approach to road safety Vision zero
Police collision data Not published	<ul style="list-style-type: none"> Living in Rutland 	<ul style="list-style-type: none"> Road collision data Trends in road related collisions Accident cluster sites
Policies and Good Practice Handbook (Department for Transport 2009)	<ul style="list-style-type: none"> Population growth Working in Rutland Learning in Rutland Living in Rutland Visiting and enjoying Rutland 	<ul style="list-style-type: none"> Accessibility Air quality Biodiversity and geodiversity Buses Children and young people Climate change Community transport Congestion Design Freight Highways asset management plans Highways maintenance Highways network management Landscape Noise Parking Planning policy Public spaces and streetscapes Rail Social inclusion Sustainable transport
Public Health	<ul style="list-style-type: none"> Working in Rutland Learning in Rutland Living in Rutland 	<ul style="list-style-type: none"> Health indices Air pollution
Rutland Key Statistical Data (Rutland County Council, November 2016)	<ul style="list-style-type: none"> Population growth Working in Rutland Learning in Rutland Living in Rutland 	<ul style="list-style-type: none"> Background information regarding Rutland.
Strategic Housing Market Assessment	<ul style="list-style-type: none"> Population growth Working in Rutland 	<ul style="list-style-type: none"> Housing requirements within Rutland.

Resource	Relevant MRF theme	Areas of concern to MRF
(Rutland County Council, 2017)	<ul style="list-style-type: none"> • Learning in Rutland • Living in Rutland 	
The National Archives	<ul style="list-style-type: none"> • Population growth • Working in Rutland 	<ul style="list-style-type: none"> • Annual population survey - Commuting patterns

Further information

For further information, or to request this document in an alternative format, please contact us:

Phone: 01572 722577

Email: travel4rutland@rutland.gov.uk

Post: Transport Strategy, Rutland County Council, Catmose,
Oakham, Rutland, LE15 6HP.

CABINET

16 July 2019

HOME TO SCHOOL TRANSPORT TENDERS

Report of the Strategic Director for Places

Strategic Aim:	All	
Key Decision: Yes	Forward Plan Reference: FP/290319	
Reason for Urgency:	N/A	
Exempt Information	Appendix A of this report contains exempt information and is not for publication in accordance with Part 1 of Schedule 12A of the Local Government Act 1972. Further details can be seen in paragraph 16.2 below.	
Cabinet Member(s) Responsible:	Mrs L Stephenson, Portfolio Holder for Culture & Leisure, Highways & Transportation and Road Safety	
Contact Officer(s):	Dr Rebecca Johnson, Senior Transport Manager	01572 758229 rjohnson@rutland.gov.uk
	Emma Odabas, Transport Operations Manager	01572 720923 eodabas@rutland.gov.uk

DECISION RECOMMENDATIONS

That Cabinet:

1. Authorises the award of the home to school transport contracts listed in the results table in Appendix A.
2. Delegates Authority to the Strategic Director Places in Consultation with the Strategic Director of Finance and Deputy Director of Corporate Governance to enter into all necessary contracts for the award.

1 PURPOSE OF THE REPORT

- 1.1 To detail the outcome of the recent OJEU procurement of statutory home to school contracts and seek approval to award.

2 BACKGROUND AND MAIN CONSIDERATIONS

- 2.1 Rutland County Council provides a range of transport services including: home to school transport; transport for children with special educational needs; transport for

children looked after; post-16 transport; and public transport services in line with statute and council policy. Alongside provision through the council's in-house commissioned transport fleet, transport is also provided by a number of external organisations via a range of long term, short term and emergency contracts.

- 2.2 For the larger, longer term contracts service requirements are reviewed each year alongside contract expiration dates. This takes place each year because contract requirements change on an annual basis. Some contracts (particularly those for SEND transport where needs can change very regularly) are only awarded for 1 year, whilst others are awarded for up to 5. The contract review takes into account any changes to school location, start or finish times, and school holidays.
- 2.3 The transport team uses admissions data to ascertain which students will be likely to require transport for the next academic year, and their destination. This data is used to decide whether existing routes are appropriate, or whether efficiencies can be realised via route changes and alterations to vehicles. Furthermore, the need for lone transport and passenger assistants on SEND routes is also reviewed to ensure the services specified are what is actually required. This helps to reduce legacy arrangements when service user needs have changed over time and transport can now be delivered in a more economically advantageous way whilst still meeting the needs of service users.
- 2.4 Following this an invitation to tender is issued in adherence with the OJEU process with support from the Welland Procurement Unit. Services usually operated by the council's in-house fleet are also advertised to provide assurance that in-house operation of those service demonstrates best value for money.
- 2.5 The OJEU process also collects "pence per mile" quotes from operators in order that requests for quotations can be sent out to the bidders that are likely to provide the service at the lowest price for new or revised service requirements that occur during the course of the academic year.
- 2.6 Companies must meet qualifying criteria in order to be eligible to tender. The qualifying criteria are subject to change on a contract by contract basis depending on any specific contract requirements, but examples include: being able to meet necessary insurance levels; being able to demonstrate vehicles are adequately maintained; being able to provide staff with appropriate DBS checks and /or having passenger assistants with an appropriate level of training. The power to set qualifying criteria was delegated in the Transport Contract Award criteria report listed in section 16.
- 2.7 Contracts are awarded on the basis of cost. The specification therefore states they will be awarded to the lowest priced bidder that is able to deliver the contract providing they meet any relevant qualifying (pass/fail) criteria that assure quality.

3 2019 OJEU TENDER ROUND

- 3.1 Following the annual review detailed in paragraph 2.2, the required contracts for the 2019/2020 academic year were advertised in Lots via the Official Journal of the European Union (OJEU) in-line with procurement regulations. E-Tender submissions were received and released by the Welland Procurement team.

3.2 This year's home to school transport tenders included:

- LOT 1 - Mainstream bus contracts (5)
- LOT 2 - Specialist transport services (Taxi & minibus contracts) (21)
- LOT 3 - Pence per mile (Taxis & buses) (2)

3.3 The estimated combined value of the contracts over their maximum terms was advertised as £1,122,500 and prices were requested in £s per day of operation. Following the tender process, the actual combined value of the contracts over the maximum terms is £1,350,146 (including the cost of the contracts awarded plus an estimate of the spend at pence per mile rates).

3.4 Approval is now required to formally award tenders in-line with the OJEU tender timetable (Table 1) to ensure that required legal contracts are in-place for the start of the academic year.

Table 1: Tender timetable (key dates)

Contracts Finders Advert submission	25 th April 2019
Deadline to receive questions	7 th May 2019
Deadline to respond to questions	10 th May 2019
Return of tenders – 12 noon	28 th May 2019
Evaluation of tenders	29 th May – 7 th June 2019
Agree preferred contractors	27 th June 2019
Standstill starts	10 th July 2019
Standstill ends	22 nd July 2019
Formal contract awards	23 rd July 2019
Contracts commence	August 2019

3.5 113 separate bids including 1 package bid were received by 16 operators. Preferred bids (defined as the lowest priced bid that meets the qualifying criteria and is available to undertake the contract) are detailed in Appendix A. An operator may not be available to deliver a contract despite being the lowest bid because operators bid for more lots than they are able to delivery concurrently to mitigate the risk of not being awarded them all.

- 3.6 Following contract award, operator depot visits and financial health checks of operators take place also copies of company licensing, vehicle licensing, MOTs and references are collected. Any individuals working on Rutland contracts are subject to a clear enhanced adult & child DBS check.

4 CONSULTATION

- 4.1 Developed in consultation with the portfolio holder.

5 ALTERNATIVE OPTIONS

- 5.1 To not award the contracts listed in appendix A. This would require a further procurement exercise which would lead to a significant delay in the commencement of transport services at the beginning of the academic year. This would place the council in breach of its statutory obligation to provide home to school transport services to eligible children.

6 FINANCIAL IMPLICATIONS

- 6.1 The contracts to be awarded will be funded via the existing budget allocations for transportation of mainstream, post-16, special educational needs and children looked after and will not require additional resource allocation.

7 LEGAL AND GOVERNANCE CONSIDERATIONS

- 7.1 Contained within the award process is 16 separate contracts. Many of these contracts would ordinarily fall within the delegated powers to award the smaller contracts. Officers in consultation with the Portfolio holder have chosen not to exercise those powers in this case to ensure that Cabinet is able to fully consider matters and have a full picture when considering whether or not to award.

8 DATA PROTECTION IMPLICATIONS

- 8.1 A Data Protection Impact Assessments (DPIA) has been completed. No adverse or other significant risks/issues were found. A copy of the DPIA can be obtained from Emma Odabas.

9 EQUALITY IMPACT ASSESSMENT

- 9.1 An EIA Screening has been carried out with found that no full assessment is required.

10 COMMUNITY SAFETY IMPLICATIONS

- 10.1 None.

11 HEALTH AND WELLBEING IMPLICATIONS

11.1 None.

12 ORGANISATIONAL IMPLICATIONS

12.1 None.

13 CONCLUSION AND SUMMARY OF REASONS FOR THE RECOMMENDATIONS

14 It is recommended that Cabinet approve the award of home to school transport contracts listed in Appendix A so that home to school transport services can commence in August 2019.

15 BACKGROUND PAPERS

15.1 Transport Contract Award criteria (FP/120118), 20th February 2018

16 APPENDICES

16.1 Appendix A: Tender results

16.2 Exempt Appendix – Appendix A is marked as “Not For Publication” because it contains exempt information as defined in paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972, namely the lowest prices received for contracts that have not yet been awarded.

A Large Print or Braille Version of this Report is available upon request – Contact 01572 722577.

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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

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