

Moving Rutland Forward

**Implementation Plan One**  
**2019 – 2023**



**Rutland**  
County Council

## APPENDIX D – IMPLEMENTATION PLAN ONE

### CONTENTS

#### Tables and figures

1	Introduction .....	1
2	Actions and initiatives.....	2
3	Funding .....	8
4	Highway and transport concerns .....	15
5	Partnership working, promotion and communication .....	16
6	Monitoring progress .....	17
7	Risks .....	18
8	Appendix A: Short term actions and initiatives.....	20
9	Appendix B - Longer term and business as usual actions .....	33

## APPENDIX D – IMPLEMENTATION PLAN ONE

### TABLES AND FIGURES

#### TABLES

##### WITHIN MAIN DOCUMENT

No.	Title	Page
1	MRF implementation plan actions	3
2	Associated documents outlining prioritisation mechanisms	8
3	Confirmed revenue funding allocations for highway and transport services and provisions	9
4	Confirmed capital grant funding allocations for highway and transport services and provisions	12
5	Potential risks to the delivery of the implementation plan	18

##### WITHIN APPENDIX A

No.	Title	Page
A1	Actions and initiatives to be delivered during the first implementation plan	20

##### WITHIN APPENDIX B

No.	Title	Page
B1	Longer term actions and initiatives	33
B2	Business as usual (annual and ongoing actions)	35

#### FIGURES

##### WITHIN MAIN DOCUMENT

No.	Title	Page
1	Highway and transport concern flow chart	15

## APPENDIX D – IMPLEMENTATION PLAN ONE

### 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.

## APPENDIX D – IMPLEMENTATION PLAN ONE

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

## APPENDIX D – IMPLEMENTATION PLAN ONE

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
<b>WORKING IN RUTLAND</b>				
<b>Action</b>	<b>Business as usual</b>	<b>Implementation plan one</b>	<b>Future implementation plans</b>	<b>Delivery date</b>
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 D – IMPLEMENTATION PLAN ONE

<b>LEARNING IN RUTLAND</b>				
<b>Action</b>	<b>Business as usual</b>	<b>Implementation plan one</b>	<b>Future implementation plans</b>	<b>Delivery date</b>
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			-
<b>LIVING IN RUTLAND</b>				
<b>Action</b>	<b>Business as usual</b>	<b>Implementation plan one</b>	<b>Future implementation plans</b>	<b>Delivery date</b>
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			-

## APPENDIX D – IMPLEMENTATION PLAN ONE

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			-
<b>VISITING AND ENJOYING RUTLAND</b>				
<b>Action</b>	<b>Business as usual</b>	<b>Implementation plan one</b>	<b>Future implementation plans</b>	<b>Delivery date</b>
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			-

**APPENDIX D – IMPLEMENTATION PLAN ONE**

management systems and where appropriate take remedial action.				
<b>OVERARCHING AND MISCELLANEOUS ACTIONS</b>				
<b>Action</b>	<b>Business as usual</b>	<b>Implementation plan one</b>	<b>Future implementation plans</b>	<b>Delivery date</b>
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
<b>Public Transport</b>	788,800	826,100	842,600	Including: <ul style="list-style-type: none"> <li>- public transport provision</li> <li>- concessionary travel reimbursements</li> <li>- support to community transport providers</li> </ul>
<b>School and college transport</b>	885,100	1,045,100	1,077,100	Including: <ul style="list-style-type: none"> <li>- home to school transport</li> <li>- post 16 education transport</li> <li>- commissioned transport fleet</li> </ul>
<b>Transport for adult social services, looked after children and individuals with SEND.</b>	479,100	528,100	523,700	Including: <ul style="list-style-type: none"> <li>- adult social services transport</li> <li>- children looked after transport</li> <li>- SEND transport</li> </ul>
<b>Highway maintenance</b>	1,556,200	1,281,600	916,800	Including: <ul style="list-style-type: none"> <li>- road drainage and structures</li> <li>- term maintenance contract costs</li> <li>- road maintenance</li> <li>- winter maintenance</li> </ul>

**APPENDIX D – IMPLEMENTATION PLAN ONE**

<b>Budget area</b>	<b>2017/18</b>	<b>2018/19</b>	<b>2019/20</b>	<b>Description</b>
<b>Lighting, Barriers &amp; Traffic Signals</b>	134,400	127,400	143,300	Including:  - maintenance and energy costs of lighting, barriers and traffic signals.
<b>Public Rights of Way</b>	90,400	93,600	95,800	Including:  - maintenance and improvement of the public rights of way network
<b>Parking</b>	-350,000	-333,700	-325,500	Including:  - enforcement - signs and lines - revenue generated  Note: parking generates revenue to cover operational costs.
<b>Transport Management</b>	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
<b>Total</b>	<b>4,174,800</b>	<b>4,000,900</b>	<b>3,697,500</b>	

## APPENDIX D – IMPLEMENTATION PLAN ONE

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### 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.

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### 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
<b>Department for Transport – Highways capital maintenance block</b>	1,696,000	2,380,000	1,535,000
<b>Department for Transport – Highways incentive fund allocation</b>	147,000	226,000	320,000
<b>Department for Transport – Integrated transport block</b>	458,000	458,000	458,000
<b>Department for Transport - National Productivity Investment Fund</b>	378,000	-	-
<b>Department for Transport - Pothole action fund</b>	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.

## APPENDIX D – IMPLEMENTATION PLAN ONE

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.

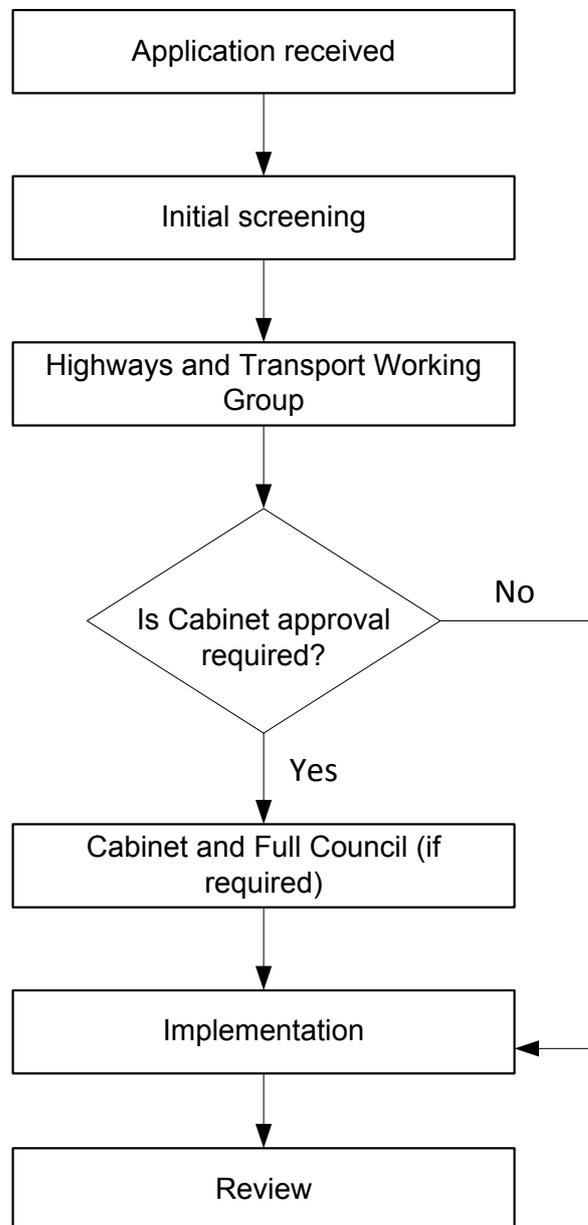
The group consists of representatives from the emergency services, along with the leader of the council, the portfolio holder for culture & leisure and highways & transportation, the strategic director for places, the deputy director for places and key council officers from the highway and transport 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 4<sup>th</sup> 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"> <li>Carry out an annual review of MRF and update the document accordingly.</li> </ul>
MRF-RI-02	Corporate aims and objectives change.	1	3	3	<ul style="list-style-type: none"> <li>Carry out an annual review of MRF and update the document accordingly.</li> <li>Flag potential implications to the strategic management team.</li> </ul>
MRF-RI-03	Lack of staffing resources.	3	3	9	<ul style="list-style-type: none"> <li>Ensure initiatives are prioritised to ensure staffing resources are directed to those schemes which will provide most benefit.</li> <li>Look at opportunities to work in partnership to deliver schemes.</li> </ul>
MRF-RI-04	Lack of certainty regarding funding.	3	5	15	<ul style="list-style-type: none"> <li>Ensure initiatives are prioritised to maximise funding and benefits.</li> <li>Apply for grant funding opportunities.</li> <li>Investigate alternative funding opportunities.</li> </ul>

## APPENDIX D – IMPLEMENTATION PLAN ONE

MRF-RI-05	Increased project costs or decreased budgets.	2	5	10	<ul style="list-style-type: none"> <li>• Ensure thorough project planning at the outset.</li> <li>• Include contingency measures for such scenarios.</li> <li>• Ensure projects or well managed and progress monitored.</li> <li>• Ensure service level agreements are monitored and adhered to.</li> </ul>
MRF-RI-06	Unintended consequences impacting on delivery.	2	5	10	<ul style="list-style-type: none"> <li>• Ensure thorough project planning at the outset.</li> <li>• Include contingency measures for such scenarios.</li> <li>• Undertake project specific risk assessments at the outset of any new scheme.</li> </ul>

## APPENDIX D – IMPLEMENTATION PLAN ONE

### 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><b>PGC1 - Population changes placing additional demand on our passenger transport and highway network.</b></p> <p>Solutions: PGS1, PGS2, PGS3, PGS4, PGS5</p> <p><b>PGC2 - The impact of population growth on parking provisions.</b></p> <p>Solutions: PGS6</p> <p><b>PGC4 - Growth and development within Rutland may negatively impact on our environment and county’s rural character.</b></p> <p>Solutions: PGS9, PGS10, PGS11</p>	6 months after MRF is published.	Staff time.

**APPENDIX D – IMPLEMENTATION PLAN ONE**

Ref.	Action	RCC lead	RCC support	MRF challenge and solution	Timeframe	Funding source
	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><b>WRC1 - Some employment locations are hard to access without a car because they are located in remote, rural locations and/or operate shift patterns.</b></p> <p>Solutions: WRS2</p> <p><b>WRC4 - Business growth may lead to increased traffic and HGV movements.</b></p> <p>Solutions: WRS8, WRS9</p>		
MRF-IMP-02	Consider alternative delivery options for providing school transport.	Transport operations.	Transport strategy.	<p><b>LERC1 - Growing demand for home to school transport services.</b></p> <p>Solutions: LERS3</p>	From plan adoption, then ongoing.	Staff time.

## APPENDIX D – IMPLEMENTATION PLAN ONE

Ref.	Action	RCC lead	RCC support	MRF challenge and solution	Timeframe	Funding source
MRF-IMP-03	Produce a skid resistance policy.	Highways		<p><b>LIRC2 – Road safety risks and resident concerns regarding road safety.</b></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><b>PGC1 - Population changes placing additional demand on our transport and highway network.</b></p> <p>Solutions: PGS2</p> <p><b>PGC2 – The impact of population growth on parking provisions.</b></p> <p>Solutions: PGS6</p> <p><b>WRC2 - A need to make our market towns fit for the future.</b></p> <p>Solutions: WRS4, WRS5, WRS6</p> <p><b>WRC4 - Business growth may lead to increased traffic and HGV movements.</b></p> <p>Solutions: WRS8, WRS9</p>	Late 2019.	Staff time.

## APPENDIX D – IMPLEMENTATION PLAN ONE

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><b>PGC1 - Population changes placing additional demand on our transport and highway network.</b></p> <p>Solutions: PGS3</p> <p><b>LIRC3 - Physical and personal barriers inhibiting residents from walking and cycling.</b></p> <p>Solutions: LIRS10</p>	Late 2019.	Staff time.
MRF-IMP-06	Produce a Performance Management Framework	Highways		<p><b>PGC1 - Population changes placing additional demand on our transport and highway network.</b></p> <p>Solutions: PGS3</p>	Late 2019.	Staff time.
MRF-IMP-07	Produce a Resilient Network Policy	Highways		<p><b>PGC1 - Population changes placing additional demand on our transport and highway network.</b></p> <p>Solutions: PGS3</p>	Late 2019	Staff time.

**APPENDIX D – IMPLEMENTATION PLAN ONE**

Ref.	Action	RCC lead	RCC support	MRF challenge and solution	Timeframe	Funding source
MRF – IMP - 08	Investigate and adopt highway design guidance.	Highways.		<p><b>PGC1 - Population changes placing additional demand on our passenger transport and highway network.</b></p> <p>Solutions: PGS1, PGS2</p> <p><b>PGC4 - Growth and development within Rutland may negatively impact on our environment and county’s rural character.</b></p> <p>Solutions: PGS9, PGS10, PGS11</p> <p><b>LIRC3 - Physical and personal barriers inhibiting residents from walking and cycling.</b></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><b>WRC1 - Some employment locations are hard to access without a car because they are located in remote, rural locations and/ or operate shift patterns.</b></p> <p>Solutions: WRS1 and WRS3</p>	Early 2020.	<p>Staff time.</p> <p>Internal budget (to fund marketing materials).</p>

**APPENDIX D – IMPLEMENTATION PLAN ONE**

Ref.	Action	RCC lead	RCC support	MRF challenge and solution	Timeframe	Funding source
			and Parking.	<p><b>LERC1 - Growing demand for home to school transport services.</b></p> <p>Solutions: LERS2</p> <p><b>LERC2 - Congestion around schools at the start and end of the school day.</b></p> <p>Solutions: LERS4</p> <p><b>LIRC1 - Reliance on the car, due to the rural nature of our county.</b></p> <p>Solutions: LIRS1</p> <p><b>LIRC3 - Physical and personal barriers inhibiting residents from walking and cycling.</b></p> <p>Solutions: LIRS7, LIRS9</p> <p><b>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.</b></p>		

**APPENDIX D – IMPLEMENTATION PLAN ONE**

Ref.	Action	RCC lead	RCC support	MRF challenge and solution	Timeframe	Funding source
				<p>Solutions: LIRS12 and LIRS13</p> <p><b>VERC2 - Lack of public awareness of our public rights of way, joint cycleway/ footways and cycling and walking events and provisions.</b></p> <p>Solutions: VERS3, VERS4</p> <p><b>VERC3 – Barriers restricting access to and between Rutland’s key tourist attractions and centres of recreation and leisure.</b></p> <p>Solutions: VERS5</p>		
MRF – IMP - 10	Investigate an alternative to the Wheels to Work Scheme.	Transport operations.	Transport Strategy (sustainable travel)	<p><b>WRC1 - Some employment locations are hard to access without a car because they are located in remote, rural locations and/ or operate shift patterns.</b></p> <p>Solutions: WRS3</p>	Early 2020	<p>Staff time.</p> <p>Grant funding.</p>

## APPENDIX D – IMPLEMENTATION PLAN ONE

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><b>PGC1 - Population changes placing additional demand on our transport and highway network.</b></p> <p>Solutions: PGS1, PGS2</p> <p><b>VERC1 - Gaps and missing links in our existing public rights of way and joint cycleway/ footway network.</b></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><b>WRG2 – Unique, attractive and vibrant market towns that provide enhanced provisions for residents, whilst attracting visitors and supporting economic vitality.</b></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><b>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.</b></p>	Late 2020.	<p>Internal budget.</p> <p>Staff time.</p>

## APPENDIX D – IMPLEMENTATION PLAN ONE

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><b>PGC1 - Population changes placing additional demand on our transport and highway network.</b></p> <p>Solutions:</p> <p><b>LERC1 - Growing demand for home to school transport services.</b></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><b>PGC1 - Population changes placing additional demand on our passenger transport and highway network.</b></p> <p>Solutions: PGS3</p>	Late 2020.	Staff time.

## APPENDIX D – IMPLEMENTATION PLAN ONE

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><b>PGC1 - Population changes placing additional demand on our passenger transport and highway network.</b></p> <p>Solutions: PGS4, PGS5</p> <p><b>VERC3 – Barriers restricting access to and between Rutland’s key tourism attractions and centres of recreation and leisure.</b></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><b>PGC4 - Growth and development within Rutland may negatively impact on our environment and county’s rural character.</b></p> <p>Solutions: PGS11</p> <p><b>WRC1 - Some employment locations are hard to access</b></p>	Early 2021.	Staff time.

**APPENDIX D – IMPLEMENTATION PLAN ONE**

Ref.	Action	RCC lead	RCC support	MRF challenge and solution	Timeframe	Funding source
				<p><b>without a car because they are located in remote, rural locations and/ or operate shift patterns.</b></p> <p>Solutions: WRS1</p> <p><b>LERC2 - Congestion around schools at the start and end of the school day.</b></p> <p>Solutions: LERS6</p> <p><b>LIRC1 - Reliance on the car, due to the rural nature of our county.</b></p> <p>Solutions: LIRS1, LIRS2</p> <p><b>LIRC3 - Physical and personal barriers inhibiting residents from walking and cycling.</b></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.		<b>PGC3 - Concern from residents regarding disruption caused by road works associated with development and utility enhancements.</b>	Late 2020.	Staff time.

## APPENDIX D – IMPLEMENTATION PLAN ONE

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 <sup>1</sup> approach to road safety and will also set out our policies on traffic calming.	Transport strategy (including road safety).	Highways.	<p><b>LIRC2 – Road safety risks and resident concerns regarding road safety.</b></p> <p>Solutions: LIRS3, LIRS4, LIRS5, LIRS6</p> <p><b>LIRG1 - Reduce car dependency within the county – in a way that doesn’t hinder access to services or economic development.</b></p> <p>Solution: LIRS2</p>	Early 2022.	Staff time.

<sup>1</sup> 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](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/487949/british_road_safety_statement_web.pdf), (Accessed: November 2017)

## APPENDIX D – IMPLEMENTATION PLAN ONE

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><b>PGC1 - Population changes placing additional demand on our transport and highway network.</b></p> <p>Solutions: PGS3</p> <p><b>LIRC3 - Physical and personal barriers inhibiting residents from walking and cycling.</b></p> <p>Solutions: LIRS10</p>	Late 2023	Staff time.  Grant funding.

## APPENDIX D – IMPLEMENTATION PLAN ONE

### 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><b>LIRC3 - Physical and personal barriers inhibiting residents from walking and cycling.</b></p> <p>Solutions: LIRS8, LIRS9, LIRS10</p> <p><b>VERC1 - Gaps and missing links in our existing public rights of way and joint cycleway/ footway network.</b></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><b>WRC1 - Some employment locations are hard to access without a car because they are located in remote, rural locations and/ or operate shift patterns.</b></p> <p>Solutions: WRS2</p>	<p>Staff time.</p> <p>Grant funding.</p>

## APPENDIX D – IMPLEMENTATION PLAN ONE

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	<b>LIRC3 - Physical and personal barriers inhibiting residents from walking and cycling.</b>  Solutions: LIRS11	Staff time.  Grant funding.  Partnership funding.
MRF – IMP - 24	Undertake a car sharing promotional campaign.	Transport strategy (sustainable travel).		<b>WRC1 - Some employment locations are hard to access without a car because they are located in remote, rural locations and/ or operate shift patterns.</b>  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).		<b>WRC1 - Some employment locations are hard to access without a car because they are located in remote, rural locations and/ or operate shift patterns.</b>  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	<b>VERC1 - Gaps and missing links in our existing public rights of way and joint cycleway/ footway network.</b>	Staff time.  Grant funding.

## APPENDIX D – IMPLEMENTATION PLAN ONE

Ref.	Action	RCC lead	RCC support	MRF challenge and solution	Funding source
	opportunities (subject to funding)		health and highways.	Solutions: VERS1, VERS2  <b>VERC3 – Barriers restricting access to and between Rutland’s key tourist attractions and centres of recreation and leisure.</b>  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	<b>VERC1 - Gaps and missing links in our existing public rights of way and</b>	Staff time.

## APPENDIX D – IMPLEMENTATION PLAN ONE

Ref.	Action	RCC lead	RCC support	MRF challenge and solutions	Funding source
	through which local highway and transport concerns will be considered.			<p><b>joint cycleway/ footway network.</b></p> <p>Solutions: VERS2</p> <p><b>PGC2 - The impact of population growth on parking provisions.</b></p> <p>Solution: PGS6</p> <p><b>LIRC2 – Road safety risks and resident concerns regarding road safety.</b></p> <p>Solution: LIRS6</p> <p><b>WRC4 - Business growth may lead to increased traffic and HGV movements.</b></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).	<b>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.</b>	Staff time.

## APPENDIX D – IMPLEMENTATION PLAN ONE

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).	-	<b>LERC2 - Congestion around schools at the start and end of the school day.</b>  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.	<b>VERC1 - Gaps and missing links in our existing public rights of way and joint cycleway/ footway network.</b>  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.	<b>WRC5 - Freight and passenger rail changes may have a negative impact on businesses.</b>  Solutions: WRS10	Staff time.

## APPENDIX D – IMPLEMENTATION PLAN ONE

Ref.	Action	RCC lead	RCC support	MRF challenge and solutions	Funding source
				<p><b>PGC4 - Growth and development within Rutland may negatively impact on our environment and county's rural character.</b></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><b>PGC1 - Population changes placing additional demand on our transport and highway network.</b></p> <p>Solutions: PGS3</p> <p><b>LIRC3 - Physical and personal barriers inhibiting residents from walking and cycling.</b></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><b>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.</b></p>	<p>Staff time.</p> <p>Internal budget.</p>

## APPENDIX D – IMPLEMENTATION PLAN ONE

Ref.	Action	RCC lead	RCC support	MRF challenge and solutions	Funding source
				<p>Solutions: LIRS12, LIRS13</p> <p><b>VERC2 - Lack of public awareness of our public rights of way, joint cycle way/ footways and cycling and walking events and provisions.</b></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><b>LERC2 - Congestion around schools at the start and end of the school day.</b></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><b>LIRC2 – Road safety risks and resident concerns regarding road safety.</b></p> <p>Solution: LIRS4</p>	<p>Staff time.</p> <p>DfT allocations and grant funding.</p>

## APPENDIX D – IMPLEMENTATION PLAN ONE

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><b>LIRC3 - Physical and personal barriers inhibiting residents from walking and cycling.</b></p> <p>Solution: LIRS7, LIRS11</p> <p><b>VERC2 - Lack of public awareness of our public rights of way, joint cycle way/ footways and cycling and walking events and provisions.</b></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><b>PGC1 - Population changes placing additional demand on our passenger transport and highway network.</b></p> <p>Solution: PGS3</p> <p><b>LIRC3 - Physical and personal barriers inhibiting residents from walking and cycling.</b></p> <p>Solution: LIRS10</p>	<p>Staff time.</p>

## **Further information**

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