



Rutland County Council

Local Cycling and Walking Infrastructure Plan

Draft Report

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I Introduction

I.1 Introduction to study

PJA has produced this Local Cycling and Walking Infrastructure Plan (LCWIP) for Rutland on behalf of Rutland County Council (RCC). The LCWIP process ensures an evidence-led network plan so that future investment in cycling and walking infrastructure can be informed by a coherent vision of how cycling and walking can contribute to the overall transport mix in the area.

LCWIPs were introduced by the 2017 Cycling and Walking Investment Strategy (CWIS) which aims to;

- Increase cycling and walking activity,
- Reduce the number of cyclists killed or seriously injured on England's roads, and
- Increase the percentage of children that usually walk to school.

While an LCWIP is not a requirement for local authorities, the adoption of an LCWIP will position an authority well for taking advantage of future active travel funding opportunities.

The LCWIP involves a six-stage process, outlined in the LCWIP guidance, and summarised in section 3 of this report. The study covers:

- Scoping
- Data collection and analysis, including the use of:
 - Propensity to Cycle Tool (PCT);
 - Everyday Trip' analysis for walking and cycling within Rutland;
 - Other analysis including census data on existing active travel use and car ownership, Terrain, Walking and Cycling Isochrones from larger settlements.
- Network development and site auditing for walking and cycling networks, including:
 - Identification of core walking zone and key walking routes;
 - Identification of cycle routes within Rutland and routes to nearby settlements;
 - Route audits (using Route Selection Tool (RST) and Walking Route Assessment Tool) (WRAT);
 - Identification and prioritisation of proposals within Rutland.
- High-level cost estimates



- Stakeholder engagement at various stages of the project to ‘sense-check’ the analysis and ensure the plan is informed by local knowledge.

Introduction

Two key strands were identified to support Rutland County Council’s ambitions to increase levels of walking and cycling in and around Rutland:

- Walking and cycling measures in the key settlements of Oakham and Uppingham;
- Longer cycle routes, including links between smaller settlements.

2 Study context

This chapter summarises the context for this study, with particular focus on the policy framework and major developments proposed in the area.

2.1 National policy context

The national policy context for active travel changed significantly in 2020 with the Department for Transport's (DfT) publication of 'Gear Change' and Local Transport Note 1/20 'Cycle Infrastructure Design'. These two documents outline significant changes for the future of transport planning and design in England and the prioritisation of measures that encourage increased levels of walking and cycling.



Figure 2-1: Gear Change and LTN 1/20 were both published in 2020, outlining significant investment and changes in walking and cycling

2.1.1 Gear Change (2020)

The Cycling and Walking Plan for England, 'Gear Change: a bold vision for cycling and walking', was published on 27 July 2020. The plan sets out the government's shift in transport policy: to prioritise active travel over single-occupancy private vehicles.



The plan set the following vision:

“Places will be truly walkable. A travel revolution in our streets, towns and communities will have made cycling a mass form of transit. Cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030.”

The plan recognises the need to take action to tackle the barriers to active travel, providing better quality infrastructure to make sure people feel safe and confident cycling. To receive government funding for local highways investment where the main element is not cycling or walking improvements, there will be a presumption that all new schemes will deliver or improve cycling infrastructure to the new standards unless it can be shown that there is little or no need for cycling.

The plan introduced a new inspectorate and commissioning body – Active Travel England – which will hold the national cycling budget and have a role in examining funding applications for compliance with national standards. As of June 2023, Active Travel England is a statutory consultee on larger planning applications – formalising active travel input on large developments.

2.1.2 LTN 1/20 – Cycle Infrastructure Design (2020)

The DfT’s Cycle Infrastructure Design – Local Transport Note 1/20 establishes – much higher standards than previously used for cycling infrastructure, including geometric requirements.

Rather than a strict set of standards or a “one size fits all” approach, LTN 1/20 encourages designers to consider the context when designing cycling infrastructure. For example, it identifies what level of protection from motor traffic is appropriate based on the speed and volume of traffic, noting these are not fixed. For example, it makes specific reference to physical and legal measures to control access and motor vehicles’ speeds, and notes that such measures can bring wider environmental benefits by reducing noise, air pollution and traffic danger. It notes:

“Encouraging through-traffic to use main roads can provide benefits for pedestrians and residents, particularly children and vulnerable adults, as well as enabling cycling. This can be achieved through implementing measures such as turning bans, one-way streets, and by modal-filtering... These measures also have the benefit of making short journeys quicker on foot or cycle compared to driving, providing a disincentive to using a car for short trips.”

2.1.3 Local Cycling and Walking Infrastructure Plans (LCWIPs) (2017)

LCWIPs were first set out in the government’s Cycling and Walking Investment Strategy (CWIS). LCWIPs are intended to provide local authorities with a long-term approach for developing walking and cycling networks, ideally over a ten-year period. The development of an LCWIP should include desktop analysis of existing and future behavioural trends, site auditing of existing conditions for

walking and cycling, and prioritisation of recommended design measures. The key outputs from an LCWIP are:

- Network Plan for Walking and Cycling identifying preferred cycling routes and walking zones for development;
- Programme of prioritised infrastructure improvements; and
- Report summarising the work undertaken to inform the LCWIP network development.

The DfT's LCWIP guidance provides a recommended approach to developing LCWIPs, however, their intention is for LCWIPs to respond to local conditions and requirements to improve walking and cycling networks.

2.2 Local policy context

This section briefly summarises the policy framework for the local area and outlines how this might influence the LCWIP.

2.2.1 Local Transport Plan 2018-36: Moving Rutland Forward

Rutland's fourth Local Transport Plan (LTP) was adopted in September 2019. As well as setting out a long-term vision for Rutland, the LTP will act as an evidence base for any future transport grants that may become available. The core of the vision is transport network that:

- Supports sustainable growth;
- Meets the needs of their most vulnerable residents; and
- Improves health and wellbeing (including combatting rural isolation).

Walking and cycling trips play a key part in each of the three aspirations above, making the LCWIP integral to local policy ambitions. Mode shift away from the private car and towards walking and cycling reduces the impact of new developments generated by an increase in trips and allows for a more compact approach to development. The most vulnerable residents stand to benefit significantly from being able to walk and cycle more, with the additional potential benefits of reduced traffic noise and air pollution, which often disproportionately impacts more vulnerable people. There are also clear benefits for health and wellbeing when more people walk and cycle more, supporting less sedentary and lifestyles and encouraging more face-to-face interactions between residents. Furthermore, the plan sets out two key aspirations which a comprehensive walking and cycling network will help to deliver:

- 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 out settlements and with essential services and leisure opportunities.

- Making our roads safer by implementing a safe system’s approach to road safety and adopting ‘vision zero’ – through which we will strive to continually reduce the number of deaths and injuries on our county’s roads.

The LTP identifies the following as the key challenges Rutland faces:



2.2.2 Local Plan

The current Local Plan was adopted in 2011 and sets out policies for Rutland up to 2026. A new Rutland Local Plan is under development and is expected to be adopted in 2026. The Adopted Local Plan comprises the Core Strategy, the Site Allocations and Policies DPD and the Minerals Core Strategy and Development Control Policies DPD.

The policies summarised below are relevant to the study:

Policy CS5 – Sustainable urban extension to Oakham

A sustainable mixed-use urban extension of about 1,000 new homes will be developed to the northwest of the Oakham, with requirements to either provide a school on site or provide financial contributions for extending nearby schools. S

Policy CS23 – Green infrastructure, open space, sport, and recreation

The existing green infrastructure network will be safeguarded, improved, and enhanced by further provision to ensure accessible multi-functional green spaces by linking existing areas of open space. Part of achieving this will entail the continued development of a network of green spaces, paths, and cycleways in and around the towns and villages.

Settlement Hierarchy

The following settlement hierarchy was established in 2019 for Rutland as part of the Local Plan:

Policy CS3 - The Settlement Hierarchy

The Settlement Hierarchy for Rutland is:

Main Town – Oakham. This is the main town with a range of job opportunities, higher order services including retail, leisure and health facilities for the surrounding rural area and has good public transport links.

Small Town – Uppingham. This is the second largest town with a range of job opportunities, convenience shopping, education, community and health facilities but with more limited public transport links.

Local Service Centres – Cottesmore, Edith Weston, Empingham, Greetham, Ketton, Market Overton, Ryhall. These comprise of seven of the largest villages with a range of facilities and access to public transport .

Smaller Service Centres – Barrowden, Belton-in-Rutland, Caldecott, Essendine, Exton, Glaston, Great Casterton, Langham, Lyddington, Manton, Morcott, North Luffenham, South Luffenham, Tinwell, Whissendine, Wing. These comprise of sixteen of the smaller villages with a more limited range of facilities than the Local Service Centres.

Restraint Villages – Ashwell, Ayston, Barleythorpe, Barrow, Belmesthorpe, Bisbrooke, Braunston-in-Rutland, Brooke, Burley, Clipsham, Egleton, Hambleton, Little Casterton, Lyndon, Pickworth, Pilton, Preston, Ridlington, Seaton, Stoke Dry, Stretton, Teigh, Thistleton, Thorpe by Water, Tickencote, Tixover, Toll Bar, Wardley, Whitwell. These comprise of the smallest villages with few services and facilities.

Countryside – Open countryside and villages not identified in settlement categories.

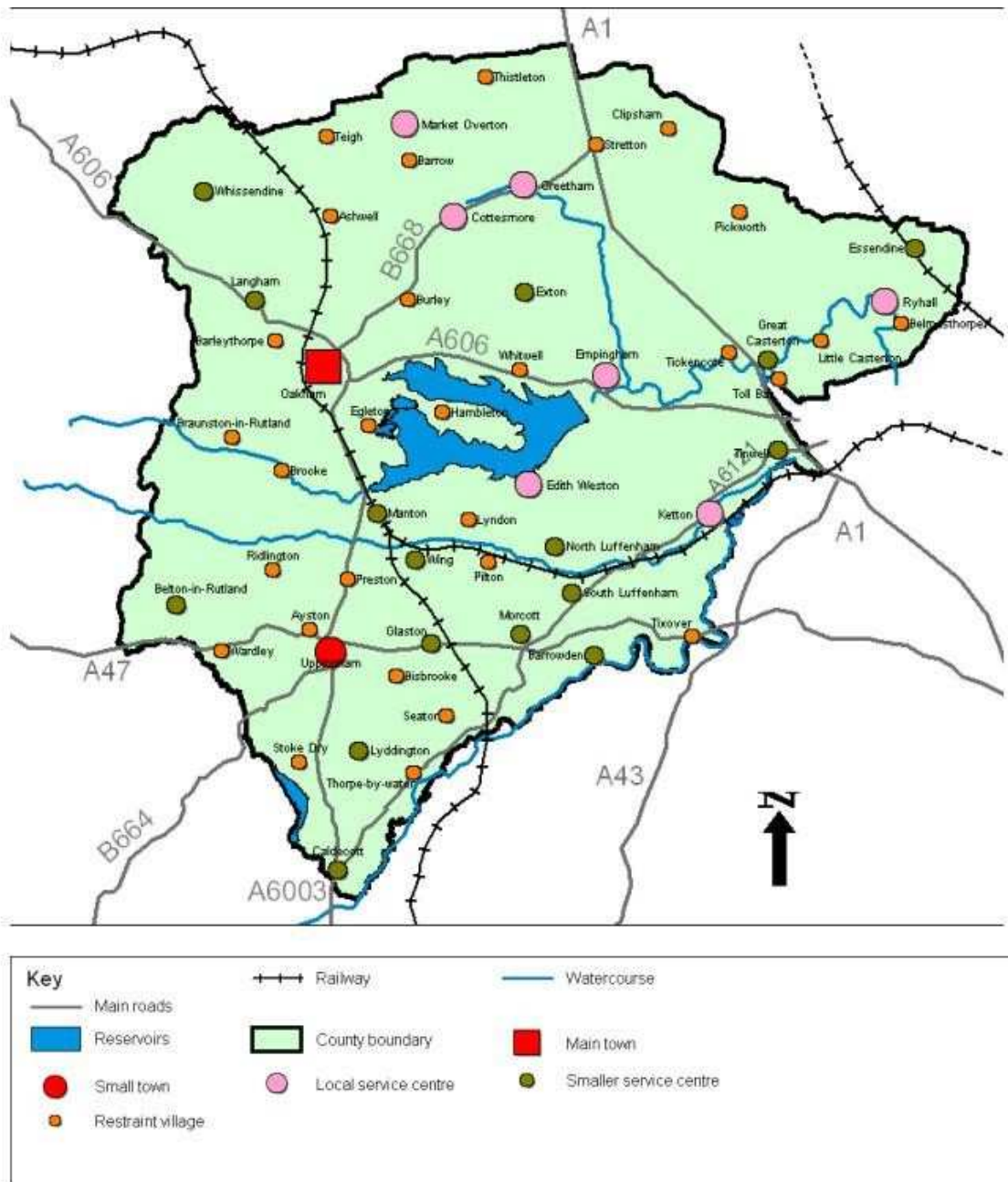


Figure 2-2: The map of settlement hierarchy in Rutland (Local Plan, 2011)

The LCWIP aims to improve active travel connections between the larger towns and local service centres – maximising the connections to employment, education, and other facilities for the population of Rutland.

2.2.3 Rutland's Corporate Strategy (2022-2027)

The corporate plan sets out a vision, created in collaboration with residents. 5 key priority areas, set out below, were identified, and the Strategy includes a response from the Council on how they will be delivered.

1. A special place:

Sustaining a vibrant rural county that harnesses the enterprise of its businesses, the ambition and creativity of its residents, and the passion of its local communities.

2. Sustainable lives:

Living sustainably and combatting the climate crisis through the power of choice, the removal of barriers, and real collective action.

3. Healthy and well:

Promoting health, happiness and wellbeing for people of all ages and backgrounds.

4. A county for everyone:

Celebrating diversity and ensuring everyone has the opportunity to live well, be heard and overcome any challenges they may face.

5. A modern and effective Council:

Transforming the way we work to deliver effective and efficient services fit for the future.

The LCWIP will help RCC deliver on several aspects of the Corporate Plan, particularly through the removal of barriers to choosing active travel, which can contribute to collective action against the climate crisis, and the promotion of a healthy active lifestyle.

2.2.4 Rutland Joint Health and Wellbeing Strategy: The Rutland Places Based Plan 2022-27

The strategy's vision is to *"nurture safe, healthy and caring communities in which people start well and thrive together throughout their lives,"* recognising that good health is the product of many things, including our lifestyle choices and environment.



The strategy recognises that reducing health inequalities across Rutland is essential, with access to healthcare services varying significantly across the county. Rutland has no acute healthcare facilities



within its boundaries. This creates significant access challenges for residents, often requiring long travel times by car and even longer times by public transport. This context is key to the creation of an LCWIP.

In the development of this LCWIP, route prioritisation could be done by linking Rutland's strategic needs assessment amongst age and wider population groups; favouring primary, family needs-related connectivity rather than focusing on the leisure needs, that aims to improve access to healthcare and primary services, as well as to maintain inclusive cycling and walking infrastructure.

2.2.5 Rutland Bus Service Improvement Plan 2021-2036

It is noted within the plan that bus services within the county receives significant funding from the local council considering low-levels of fare-paying passengers, a sparse number of service users and longer than average trip distances leading to higher operating costs. Students eligible for home to school or post 16 transport are also transported on the public bus network wherever possible to help sustain public bus services.

The plan therefore includes, but is not limited to:

- Improvements to frequency of services and number of destinations;
- Better timetabling information;
- Countywide demand responsive transport (DRT);
- Bus stop audits and improvements;
- Reviewing walking and cycling routes to bus stops to identify areas for improvement; and
- Creation of travel hubs: Improving onwards travel information and integration between travel modes.

A review of bus services within Rutland is currently under way, which may re-shape how bus services operate in the county, including expansion of Demand Responsive Transport facilities.

2.2.6 Levelling Up Fund

In 2022/3 Rutland successfully bid for funding from the central government Levelling Up Fund in a joint bid with Melton Mowbray. The bid included several elements, including support for tourism and medical research facilities at Rutland Memorial Hospital in Oakham. The bid also provided funding for a sustainable transport 'Mobi-Hub' at the hospital site. This site will be a hub for the Demand Responsive Transport network being developed through the Bus Service Review.

3 Rutland LCWIP

3.1 LCWIP process overview

The DfT technical guidance for authorities developing an LCWIP sets out a methodical approach to the planning and delivery of cycling and walking infrastructure. It breaks down the process into six steps. These can be viewed in Table 3-1 below.

| LCWIP stage | Name | Description |
|-------------|------------------------------|---|
| 1 | Determining Scope | Establish the geographical extent of the LCWIP, and arrangements for governing and preparing the plan. |
| 2 | Gathering Information | Identify existing patterns of walking and cycling and potential new journeys. Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes. |
| 3 | Network Planning for Cycling | Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required. |
| 4 | Network Planning for Walking | Identify key trip generators, core walking zones and routes, audit existing provision and determine the type of improvements required. |
| 5 | Prioritising Improvements | Prioritise improvements to develop a phased programme for future investment. |
| 6 | Integration and Application | Integrate outputs into local planning and transport policies, strategies, and delivery plans. |

Table 3-1: LCWIP Stages

LCWIPs should be evidence-led and comprehensive. An LCWIP should identify a pipeline of investment so that over time, a complete cycling network is delivered at an appropriate geography (see step 1 – determining scope) and that walking and cycling improvements are delivered coherently. The goal of an LCWIP should be to grow the use of cycling and walking, which means looking at routes and areas where more people could choose these modes in preference to other means of travel. Therefore, an LCWIP should consider travel demand regardless of mode, rather than looking just at existing walking and cycling trips which may be influenced by the extent and quality of existing active travel facilities.

3.2 Stakeholder Engagement

Realising the ambition of the CWIS will take sustained investment in cycling and walking infrastructure and partnership working with local bodies, the third sector and the wider public and private sector to build a local commitment to support this national Strategy.

Although the LCWIP is a data-led strategy, discussion with stakeholders can help add local context, and ‘fill in the gaps’ of the data analysis. This is especially true of more rural areas like Rutland, where the smaller and sparser populations make some data sets less reliable.

Stakeholders were identified by officers at Rutland County Council and included town and parish councillors, neighbourhood/village meeting, key officers from across the Council (including from Public Health, Highways, Planning and Development) and Rutland Climate Action group.

Stakeholder engagement has taken place at several points throughout the development of this LCWIP, with workshops held with officers, key stakeholders, and members. The workshops outlined the national policy background, the scope with local context, data analysis, methodology, approach to network development, indicative routes, LCWIP process, discussion and next steps.

Additional engagement with Leicestershire County Council was undertaken to identify link to Rutland's strategic assessments, particularly around the development of the Local Plan and healthcare, primary services and improved access among wider population groups.

The stakeholder workshops were particularly useful in prioritising links to nearby settlements, where the demand tends to be lower, and the political and community support is crucial to enable the delivery of routes.

3.3 LCWIP Stages 1 and 2 – Scoping and Gathering Information

3.3.1 Local context

Rutland shares borders with Leicestershire, Lincolnshire, Northamptonshire and Peterborough. It is a small rural county consisting of 54 settlements, where the population is concentrated into two market towns to the west of the county: Oakham (population of 11,157 people in 2021); and Uppingham (population of 4,724 in 2021). The nearby towns of Stamford, Melton Mowbray and Corby are the principal local centres outside the county, serving the population of Rutland. The proximity of Stamford to many villages in the east of the county means that it acts as the main local centre for many Rutland residents. Figure 3-1 shows the geographic spread of the population across the county, and the population concentrations in Oakham and Uppingham, as well as some larger villages.

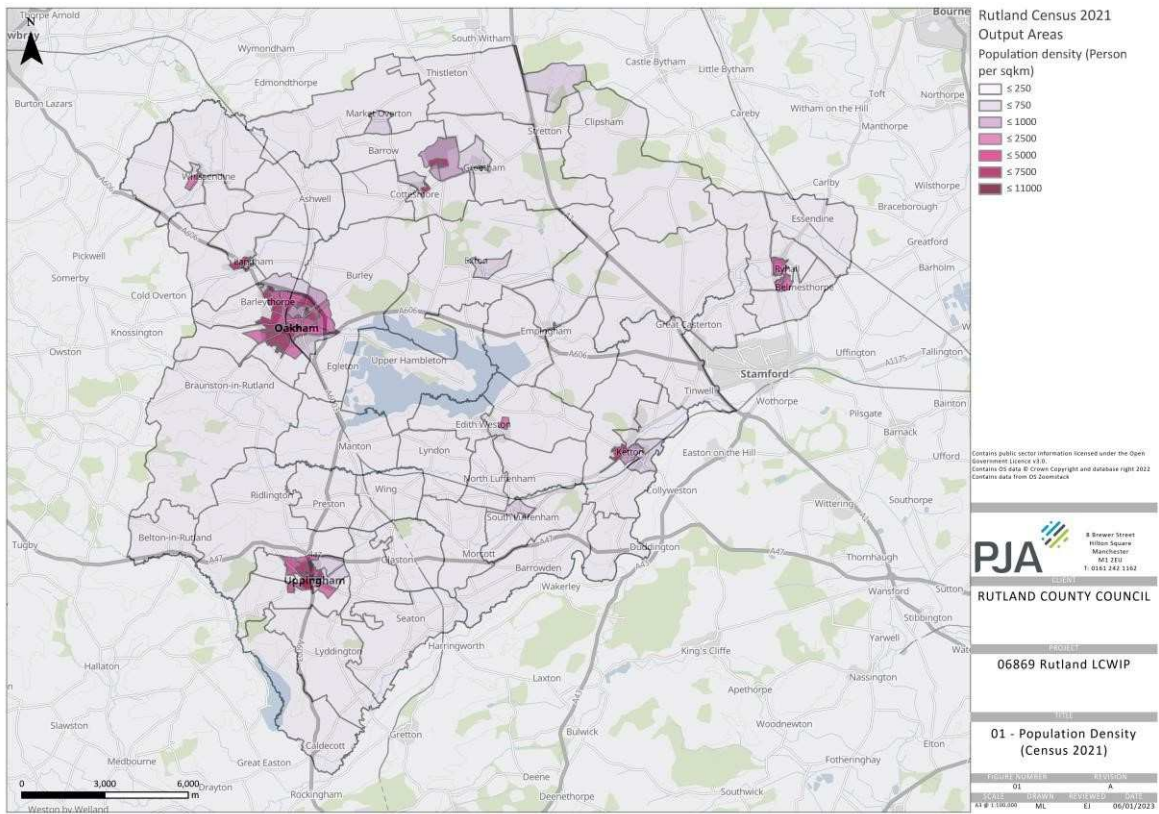


Figure 3-1: Rutland Population Distribution

Rutland Water – a large reservoir in the centre of the county – is a popular location for outdoor pursuits, including leisure cycling and walking. A 23-mile loop around the reservoir is a popular route for visitors. The landscape is comparatively low-lying but characterised by small hills to the west and north, with much flatter topography to the east. The hills, while not large, can be steep, making cycling potentially challenging on some routes.

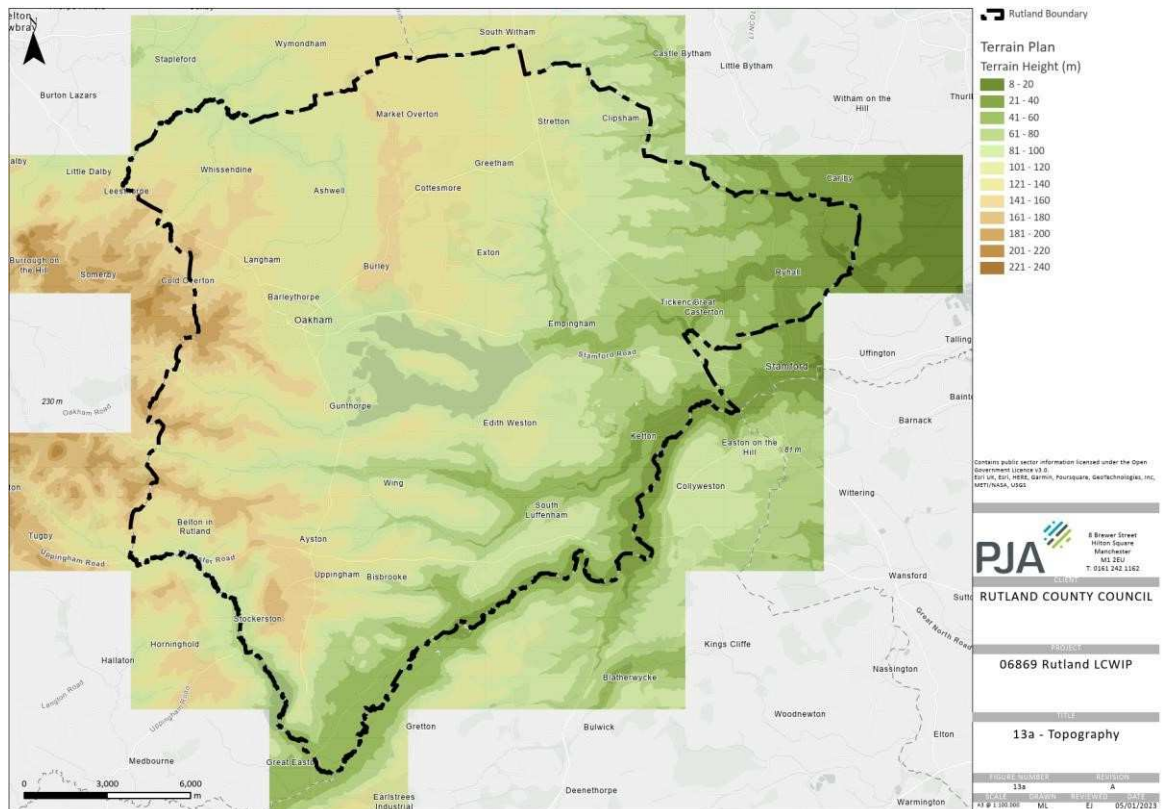


Figure 3-2: Rutland Topography

Rutland is served by the strategic road network through the A1 dual carriageway, which runs north-south between South Witham and Stamford. National Rail services run from Oakham, between Stansted Airport or Cambridge, and Birmingham New Street, but at a fairly limited frequency – 2011 census data indicated that just over 300 Rutland residents used the train for work, and site observations suggest that the station is lightly used.

The rail and road networks provide connections, but also cause severance for local journeys. The railway through the centre of Oakham, in particular, limits the route options for crossing the town from east-west. The A1 to the east of the county also significantly restricts the routes available for active travel. Stakeholders report a significant disconnect for villages to the east of the A1 – with Stretton and Clipsham particularly disadvantaged by the lack of easy active travel crossings of the A1.

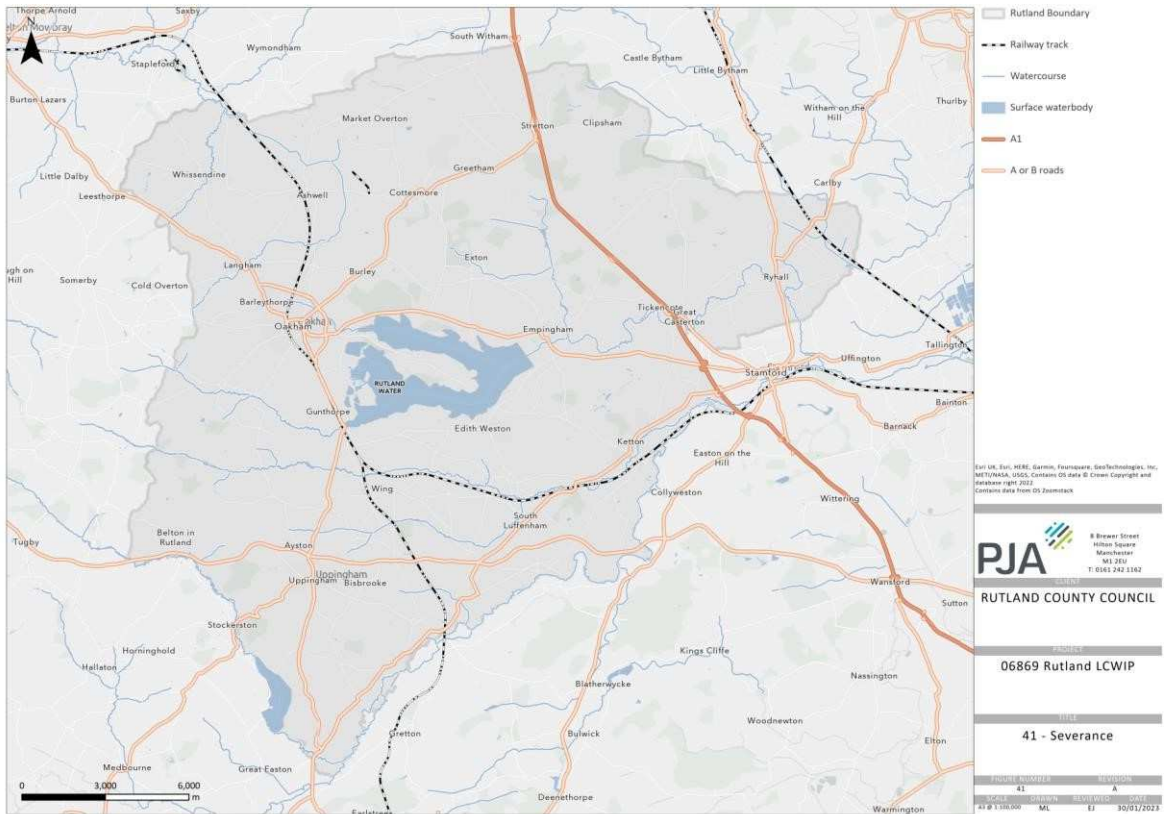


Figure 3-3: Rutland County area and local transport networks

3.3.2 Demographics

The latest available data indicates that in 2021 Rutland’s population was 41,000. Whilst the county has an ageing population – by 2036 it is anticipated that approximately 40% of residents will be 60 or over – the LTP notes 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.

Rutland is relatively prosperous, with very low levels of deprivation across the county, particularly around the northwest of the county, and in Uppingham. Slightly higher levels of deprivation are evident to the northeast, around Stretton, Greeton and Clipsham.

Car ownership is high, with only 10% of households not having access to a car or van, although some areas of Oakham have much lower car ownership – up to 40% in some central areas, as outlined in Figure 3-4 .

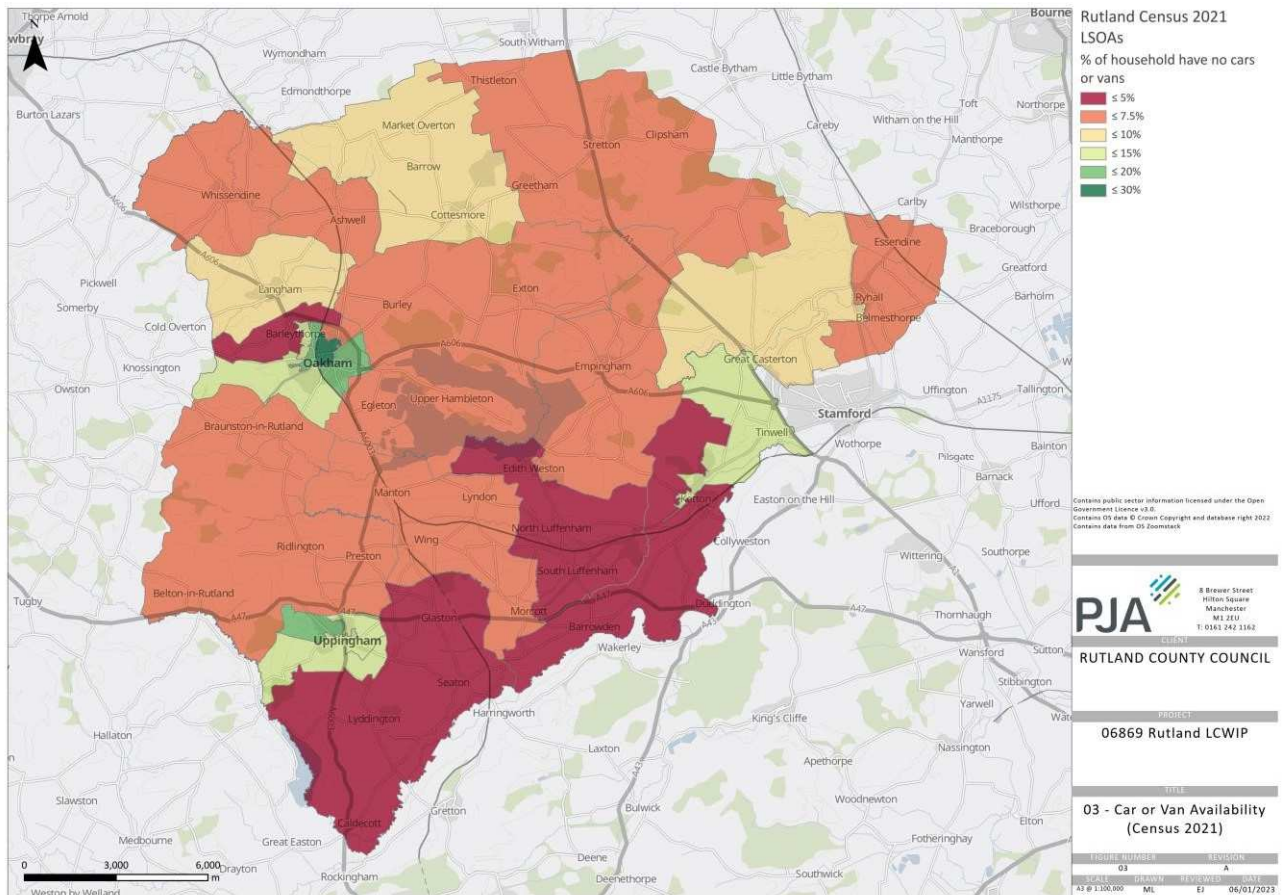


Figure 3-4: Households with no access to a car

3.3.3 Health and Air Quality

Mental and physical wellbeing are signs of a healthy population. This can only be achieved by encouraging more sustainable means of travel and reducing dependency on private motorised transport. The council envisions a county wide LCWIP network to reduce travel distance and time which would help overcome health issues and improve the air quality in the region. According to the 2011 census, 50.4% of Rutland residents stated they were in exceptionally good health, higher than that reported for the East Midlands (45.3%). Despite this, the number of adults in Rutland reported (2013-15) 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 and 64.8% for England)¹.

¹ Public Health England (2016), Prevalence of underweight, healthy weight, overweight, obesity, and excess weight among adults a local authority level for England

As a rural area, Rutland’s air quality is generally good, with all areas within UK legal limits for NO2, PM10 and PM2.5. Areas of poorer air quality tend to be concentrated around urban areas, the A1 corridor, and industrial or MOD sites.

3.4 Movement and travel demand

Oakham and Uppingham are the major settlements within Rutland. Stamford is slightly outside the county boundary; however, it is the nearest largest town for many people in Rutland for employment opportunities, secondary education and other amenities. Between the 3 larger settlements, virtually all the county is within an approximate 30-minute cycle ride for most people (See Figure 3-4). The larger settlements are supported by smaller local service centres, which provide basic local day-to-day amenities, however, those are unlikely to attract visitor from outside their local area.

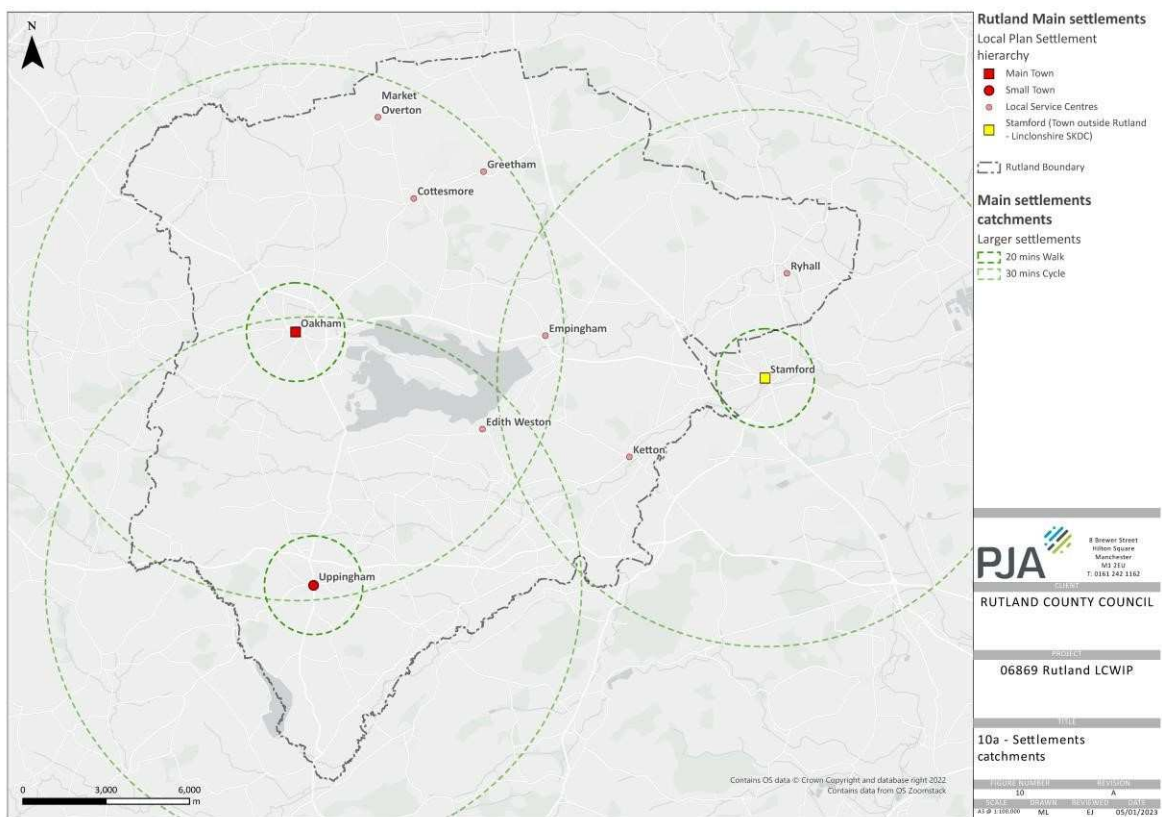


Figure 3-5: Walking and cycling catchments from main settlements

Most workplaces for residents in Rutland are concentrated around Oakham, Uppingham and Cottesmore. Stamford and Melton are important local destinations outside Rutland, with maps below showing the travel to work patterns from the different areas of Rutland. In the entire county, 46.62% (6446 people) of its population travelling for work (13,824 people) commute outside its administrative boundaries. Among these, most of the people travel to Stamford (9%), Corby (3.26%), Melton (3.5%), Leicester (4.63%), and Peterborough (7.34%).

Around 46% of Oakham residents in employment travel to work within Oakham itself, with 23% of these people travelling to work by car. As Oakham is a small town, just 2.5km across, most people would be able to walk or cycle these distances². Figure 3-6 shows the major commuting patterns between areas of Rutland, and surrounding areas. Significant flows between the major settlements of Oakham, Uppingham, Melton and Stamford are observed. Substantial commuter flows between Oakham and Cottesmore are also evident, likely to be driven by the MoD site in this area.

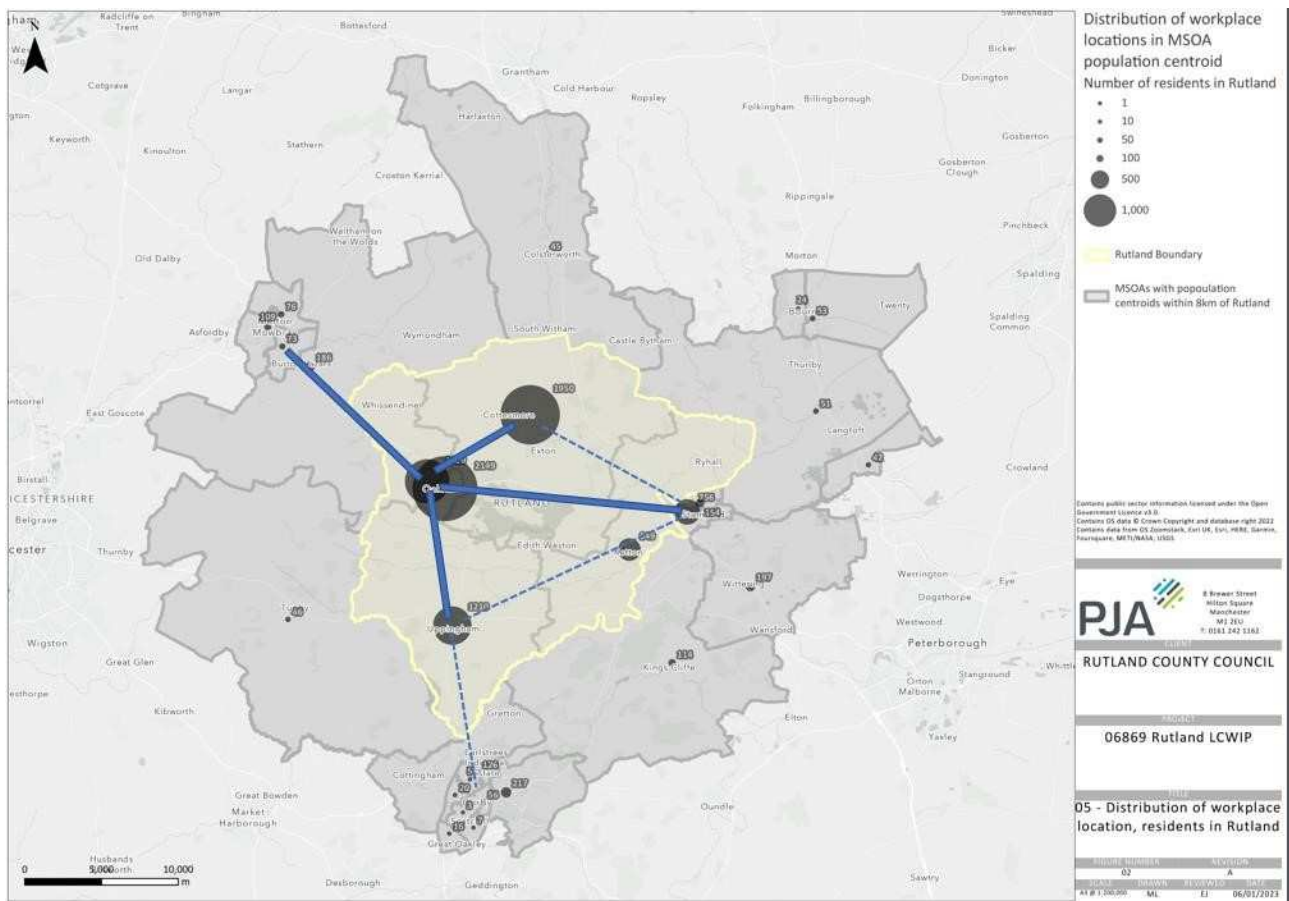


Figure 3-6: Rutland commuter patterns, Census 2011

With high car ownership, the population of Rutland tends to use their cars to get to work, with up to 80% of people using the car in some outlying areas. This falls to below 50% in some urban areas.

Rural areas containing MoD premises appear to have lower car use with personnel living and working on site.

² Nomis 2011, WF01BEW - Location of usual residence and place of work (OA level)



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)³. In addition, the proportion of our residents walking for utility purpose, at three times a week is 25.7% which is lower than that seen at a regional (32.6%) and national level (36.4%) as well as that seen in our nearest statistical neighbour counties. As identified below, walking and cycling levels are much higher in urban areas and those areas with MoD premises. Walking and cycling to work is generally below 10% in outlying areas.

As identified below, walking and cycling has much higher use in urban areas and those areas with MoD premises.

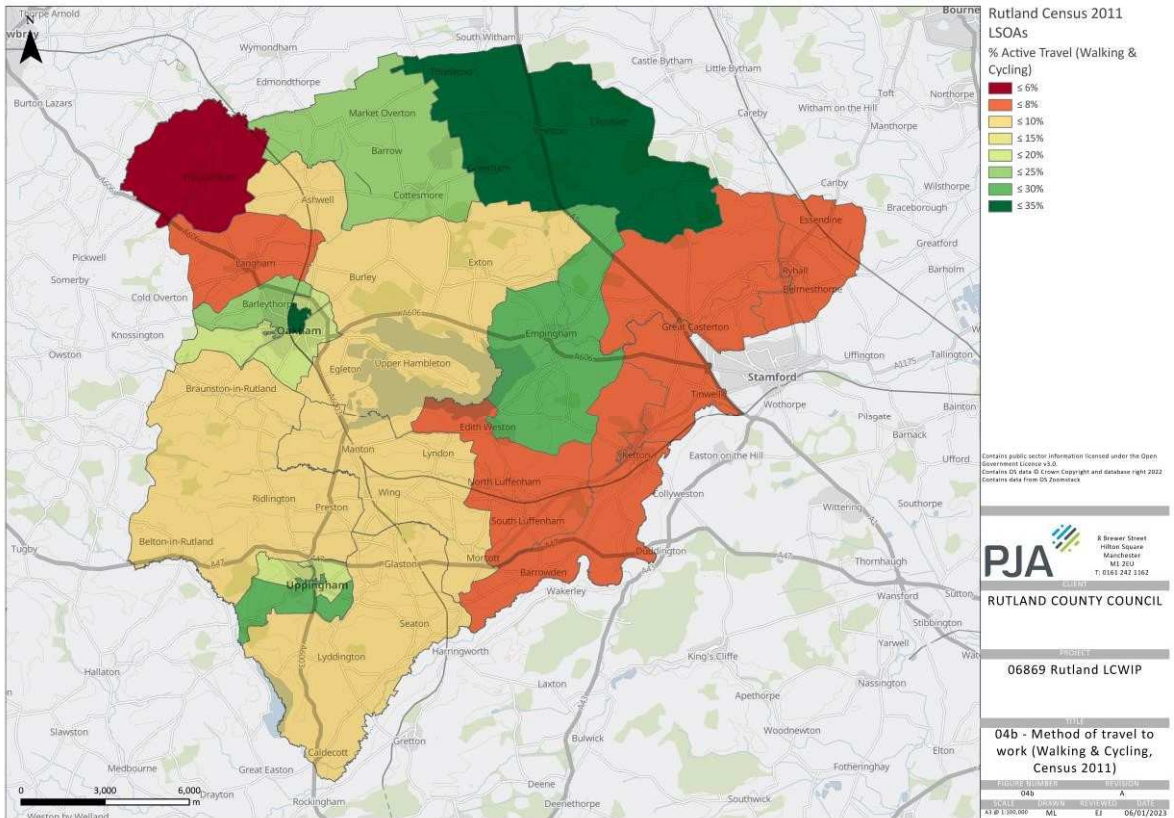


Figure 3-7: Travel to work by Active Travel, 2011 Census

There are, however, higher levels of leisure cycling. The percentage of adults cycling for leisure⁴ at least once a month is 16.8% in Rutland compared to 10% nationally. The level of more frequent

³ Department for Transport (2016), Table CW0104 and CW0105 – Proportion of how often and how long adults cycle/ walk for by local authority

⁴ Based on 2014/15 data

leisure cycling is 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 and England⁵.

3.4.1 Road Safety

The collision and casualties map below shows the distribution of pedestrian and cycle casualties since 2017 across the county. The data shows some concentration of collisions in urban areas where walking and cycling tends to be higher. Several pedestrian casualties have occurred in the centre of Oakham, especially along the High Street and Cold Overton Road through the town centre, where footfall is highest. A slight pattern of cycle collisions at junctions on the Oakham bypass is also evident.

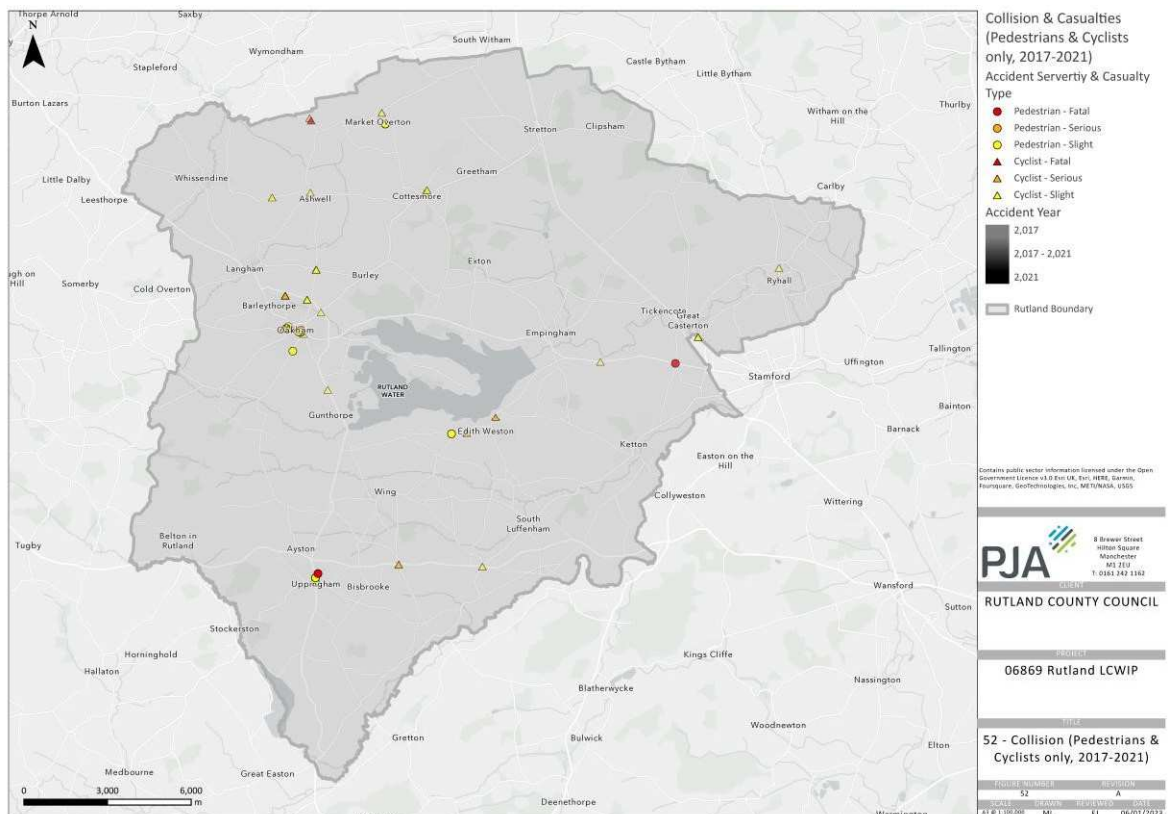


Figure 3-8: Collision and casualties amongst pedestrians and cyclists (2017-2021)

⁵ 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

3.4.2 Existing Networks

The existing cycle network in Rutland is outlined in Figure 3-9, showing paths alongside main roads, as well as leisure-focussed off-carriageway tracks.

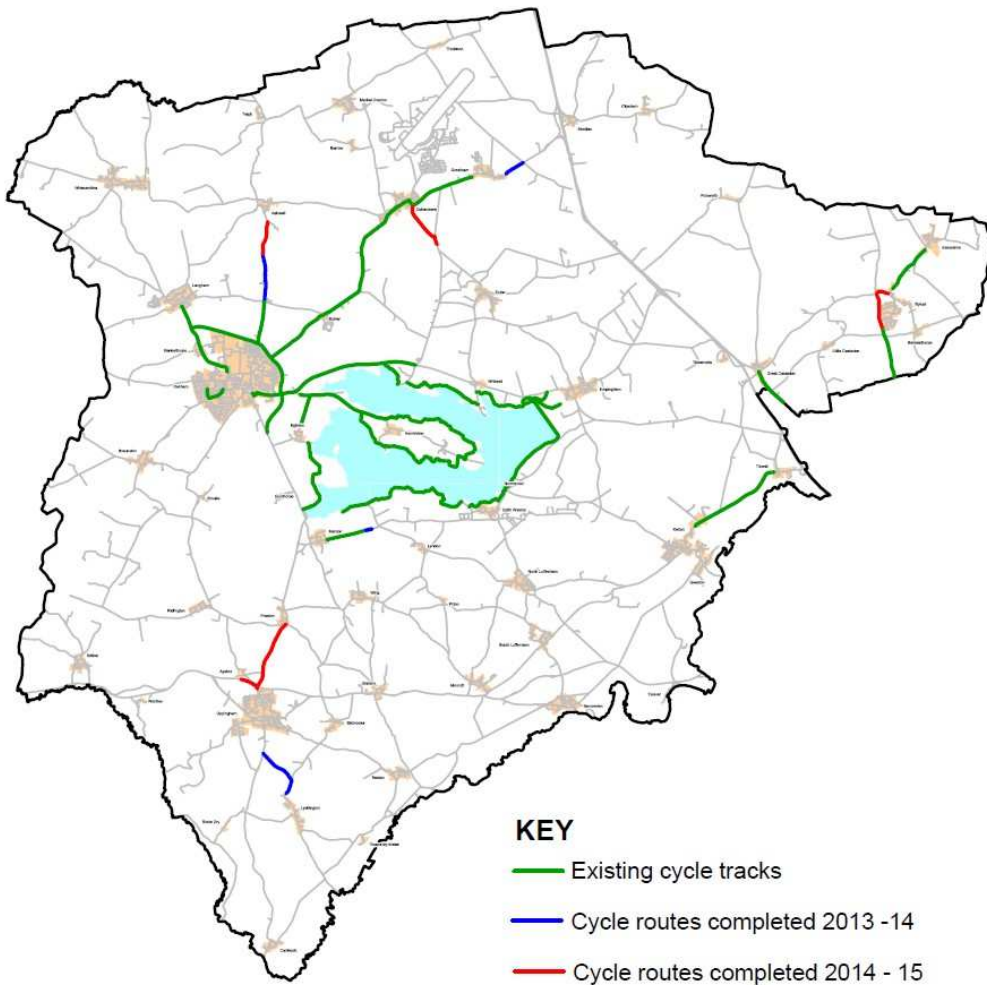


Figure 3-9: Existing Cycle Network

Provision for cycling around the county typically comprises shared use paths alongside main roads, which vary in width and quality. Figure 3-10 shows typical provision around Oakham, with an older, narrower path on Ashwell Rd, and a recently installed wider shared use path on Burley Rd.



Figure 3-10: Typical Shared Use Path arrangements (Ashwell Rd/Burley Rd)

There is substantial demand for leisure walking and cycling in Rutland, with the Rutland Water loop a popular attraction. This route is largely off-road and focussed on leisure access – and is only paved on some sections, with the surface and path width varying in type and quality around the water. Some short sections of the loop around Manton and Lyndon Top are on-carriageway. Figure 3-11 shows the variety of provision for walking and cycling on the Rutland Water loop.



Figure 3-11: [Typical Rutland Water Loop arrangements (Clockwise: Manton/Lyndon Rd/Lyndon Top/Rutland Nursery)]

Footways in Oakham and Uppingham are generally in good condition where present, although some dropped kerbs and crossing points would benefit from improvements. Oakham High Street enjoys wide pavements, as shown in Figure 3-12, but suffers from significant through traffic and pavement parking which impacts on the pedestrian experience.



Figure 3-12: Oakham High St



4 LCWIP Stage 3 and 4 – Cycle and Walking Network Planning

Stages 3 and 4 of the LCWIP process draw on the information gathered in stage 2, and the Propensity to Cycle Tool, as well as bespoke analysis of non-work trips, supported by stakeholder engagement, to develop a walking and cycling network for the study area which responds to demand and local circumstances.

4.1 Propensity to Cycle Tool

The Propensity to Cycle Tool (PCT) is a DfT-sponsored model that identifies where rates of cycling to work are most likely to be increased. The commuting model uses 2011 census journey to work data to forecast the likely increases in cycling trips based on a number of scenarios below;

- Government Target – representing the doubling of existing cycling trips as set out in the Cycling Delivery Plan.
- Gender Equality – where women are as likely to cycle as men
- Go Dutch – where a Dutch propensity to cycle is assumed
- E-Bikes – a development of the Go Dutch scenario where an increase in e-bike use assists with hillier and longer routes.

For the purpose of cycle network planning, we often use the most ambitious scenario, i.e., the “EBikes” scenario in understanding demand distribution in the best-case scenario of cycle uptake. It is deemed that “E-Bikes” scenario would be appropriate for the context of Rutland anyway given the longer distances between villages, hilly terrain and slightly older population mean that e-bikes are likely to play an important role in providing active travel in the future.

The PCT can provide both straight line demand outputs – showing simple ‘desire lines’, and demand applied to the existing road networks. In rural areas such as Rutland, the census zones on which the analysis is based, tend to be large – reflecting the sparse population density. This means that the applied network outputs can be less reliable, so the straight-line desire line outputs are the preferred indicator of commuter demand. The analysis considers trip origins and destinations from outside the county as well as internally, so links to nearby settlements are also shown in the dataset.

Figure 4-1 shows the straight-line propensity to cycle outputs for Rutland, with the 2011 data uplifted to 2021 to reflect the latest population changes but retaining the more reliable 2011 travel to work patterns as the latest 2021 patterns subject to quality issues affected by the COVID-19 pandemic making the data less reliable.

The PCT shows a clear ‘spoke’ pattern, with desire lines radiating out from Oakham, reflecting the town’s status as the main employment centre. The outputs show a strong propensity to cycle between Oakham and nearby villages such as Whissendine, and Cottesmore, and some longer



journeys between Oakham and Stamford – although the distance between the two towns – around 11 miles – is at the upper limit of what most people would consider a reasonable cycle trip to work. The addition of e-bikes is likely to support demand for longer journeys like this. Demand for trips across the A1 at Stretton is also made clear in this analysis.

Demand between Oakham and Uppingham is relatively clear, particularly when considered alongside demand to and from smaller villages between the two towns.

The analysis shows significant demand for short trips within Oakham – driven by the 46% of Rutland workers who also live in the town. Realistically many of these trips may be more likely to be walked rather than cycled, given the relatively compact nature of the town – something that will be considered in the development of the walking networks.

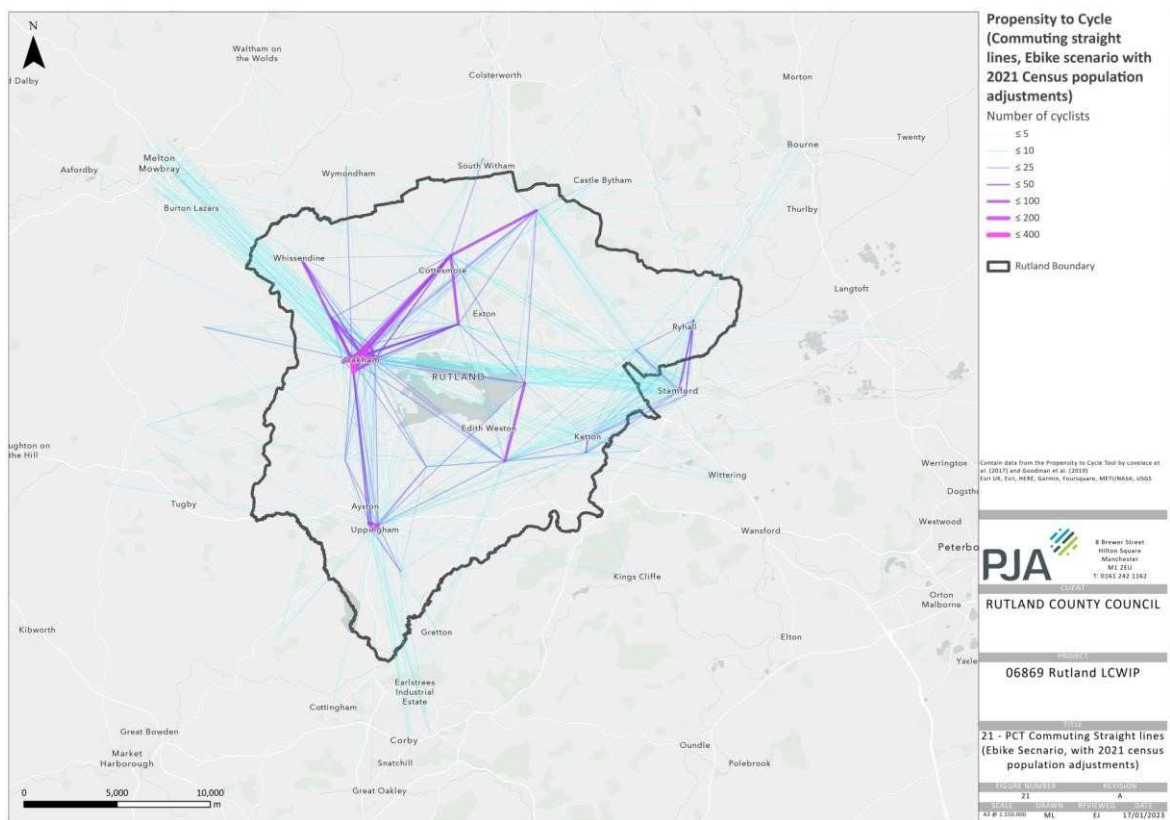


Figure 4-1: Propensity to Cycle – Straight line outputs, uplifted to 2021

The PCT Schools Travel model provides an indication of potential demand for cycle trips to schools in Rutland with similar scenario settings. The model uses pupil postcode data to plot shortest route travel to school from home using existing road network, and aggregate relevant demand to show a heatmap of travel by pupil. This data set can only be shown applied to the existing road network but provides an indication of where school travel is most likely to be an important consideration.

Figure 4-2 shows the school travel layer in the most ambitious scenario available – the “Go-Dutch” scenario for Rutland. The patterns are broadly similar to those observed in the commuting data set,



with local links in Oakham of high importance, but the demand on links between Great Casterton (home of Casterton College) and Stamford is clearly shown. The link between Uppingham and Uppingham Community College – to the south of the town – is also an important link for school travel.

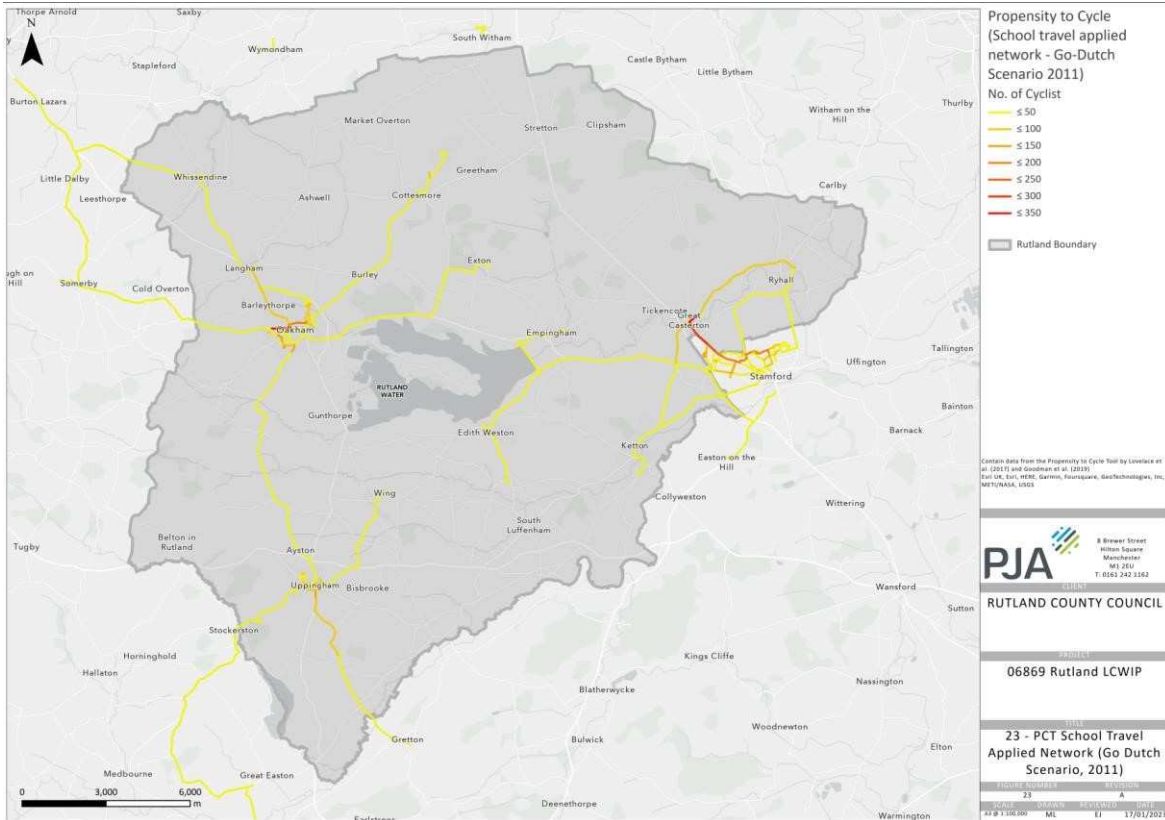


Figure 4-2: PCT Schools Layer – applied network

4.2 Everyday Trips Analysis

Travel to work accounts for only around a third of most people’s total travel, so other ‘everyday’ trips should also be considered when developing active travel networks. These journeys incorporate many local utility journeys – trips to the shops, doctors, visiting friends and family which are not picked up in other data sets. A bespoke ‘Everyday Trips’ analysis has been undertaken to provide a better understanding of these journeys. Given the local importance of leisure trips – especially those associated with Rutland Water – key attractions around the area have been added to this analysis, along with access points to green space, so that journeys to rural attractions are included in the data.

LCWIP Stage 3 and 4 Cycle and Walking Network Planning



4.2.1 Methodology

In order to determine the key desire lines for ‘everyday’ walking and cycling such as such as to work, school and the shops, the spatial relationship between key origin and destinations was analysed. For origins, a 0.25km² hexagon grid was applied to the whole of Rutland, where grids that contains 2021 Census LSOA population weighted centroid are considered as origins. For destinations, two classes of destinations were identified:

- Class 1: Identified towns, railway stations, and Key attractions
- Class 2: Key employment and retail allocations, local settlements, bus stops, education (primary and second schools), healthcare facilities (hospitals, GP practices, dentists), supermarkets, access to greenspace etc.

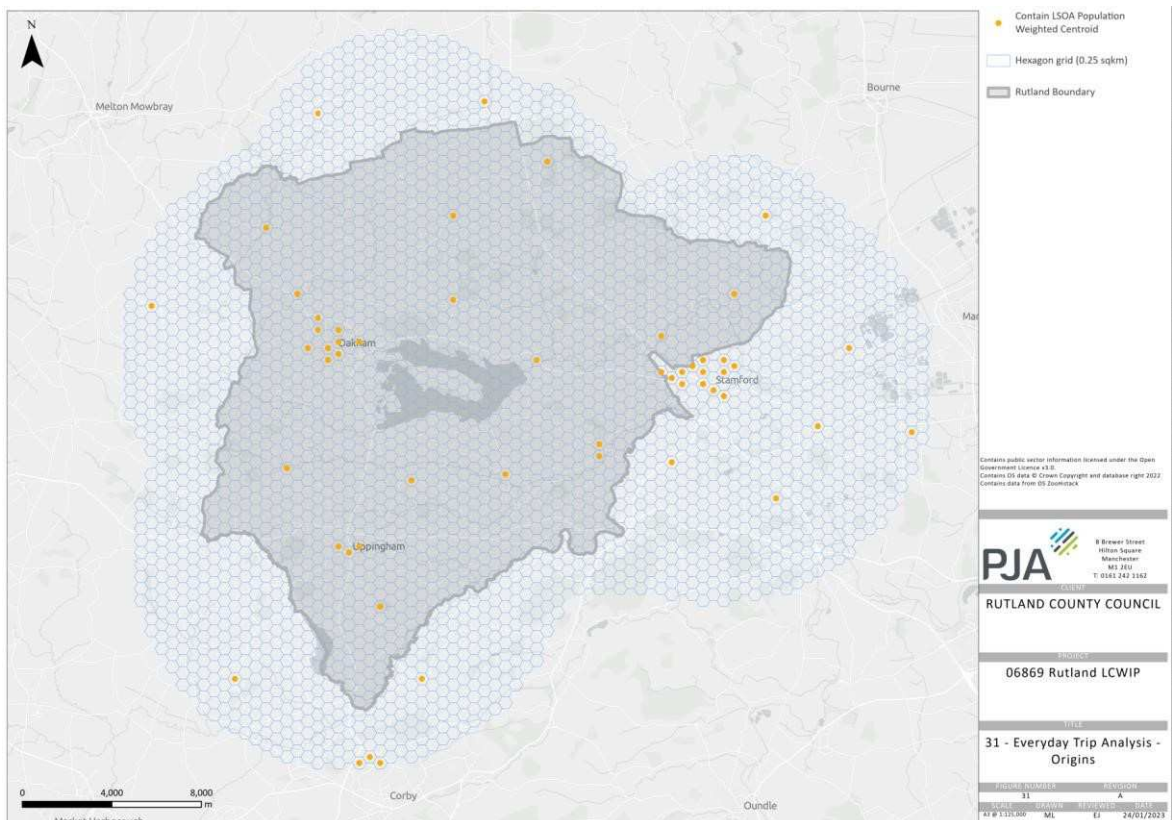


Figure 4-3: Everyday Trips Origins

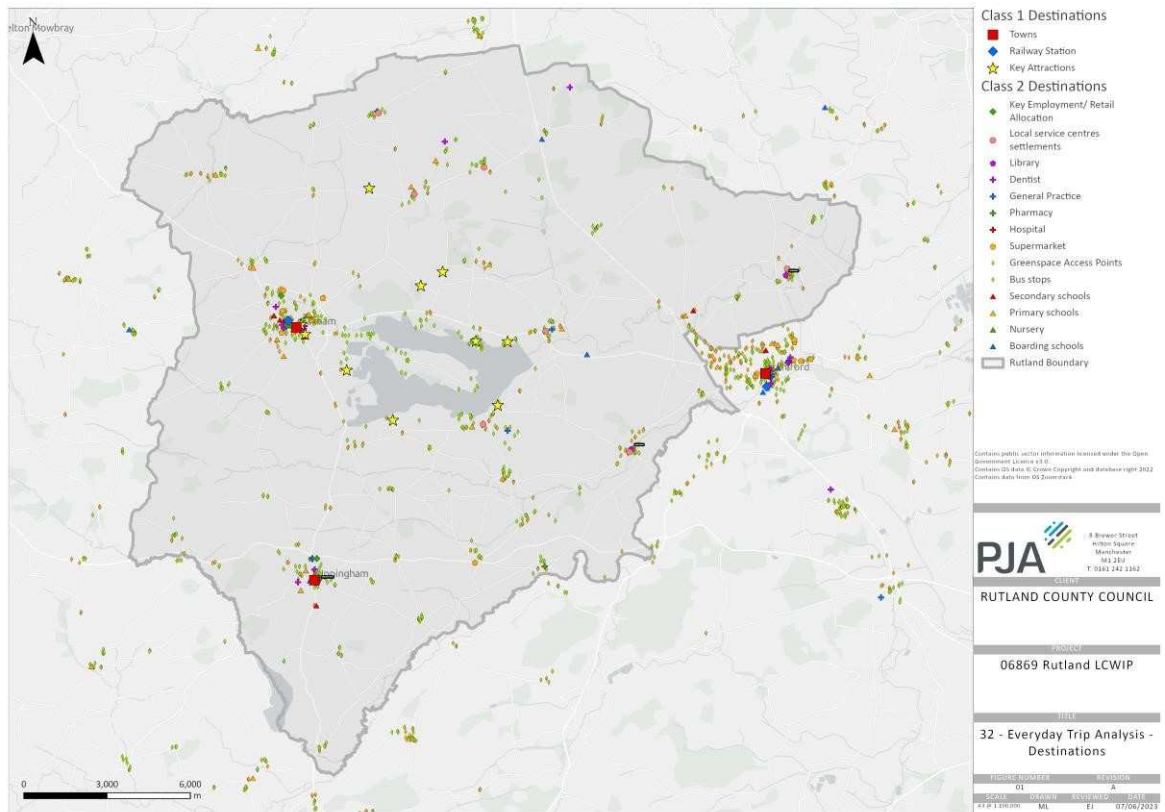


Figure 4-4: Everyday Trips Destinations

Origin-Destination desire lines were created from each origin centroid to the nearest Class 2 destination, and to all Class 1 destinations between 2km and 5km. Desire line clusters were generated using statistical clustering to identify desire line in groups that are near to one another. These desire line clusters represent the statistical best-fit line of linkages to be made for ‘everyday cycling’.

4.2.2 Analysis

The Everyday Trips analysis considers a variety of journey types, so desire lines for different journey lengths are considered;

- Walking Trips (0-2km)
- Cycling Trips (2-5km)
- Cycling Trips (5-10km)

Figure 4-5 Shows the clusters of desire lines for everyday trips under 2km – which can be considered walkable. As may be expected, the vast majority of these clusters are within Oakham.



Cycle and Walking Network Planning

A strong east-west desire line is evident, approximately following the High Street, and also linking the outer residential areas along Cold Overton Rd, and towards the residential estates to the east of the centre. A desire line linking the centre of Oakham to the newly expanded area of Barleythorpe is evident, with this link also connecting Catmose College.

An east-west desire line is also evident in Uppingham, approximately following the High Street.

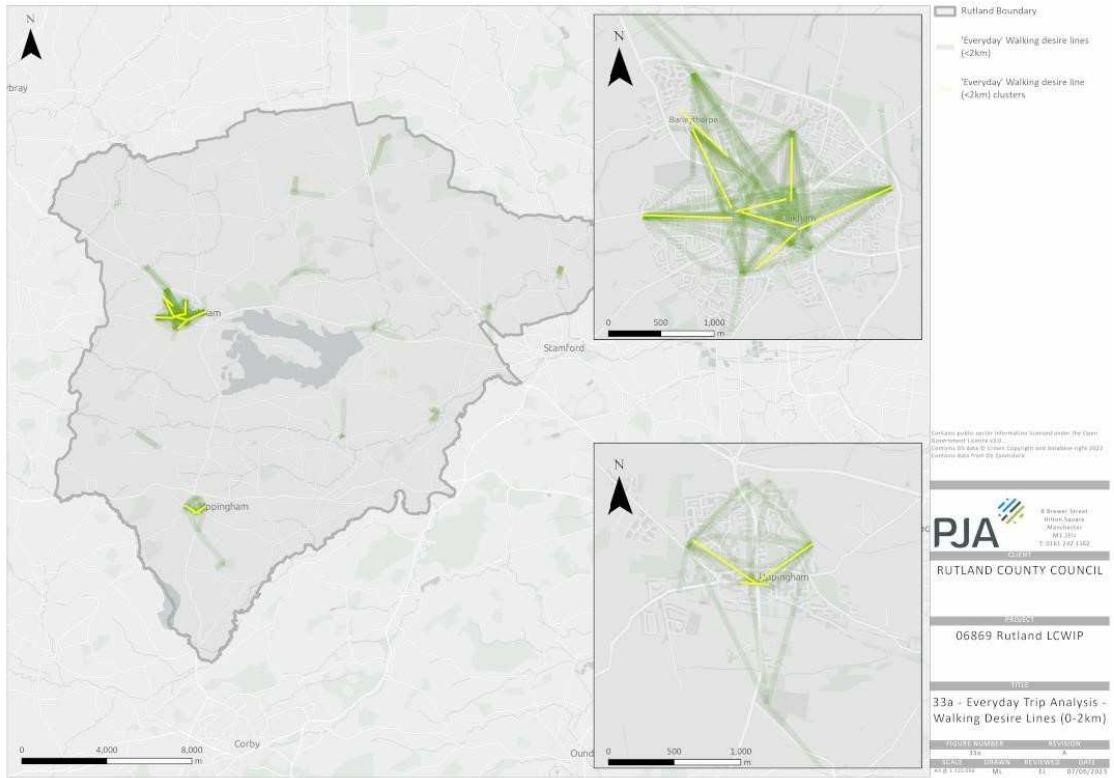


Figure 4-5: Everyday Trips Desire Lines (0-2km/Walking)

Figure 4-6 shows the desire lines for Everyday trips between 2-5km in length. The clusters primarily show the dependence of outlying villages on the larger towns for access to facilities, with significant desire lines into Stamford from Ryhall and Great Casterton, into Uppingham from Lyddington, Ayston/Riddington and Wing/Preston, and into Oakham from Egleton, Langham and villages along the A606. The inclusion of leisure destinations in this analysis also draws out the links towards the Rutland Water access points at Whitwell and the birdwatching centre at Egleton.

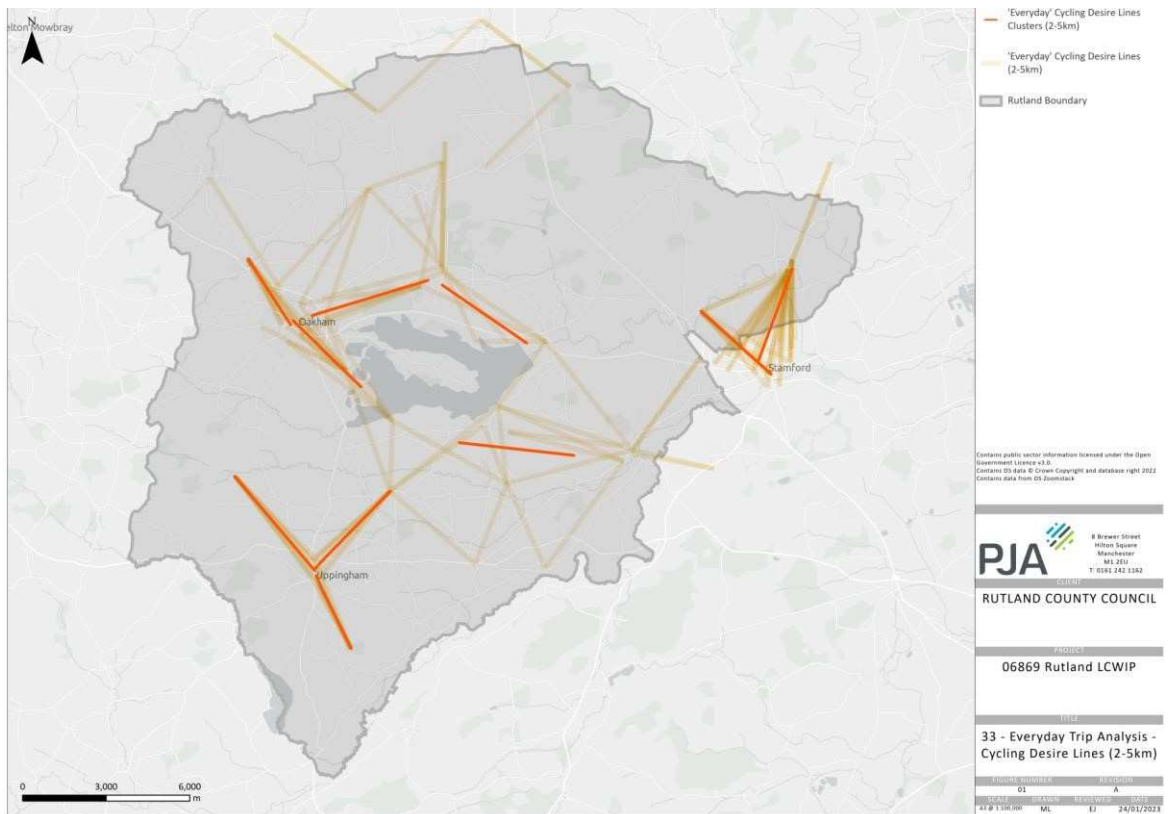


Figure 4-6: Everyday Trips Desire Lines (2-5km)

Figure 4-7 shows the longer desire lines for everyday trips across the area. The longer trip length brings more outlying villages into the analysis – with desire lines from several villages into Oakham, and several lines beyond the Rutland boundary, particularly towards Corby in the south, into Stamford from Ketton and Eppingham, and into Oakham from Cold Overton. As with the shorter trip analysis, the desired leisure links to Rutland Water are evident, including to Normanton from Oakham and Stamford.

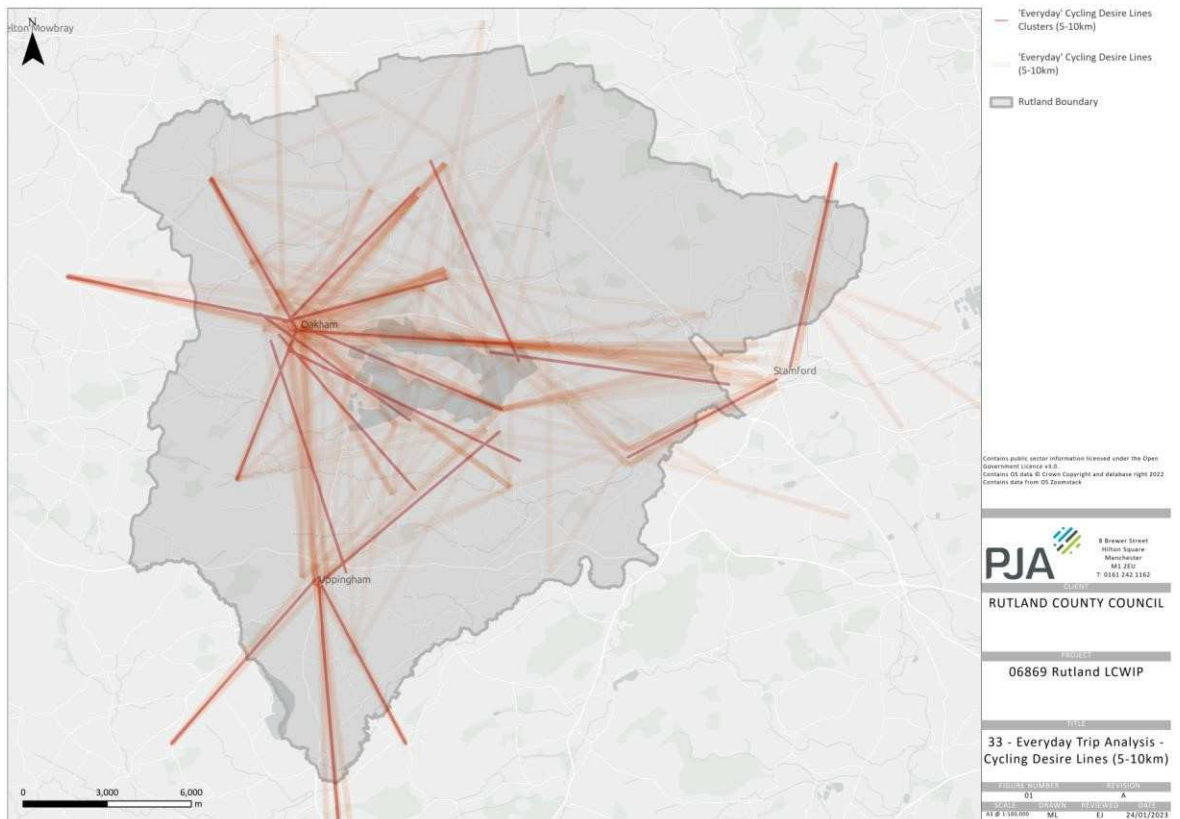


Figure 4-7: Everyday Trip Desire Lines (5-10km)

4.3 Route Identification and Audit

4.3.1 Routes Selected for Audit

Based on the analysis described above, the background information and engagement with stakeholders, 15 inter-town routes, and 17 town routes in Oakham and Uppingham were selected for audit. In addition, the Rutland Water link between Manton and Lynton Top has been audited, as the only section of the Rutland Water loop which is on-road.

Figure 4-8 outlines the inter-town routes selected for audit, with Figure 4-9 and Figure 4-10 showing the walking and cycling routes in Oakham and Uppingham selected for audit in more detail.

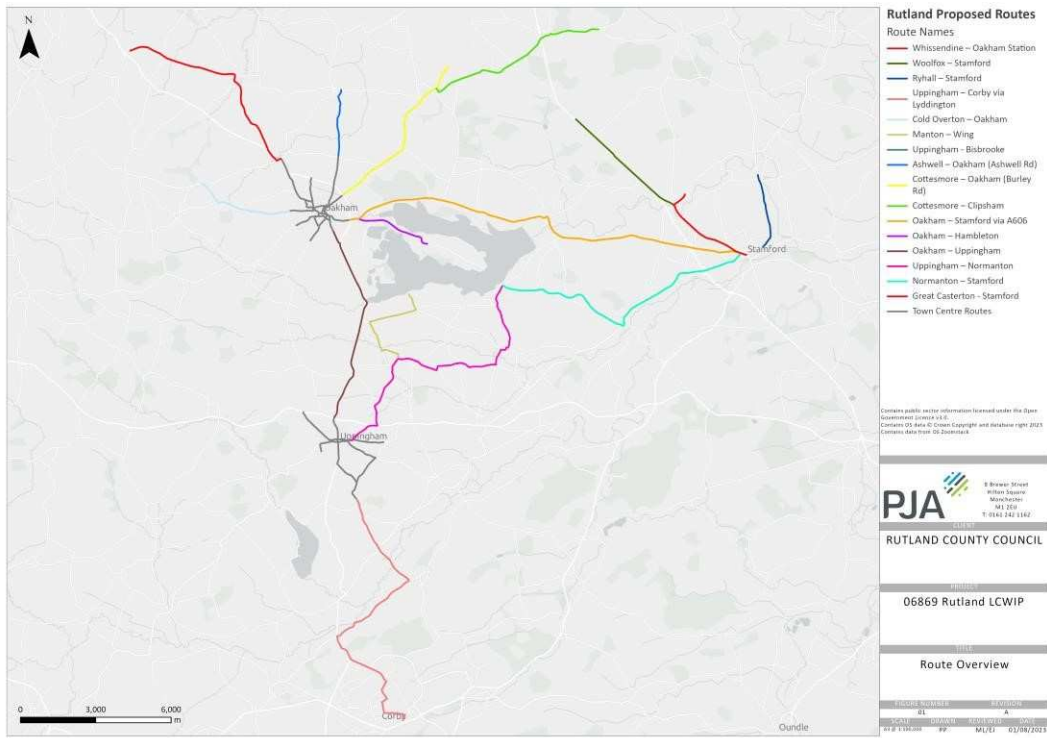


Figure 4-8: Rutland Inter-Town Routes for audit

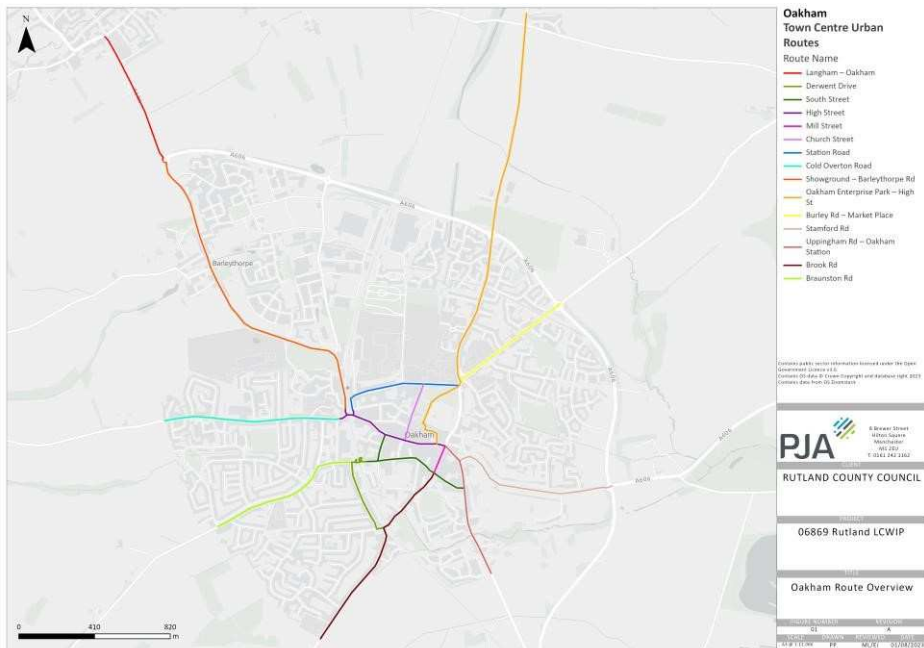


Figure 4-9: Oakham Walking and Cycling Routes for audit

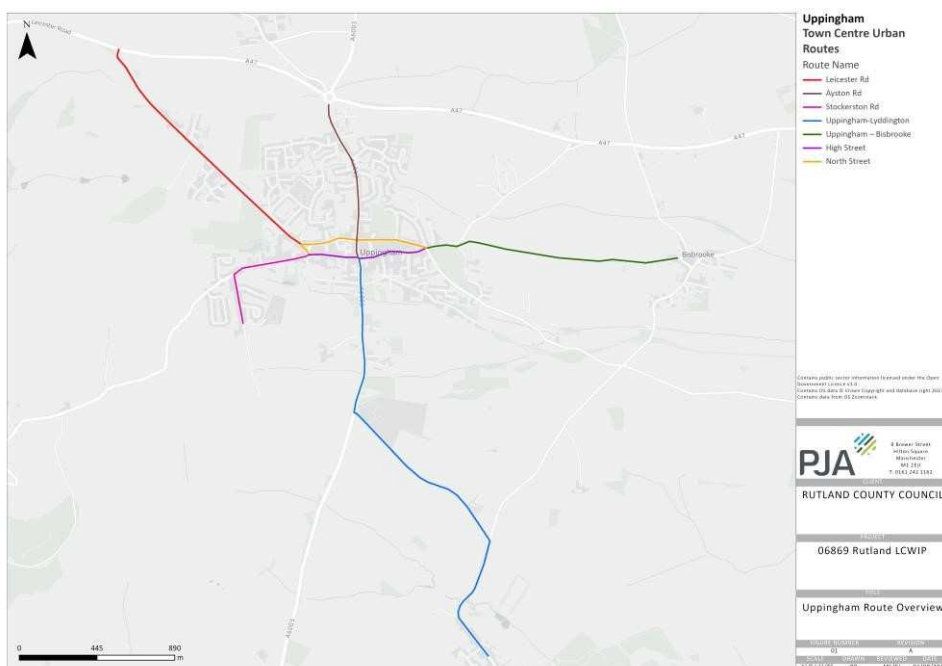


Figure 4-10: Uppingham Walking and Cycling Routes for audit

4.3.2 RST audit methodology

The Route Selection Tool (RST) is an appraisal methodology that allows practitioners to determine the best route to fulfil a particular straight-line corridor, referencing against existing conditions and the shortest available route. It considers five important criteria that determine the quality of a cycling route (directness, safety, gradient, connectivity, and comfort) plus junction safety. Along with other information collected during the LCWIP development, the RST audit then helps inform recommendations for improvements along each corridor. The RST divides routes into shorter sections which should reflect changes in the character and layout of the alignment.

- **Directness:** Compares the length of cycle route against the equivalent vehicle route with cycle routes that are shorter than the vehicle is scored positively for Directness. Higher scores can be achieved through the introduction of modal filters or routing cyclists through parks/open spaces to provide a more direct connection.
- **Gradient:** Identifies the steepest section of route within the proposed alignment with gradients that exceed either 5% in gradient and/or 50m in length scoring lower.
- **Connectivity:** Records the number of individual cycle connections into a section of route. Routes should aim to have >4 connections per km.
- **Comfort:** Assesses the space available for cycling and the quality of surfacing with a preference for protected cycle facilities of >3m (bi-directional) or >2m (uniflow).



- **Critical Junctions:** Assesses several critical junction design issues including vehicle flows, protection from vehicular traffic, wide junction splays, and junction geometries.

The RST outcomes are recorded as Red/Amber/Green, showing the overall score across the categories.

More information about the RST can be found in the DfT LCWIP Guidance suite of documents.⁶

4.3.3 RST Audit Findings

Most of the routes in Rutland are direct and have acceptable gradient considering its rural nature, except the routes connecting Oakham to Uppingham and Manton to Wing which are considered to be challenging. The town centre routes show very good interconnectivity, but with some critical junctions impacting on the quality of the connection. There are more critical junctions on the routes connecting Langham and Whissendine; Uppingham and Corby.

The RST identified a number of key themes:

- **Lack of dedicated cycling facilities** – Existing cycling infrastructure within Rutland remains very limited which results in cyclists being forced to use the carriageway and share with general traffic on most routes. Main routes connecting major towns like Stamford, Uppingham, and Oakham have most of its sections with very limited, partially segregated cycling spaces resulting in a very unsafe cycling environment due to high-speed traffic on A roads and minor rural roads on national speed limit. It's recommended to improve the cycling conditions especially on these routes to promote inter-town green transit.
- **Constrained road space and typology** – The road typology in major town centres like Oakham, Uppingham, as well as connections from Stamford are all constrained where it is difficult to develop cycle network based on alternative routes with light traffic. Adopted road width is also very constrained in terms of both carriageway and footway spaces. This very much limits the possibility of retrofitting links with dedicated protection for cyclists, wherever it is necessary to do so given high motor traffic flows.
- **Junctions** – Dedicated cycle crossing facilities are rare in major town centres like Oakham and Uppingham. This reduces the overall cycle permeability, with cycle connections sometimes poorly linked. A key recommendation therefore is to improve key junctions/crossings in the town and along the inter urban routes as well to improve connectivity and permeability for cycling within Rutland. This brings improvements for pedestrian movements as well.

⁶ <https://www.gov.uk/government/publications/local-cycling-and-walking-infrastructure-plans-technical-guidance-and-tools>



- **High vehicle flows** – This was a particular issue on busier routes, such the main roads in the town centres and the interurban routes e.g. A1 connecting Stamford, B640 in Oakham, West Street in Stamford etc.
- **Rutland Water** - Inconsistent provision for walking on the circuit around the reservoir. Although primarily a leisure route, the loop includes some utility routes, and is a key local attraction for outdoor pursuits, but the type of path available varies - with some parts wellsurfaced, with wide paths comfortable for groups of people walking or cycling, and others narrow, unsurfaced paths which are inaccessible to some users. A short section of the loop is on-road, with no footway or separated cycleway.

The full RST findings are summarised in Figure 4-11 and presented fully in Appendix B.

LCWIP Stage 3 and 4

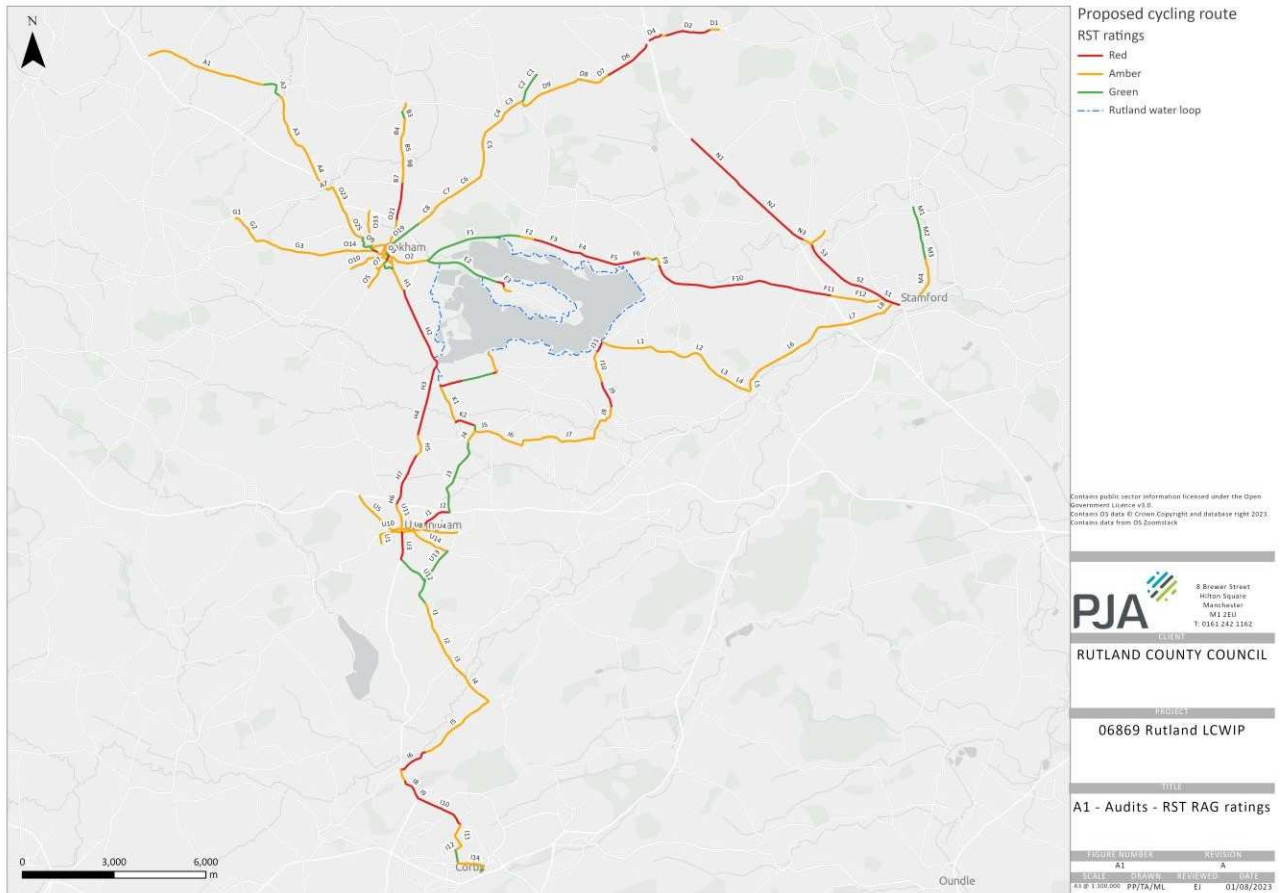


Figure 4-11: RST RAG Summary

4.3.4 Walking Route Audit Tool (WRAT) methodology

The Walking Route Audit Tool is divided into several categories for analysis and uses a Red Amber Green (RAG) scoring technique:

- **Attractiveness:** Considers the impact of maintenance, traffic noise, pollution, and fear of crime upon the attractiveness of a route.
- **Comfort:** Reviews the amount of space available for walking and the impact of obstructions upon walking such as footway parking, street clutter and staggered crossings.
- **Directness:** Assesses how closely pedestrian facilities are aligned with the natural desire line and accommodating the crossing facilities are for pedestrians to follow their preferred route.
- **Safety:** Focusses on the impact of vehicle volumes and speeds and interaction with pedestrians.
- **Coherence:** Focuses on the provision of dropped kerb and tactile information for pedestrians.



More information the WRAT can be found in the DfT LCWIP Guidance suite of documents.⁷

4.3.5 Walking Audit Findings

The findings from the walking audits were translated into design measures for each route and are shown later in this chapter.

The walking audit identified a number of key themes:

- **Junction treatment:** Many of the priority junctions in the county have wide corner radii and junction splays which significantly lengthen crossing distances and create a disjointed experience for pedestrians. However, the local and small-town centres have narrow lanes with small corner radii resulting in blind turns. The recommendation for these locations is to consider tightening the junction geometry and installing either continuous footway/raised table treatments to improve continuity and priority of pedestrian facilities while providing a wider footway where possible.
- **Lack of crossing provision:** A considerable number of roads within Oakham and Uppingham town centres are quiet residential roads where there are plentiful gaps in traffic for pedestrians to cross comfortably without the need for dedicated crossing facilities. However, roads with heavier thorough traffic often have insufficient crossings, or crossings misaligned with pedestrian desire lines. Additional crossings would be beneficial for these highly trafficked routes; but also improve sense of safety for pedestrians on roads with wider geometry that enables faster vehicle movement.
- **Missing dropped kerb/tactile paving:** Several priority junctions have missing or substandard provision of dropped kerb and/or tactile paving. This issue should be considered alongside the junction treatment locations as many sites have both issues.
- **Missing and narrow footways:** It is common for town centres in Rutland to have narrow footways or footways completely absent on one or both sides of the carriageway. On very quiet streets where vehicle traffic is low, pedestrians may safely walk in the carriageway, however, on busier roads, this is a key barrier to walking and in creating a connected walking network. The recommendations will identify where footway widening would be beneficial.
- **Paths and alleyways:** Some of the routes in small towns are linked by narrow paths and alleyways which provide important connections in the walking network and often much more direct routes than the on-road equivalent. However, clutter and maintenance were key issues which undermined the attractiveness of these routes. Though few had barriers restricting access, the WRAT audits identified that many were narrow and lacked lighting.

⁷ <https://www.gov.uk/government/publications/local-cycling-and-walking-infrastructure-plans-technical-guidance-and-tools>

- **Signage and wayfinding:** although Rutland benefits from an extensive network of footpaths, they are sometimes not well signposted, limiting their visibility. Reviewing the existing signing scheme for the whole town in conjunction with the walking and cycling offerings of the town would help promote the network and encourage greater use.

The full walking audit findings are summarised in Figure 4-12 and Figure 4-13 and presented fully in Appendix B.

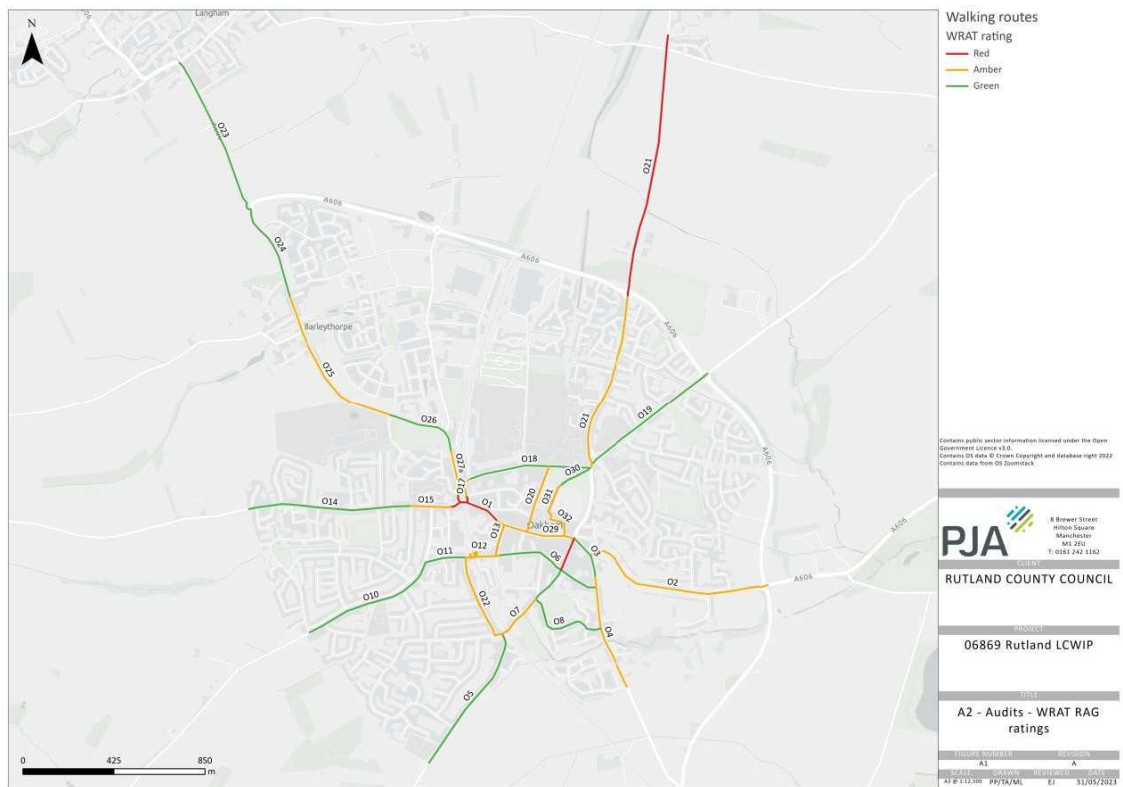


Figure 4-12: Oakham WRAT RAG Summary

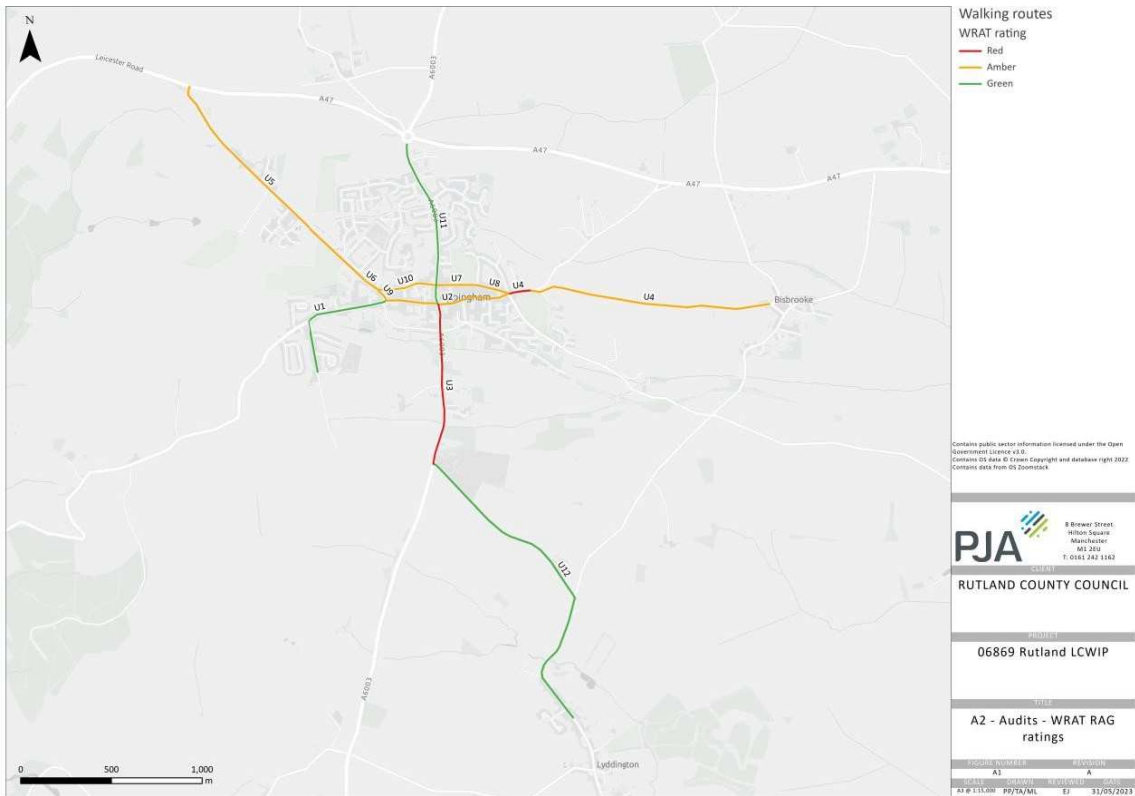


Figure 4-13: Uppingham WRAT RAG Summary

LCWIP Stage 3 and 4 Cycle and Walking Network Planning

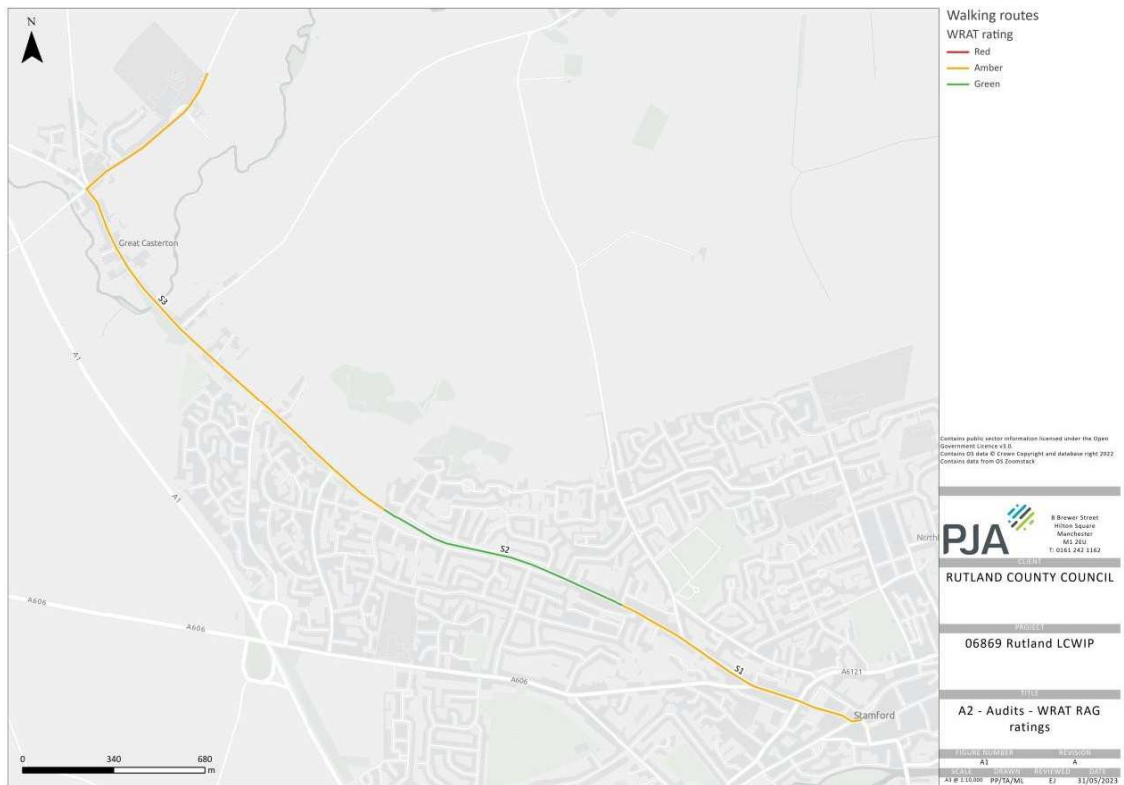


Figure 4-14: Stamford WRAT RAG Summary

4.4 Proposed Network and Design Recommendations

Based on the findings from the RST and WRAT audits, design recommendations were made for walking and cycling routes within town centre. Key design recommendations are informed by LTN1/20 and vary depending on conditions including traffic volumes and speeds and any constraints.

Aside from place-specific design recommendations, we have made some strategic suggestions with regards to the general traffic circulation within town centres which would enable the delivery of walking and cycling network in Oakham and Uppingham town centre, including implementing weight or through traffic restrictions in town centres, addressing certain critical junctions, and parking reviews.

Figure 4-15 shows an overview of the proposed routes in the town centres, and between settlements.

The full details of key findings and design recommendations for each area can be found in Appendix C.

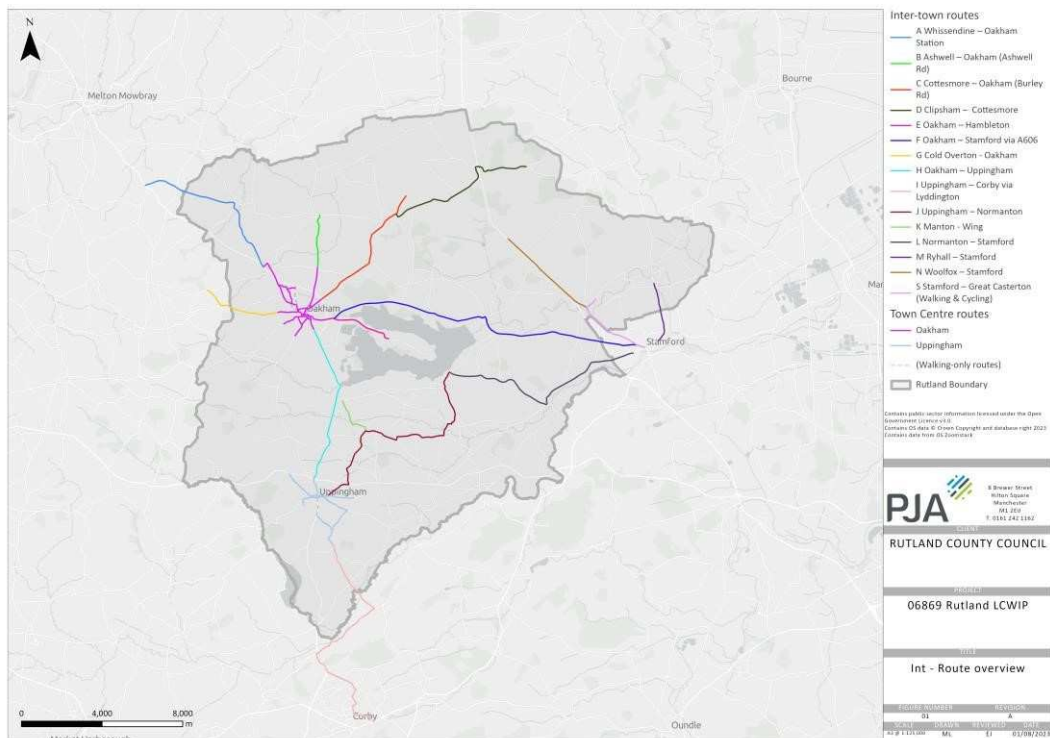


Figure 4-15: Proposed Route Overview

4.4.1 Costings

A high-level costing exercise has been undertaken for the network, based on costs for undertaking similar improvements elsewhere. The details of this costing exercise are outlined in Appendix C, but summarised in Table 4-1 .



| | Total | Link costs | Point costs |
|--------------------------------------|--------------|--------------|-------------|
| Oakham | £ 4,052,639 | £ 3,657,639 | £ 395,000 |
| Uppingham | £ 5,498,517 | £ 4,417,642 | £ 1,080,875 |
| Town Centre Total | £ 9,551,156 | £ 8,075,281 | £ 1,475,875 |
| A - Whissendine - Oakham Station | £ 608,169 | £ 548,169 | £ 60,000 |
| B - Ashwell - Oakham (Ashwell Rd) | £ 787,164 | £ 777,164 | £ 10,000 |
| C - Cottesmore - Oakham (Burley Rd) | £ 2,254,880 | £ 1,899,880 | £ 355,000 |
| D - Clipsham - Cottesmore | £ 2,771,975 | £ 2,496,975 | £ 275,000 |
| E - Oakham - Hambleton | £ 1,178,146 | £ 898,146 | £ 280,000 |
| F - Oakham - Stamford via A606 | £ 5,250,010 | £ 4,860,010 | £ 390,000 |
| G - Cold Overton - Oakham | £ 146,574 | £ 146,574 | £ - |
| H - Oakham - Uppingham | £ 4,994,571 | £ 4,269,571 | £ 725,000 |
| I - Uppingham - Corby via Lyddington | £ 691,158 | £ 641,158 | £ 50,000 |
| J - Uppingham - Normanton | £ 2,019,308 | £ 1,644,308 | £ 375,000 |
| K - Manton - Wing | £ 246,731 | £ 246,731 | £ - |
| L - Normanton - Stamford | £ 1,956,484 | £ 1,661,484 | £ 295,000 |
| M - Ryhall - Stamford | £ 483,230 | £ 413,230 | £ 70,000 |
| N - Woolfox - Stamford | £ 1,591,657 | £ 1,561,657 | £ 30,000 |
| S - Stamford - Great Casterton | £ 1,051,346 | £ 501,346 | £ 550,000 |
| Inter-town total | £ 26,031,404 | £ 22,566,404 | £ 3,465,000 |
| Town centre + Inter-town total | £ 35,582,560 | £ 30,641,685 | £ 4,940,875 |

Note: All design interventions and therefore costs are provided at a very high level. Works have not been done to identify delivery issues such as the movement of utilities, etc. These therefore do not form part of the costing estimates. Overheads such as preliminaries, contract, contingency, optimism, design and project management are also not included. Costs are itemised at a high level as per the LCWIP guidance and previous PJA project experiences.

Table 4-1: Costing Summary

5 LCWIP Stage 5 - Prioritisation

Stage 5 of the LCWIP process aims to prioritise the improvements to the network, identifying the schemes with higher priority, and those which may be longer term ambitions.

The prioritisation exercise draws out which schemes may be deliverable in the shorter term, and which may yield greater benefits. The prioritised list may be used as the basis for reviewing funding applications or developer contributions.



5.1 Prioritisation approaches

The LCWIP Guidance outlines a suggested approach to prioritisation, but notes that this approach should be tailored to suit the local context.

Three main factors are typically considered in prioritisation;

Effectiveness – how much the improvements might contribute to active travel trips, considering current conditions, and the potential for new trips.

Policy – Alignment with policies, including around planning, health, and other schemes.

Deliverability – the feasibility of introducing the scheme, including the complexity of the proposed infrastructure, land and environmental constraints.

In addition, the cost of the interventions is a key consideration. This is considered as a separate item as funding may be drawn from different sources with various requirements.

5.2 Rutland Prioritisation Approach

For the Rutland network, the LCWIP routes have been prioritised on these criteria, but with local considerations. The factors affecting the criteria are outlined below;

Effectiveness

- Correlation of the route to potential demand identified through the PCT and Everyday Trips analysis
- Connectivity with other LCWIP routes
- Connectivity to areas of population and employment
- Connectivity with Rutland Water loop and leisure destinations (for inter-town routes only)

Policy Alignment and connectivity

- How well the route aligns to future development and other policies
- Alignment to issues or priorities raised by stakeholders

Deliverability

- Space available for the proposed improvements
- Complexity of planning and constructing the proposed improvements, including local consultation.



A simple 1-3 scale has been used for each of the criteria, with higher scores indicating a higher level of priority, and the routes ranked according to the total. Separate rankings have been undertaken for the Town Centre, and the Inter-Town routes. The prioritisation calculations are shown in Appendix D and summarised in Table 5-1 and Table 5-2. **Table 5-1: Town Centre Route Ranking**

| | Route | Town | Rank |
|------------------------------|--------------------------|-----------|------|
| Town Centre Routes | Uppingham Rd | Oakham | 1 |
| | Leicester Rd | Uppingham | 2 |
| | High St | Uppingham | 2 |
| | North St | Uppingham | 2 |
| | Town Centre Streets | Oakham | 2 |
| | Burley Rd - Market Place | Oakham | 2 |
| | Stamford Rd | Oakham | 2 |
| | Stockerston Rd | Uppingham | 8 |
| | Langham - Oakham | Oakham | 8 |
| | Ayston Rd | Uppingham | 10 |
| | Uppingham - Lyddington | Uppingham | 10 |
| | Uppingham - Bisbrooke | Uppingham | 12 |
| | Cold Overton Rd | Oakham | 12 |
| | Brook Rd | Oakham | 12 |
| | Braunston Rd | Oakham | 12 |
| Showground - Barleythorpe Rd | Oakham | 16 | |

Table 5-2: Inter-Town Route Prioritisation Ranking

| | Route | Rank |
|-------------------|-------------------------------------|------|
| Inter-Town Routes | E - Oakham - Hambleton | 1 |
| | H - Oakham - Uppingham | 1 |
| | F - Oakham - Stamford via A606 | 3 |
| | C - Cottesmore - Oakham (Burley Rd) | 4 |
| | J - Uppingham - Normanton | 4 |
| | S - Stamford - Great Casterton | 4 |
| | L - Normanton - Stamford | 7 |
| | M - Ryhall - Stamford | 7 |
| | A - Whissendine - Oakham Station | 9 |
| | D - Clipsham - Cottesmore | 10 |



| | Route | Rank |
|--|--------------------------------------|------|
| | G - Cold Overton - Oakham | 10 |
| | K - Manton - Wing | 10 |
| | B - Ashwell - Oakham (Ashwell Rd) | 13 |
| | N - Woolfox - Stamford | 13 |
| | I - Uppingham - Corby via Lyddington | 15 |



6 LCWIP Stage 6 – Integration and Recommendations

This LCWIP has identified through analysis and stakeholder engagement the routes and interventions that are most able to improve the walking and cycling network in Rutland, with the improvements prioritised to aid delivery of the schemes. The approval and adoption of the LCWIP as a policy document will help prioritise delivery of the network through funding opportunities and developer contributions.

The Design Recommendations appended to this report show a high-level set of measures that can be introduced in order to deliver the step change in the active travel network that will provide the basis for significant mode shift and help deliver the ambitions of the Moving Rutland Forward strategy – making walking and cycling the norm for short trips and improving access to employment and facilities.

The prioritisation outlined in Section 5 of this report indicates a potential programme for improvements to be delivered, but as a ‘live’ document, the priorities may change in response to local needs, in particular the development of a new Local Plan which may reconfigure the spatial plan for development in the area. The prioritised list, and the design recommendations though, provide a clear direction of travel for transformation of the walking and cycling networks in Rutland.



| | | Effectiveness | | | | Policy Alignment and connectivity | | Deliverability | | Total | Rank |
|--------------------------------|--------------------------------------|---|--------------------------------------|--|--|--|--|---|--|-------|------|
| | | Correlation of the route to potential demand identified through the PCT and Everyday Trips analysis | Connectivity with other LCWIP routes | Connectivity to areas of population and employment | Connectivity with Rutland Water loop and leisure destinations (for inter-town routes only) | How well the route aligns to future development and other policies | Alignment to issues or priorities raised by stakeholders | Space available for the proposed improvements | Complexity of planning and constructing the proposed improvements, including local consultation. | | |
| Inter-Town Routes | A - Whissendine - Oakham Station | 3 | 2 | 3 | 1 | 1 | 2 | 3 | 2 | 17 | 9 |
| | B - Ashwell - Oakham (Ashwell Rd) | 1 | 2 | 2 | 1 | 2 | 2 | 2 | 2 | 14 | 13 |
| | C - Cottesmore - Oakham (Burley Rd) | 3 | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 19 | 4 |
| | D - Clipsham - Cottesmore | 2 | 2 | 2 | 2 | 2 | 3 | 2 | 1 | 16 | 10 |
| | E - Oakham - Hambleton | 3 | 3 | 3 | 3 | 2 | 2 | 3 | 2 | 21 | 1 |
| | F - Oakham - Stamford via A606 | 3 | 2 | 3 | 3 | 2 | 3 | 2 | 2 | 20 | 3 |
| | G - Cold Overton - Oakham | 2 | 2 | 2 | 2 | 1 | 3 | 2 | 2 | 16 | 10 |
| | H - Oakham - Uppingham | 3 | 3 | 3 | 2 | 3 | 3 | 2 | 2 | 21 | 1 |
| | I - Uppingham - Corby via Lyddington | 2 | 2 | 2 | 1 | 1 | 2 | 2 | 1 | 13 | 15 |
| | J - Uppingham - Normanton | 2 | 3 | 2 | 3 | 3 | 2 | 2 | 2 | 19 | 4 |
| | K - Manton - Wing | 2 | 2 | 2 | 3 | 2 | 2 | 2 | 1 | 16 | 10 |
| | L - Normanton - Stamford | 2 | 2 | 3 | 3 | 2 | 3 | 2 | 1 | 18 | 7 |
| | M - Ryhall - Stamford | 3 | 1 | 3 | 1 | 2 | 2 | 3 | 3 | 18 | 7 |
| | N - Woolfox - Stamford | 1 | 2 | 2 | 1 | 3 | 2 | 2 | 1 | 14 | 13 |
| S - Stamford - Great Casterton | 3 | 2 | 3 | 1 | 3 | 3 | 2 | 2 | 19 | 4 | |
| Uppingham | Leicester Rd | 3 | 2 | 3 | | 3 | 2 | 3 | 2 | 18 | 2 |
| | Ayston Rd | 2 | 3 | 2 | | 2 | 2 | 3 | 2 | 16 | 10 |
| | Stockerston Rd | 2 | 3 | 3 | | 2 | 2 | 3 | 2 | 17 | 8 |
| | Uppingham - Lyddington | 3 | 3 | 2 | | 2 | 2 | 2 | 2 | 16 | 10 |
| | Uppingham - Bisbrooke | 2 | 2 | 2 | | 2 | 3 | 3 | 1 | 15 | 12 |
| | High St | 3 | 3 | 3 | | 3 | 2 | 2 | 2 | 18 | 2 |
| | North St | 3 | 3 | 3 | | 3 | 2 | 2 | 2 | 18 | 2 |
| | Town Centre Streets | 3 | 3 | 3 | | 3 | 3 | 2 | 1 | 18 | 2 |
| | Langham - Oakham | 3 | 2 | 3 | | 3 | 2 | 2 | 2 | 17 | 8 |
| | Cold Overton Rd | 2 | 2 | 2 | | 2 | 3 | 2 | 2 | 15 | 12 |
| | Showground - Barleythorpe Rd | 2 | 2 | 3 | | 3 | 2 | 1 | 1 | 14 | 16 |
| | Burley Rd - Market Place | 2 | 3 | 3 | | 2 | 2 | 3 | 3 | 18 | 2 |
| | Stamford Rd | 2 | 3 | 3 | | 3 | 2 | 3 | 2 | 18 | 2 |
| | Uppingham Rd | 3 | 3 | 3 | | 3 | 3 | 2 | 2 | 19 | 1 |
| Oakham | Brook Rd | 2 | 3 | 2 | | 2 | 2 | 2 | 2 | 15 | 12 |
| | Braunston Rd | 2 | 3 | 2 | | 2 | 2 | 2 | 2 | 15 | 12 |







Rutland LCWIP

Design Recommendations Booklet

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3.3 High-level Costs

1. Introduction

This Design Recommendations booklet sets out the high-level proposals for the development of the walking and cycling networks in Rutland.

The recommendations in this booklet are in line with the guidance for walking and cycling set out in LTN 1/20 and other key guidance. As a strategic document, the LCWIP aims to provide an indicative active travel network, and guidance on infrastructure concepts, but is not a detailed feasibility study. Further study will be required to assess the appropriateness of the measures outlined here.

Document Structure

The booklet is divided into two sections:

- **Town centre routes** in the principal settlements, and
- **Inter-town routes** between these settlements and connecting smaller villages.

In each section the existing conditions are reviewed and recommendations provided for bringing the network up to an improved standard. Network plans and precedent images are used to illustrate the types of interventions that may be used. High level costings for the proposals are included in each section

2. Town Centre Routes

This section sets out recommendations for delivering the walking and cycling network in Oakham and Uppingham, the two main towns in Rutland.

Walking and cycling should be the primary modes that are prioritised in highway design within the built-up area. While necessary motor traffic must be able to access all areas, accommodating all traffic should not override the needs of walking and cycling. In many cases, simple changes to traffic circulation, and the geometry of links and junctions can help to reduce traffic speeds and improve road safety without the need for special infrastructure such as signal controlled crossings and cycle tracks.

A combined walking and cycling approach has been taken to for developing routes within Oakham and Uppingham – the small scale of the towns means that journey within the urban area may be undertaken on foot or by cycle, so in general, it is considered that the town centres routes to be both walking and cycling routes with a few exceptions – generally where cycling would not be feasible on some routes.

This section outlines recommendations on strategic interventions for enabling walking and cycling; then general recommendations on the core walking zone within the town centre, and place-specific design recommendations.

2.1 General Recommendations

Before outlining location-specific design recommendations, the context and constraints of the road network in the town centres mean that strategic, area-wide interventions would be necessary to enable the delivery of walking and cycling network in town centres of Oakham and Uppingham.

a. Strategic traffic management in Oakham

The road typology within the historic Oakham town centre is constrained. With the railway line severing Oakham, and only two road crossings, traffic is funnelled down a few busy routes, including the high street, which also provide the main walking and cycling thoroughfares. The constrained road space means that retrofitting these main roads with dedicated walking and cycling infrastructure is challenging, and the presence of heavy traffic – including HGVs – along these routes presents a major barrier to active travel use.

This causes severance and creates an environment that can be unpleasant and unsafe for both walking and cycling. Kerbside parking, and some pavement parking reduces the space available on street.

To enable more walking and cycling throughout town centre, strategic traffic management should be considered to bring down the general traffic level to create a more desirable walking and cycling environment.

The availability of a high-capacity alternative route for through traffic via Burley Park Way, means that there may be potential to lower general traffic volumes within town centre by limiting through traffic in the town centre.

The traffic measures should aim to:

- Reduce overall traffic level within town centres, especially around constrained sections and critical junctions, including across the level crossings;
- Reduce traffic cutting through the town centre as an alternative to Burley Park Way.

Measures should aim to reduce the general traffic level to below 2,500 vehicles per day, as stated in LTN 1/20, to allow for safe and comfortable cycling for most people on-carriageway. In places where alternative routes are not available, it may be difficult to do so, yet at flows of above 5000 vehicles per day very few people will be prepared to cycle on-street.

Reductions in traffic will also enable opportunities for placemaking and social space in key locations.

Below lists the indicative proposals for traffic measures in Oakham town centre:

- A timed bus gate along High Street between New Street and B668 Burley Road/ Mill Street, direction(s) to be determined;
- A point closure at B640/ Northgate/ Station Rd, alongside with public realm enhancements for access to the Oakham Railway Station.

A bus gate refers to a short section of road that is open to buses, taxis, and cycles only, while point closures are modal filters that limits the access of motor traffic passing through. Traffic management measures such as these would require further study to understand the impact on overall traffic circulation and any potential displacement, alongside other strategic interventions suggested hereafter.

Existing Conditions – Oakham Town Centre



The High Street between New Street and B668 Burley Road/ Mill Street experiences high traffic volumes in an area of high pedestrian footfall and cycle demand.

Very wide junctions such as B640/ Northgate/ Station Rd can encourage faster vehicle speeds and discourage pedestrian movement in the town centre.

Room for placemaking opportunities for links into, and the area around the station.

Precedent Images – Town centre traffic management



Bus Gates such as these examples in Sheffield and Hackney can restrict through traffic on key streets to provide more space and a lower traffic environment for pedestrians and cyclists. Exemptions and timings can be applied to provide access off peak, and at all times for some vehicles (e.g., buses, taxis, blue badge holders)

Modal filters/point closures can provide opportunities for placemaking and for people to spend time.

Reductions in town centre traffic can provide more space for public transport and placemaking while still retaining access for key vehicles

2.1 General Recommendations

b. Strategic traffic management in Uppingham

The A6003 through Uppingham town centre forms the major north-south route connecting Oakham to Corby. During the site visit, substantial HGV flows on this road through Uppingham were observed, despite the constrained road typology.

North of the town centre there is space to provide protected cycle tracks along A6003 Ayston Rd, but the critical junction it interfaces with at North St, and the A6003 Orange St section both remain constrained, and it will be difficult to provide dedicated cycling infrastructure. Further south, the A6003 London Rd and Red Hill section is extremely challenging in both highway and cycling terms, with maximum gradients as high as 11% over a short section, and a narrow and constrained carriageway.

To deliver the walking and cycling network through Uppingham, it will be necessary to mitigate the risks to pedestrians and cyclists from the by the volume and type of vehicle using the streets of the town centre.

Introducing weight restrictions along the A6003 section around Uppingham - prohibiting use of HGVs through town except for access would minimise the number of heavy vehicles using the narrow streets. The Access Only restriction would ensure that essential heavy vehicle access for local business will be maintained. A control of this type also helps protect the more rural character of Rutland towns, with less noise, vibration, damage to road surfaces but also less congestion.

Signposting of an alternative route for HGVs via the A47 – following the existing ‘avoiding steep hill’ signage – would provide an alternative route via more suitable roads for heavy vehicles.

Existing Conditions – Uppingham, A6003



The gradient on the A6003 London Rd/Red Hill south of Uppingham means that the route is not a viable cycle route and challenging for heavy vehicles.

The Critical junction at A6003 Ayston Rd, North St, and A6003 Orange St, Uppingham, where road space is constrained so a transition to on-carriageway cycling here is proposed. A weight restriction would make cycling on-carriageway and walking on the narrow footways more comfortable.



c. **General strategic recommendations across all town centres**

20mph zone

As an overall approach, it is recommended that speed limits are reduced to 20mph town-wide, or as a minimum throughout the Oakham and Uppingham Core Walking Zones where footfall is highest.

Currently most of the road network in Oakham and Uppingham town centre has a 30mph speed limit, with some sections of road near schools having a 20mph limit. Reducing the speed limit to 20mph offers potential collision reductions and can lead to improved perceptions of active travel so is considered crucial in higher footfall areas and residential roads to encourage walking and cycling. It also brings environmental benefits reducing noise pollution and promote cleaner air which furthers the tranquil character of Rutland towns.

Footway widths

Footway provision should be consistent with sufficient effective width. Effective width refers to the unobstructed width pedestrian can effectively use. Street furniture and vertical features like guard rail and parapets often reduced them. Ideally footways should be free from clutter or maintain an effective width that is sufficient for people with different needs, including people with reduced mobility, on a wheelchair or with prams, enabling their choice to walk or wheel for access within the town. Manual for Streets and Inclusive Mobility suggests a minimum footway width of 2m unobstructed, to allow for two wheelchair users to pass in relative comfort, but shorter sections of narrower footway may be unavoidable in constrained areas.

Dropped kerbs and tactile paving

Dropped kerbs and tactile paving are crucial for a coherent walking experience, as well as providing accessibility benefits for people with visual impairments. Several priority junctions around Rutland have missing or substandard provision of dropped kerb and/or tactile paving. This issue should be considered throughout the CWZ and town centre corridors alongside the junction treatment locations as many sites have both issues.

Parking review

Observations during the site visit were that the parking charges in off-street car parks were similar or often less favourable than the on-street parking spaces – with 1 hour free on-street parking in Oakham, versus just 30 minutes free in car parks.

While on-street provision is sometimes necessary, especially for disabled parking and loading, there may be scope to manage town centre parking more effectively in order to free up space at the kerbside for people on foot and cycles. A review of parking requirements in the town centres should be considered.

Critical Junctions in town

As main roads intersect within town centre, they form critical junctions which create severance for walking and cycling in town centre. These junctions often have heavy traffic flow, constrained spaces limiting space reallocation and/ or have complicated junction and crossing arrangements all make it difficult for pedestrians and cyclists to navigate or cross. A number of critical town centre junctions have been identified that would need to be reviewed:

Oakham

- Oakham Station level crossing/ Cold Overton Rd/ B640 Barleythorpe Rd/ Melton Rd
- B668 Burley Rd/ Ashwell Rd

Uppingham

- A6003 Ayston Rd/ A6003 Orange St/ B664 North St W/ North St E

Existing Conditions – Critical Junctions in Oakham an Uppingham



The Oakham Station level crossing/ Cold Overton Rd/ B640 Barleythorpe Rd/ Melton Rd accommodates complex traffic movements and is difficult to navigate on foot – especially for people needing step-free access.

Wide junction corner radii and cluttered junction crossing arrangements at B668 Burley Rd/ Ashwell Rd – this critical junction is a key link between Oakham School sites.

Constrained road space with high traffic volumes forms a critical junction at A6003 Ayston Rd, North St, and A6003 Orange St at a key pedestrian and cycle gateway to Uppingham town centre.

2.1 General Recommendations

Lighting, maintenance, placemaking and artworks

The perceived safety of a walking or cycle route has a substantial impact on its use. The perception of safety can be substantially influenced by the natural surveillance of a route – whether the route is well-used, overlooked and lit. In general, paths should be visible from the roadside, or other active frontage to maximise natural surveillance. The need for lighting should never be disregarded to enable year-round utility cycling, especially in winter when many morning and evening commutes will take place in the dark. In town and built-up areas, lighting should always be provided as a matter of course. Well-used off-carriageway routes can be fitted with motion-detection sensors to mitigate overspilling of lights to nearby area. Low-level lightings on bollards and solar LED studs can also be considered and will offer some improvement in social safety in areas where traditional street lighting is not appropriate.

Maintenance, including cutting back vegetation is also important to enhance perceived safety as it can maintain sightlines along the route, and avoid secluded sections of path, and maintaining effective width for the use of the link itself. Placemaking elements enhance the place function of the area, creating sense of place and enabling social interactions. These can include specific designs, provision of infrastructure like street furniture, or environment improvements like artwork enabling better social functioning of the place. For instance, artwork at well-used link can provide sense of place and reduce prevalent of anti-social behaviour.

Precedent Images – Placemaking/Lighting



Low level lighting can be used in areas where traditional street lights are not suitable.



Blind corners and graffiti can reduce the sense of personal safety in some areas.



Local heritage can be recognised through public artwork.



Artwork and lighting can help make off-carriageway spaces more appealing.



Artwork can add to an area's sense of identity.



Simple changes to a street environment, like informal play space, can help change the character of ordinary streets.

Cycle Parking

The availability of good, well-located cycle parking facilities at either end of a trip will heavily influence the decision to travel by cycle. The absence of secure parking will deter some people entirely, or make cycling impossible for some journeys, and inconveniently located parking can reduce the convenience benefit of making a journey by cycle. If parking is located in a poorly overlooked area, this can lead to higher levels of theft - cyclists that experience repeated cycle theft will sometimes stop cycling altogether.

Cycle parking is integral to the cycle network and can be introduced relatively quickly. The provision of appropriate cycle parking is important for integration with public transport for enabling multi-modal journeys as well as at the ultimate destination. Longer-stay cycle parking, such as secure hubs or lockers, can provide good facilities at transport hubs and rail stations.

As with other cycle infrastructure, cycle parking and access to it should be safe, direct, comfortable, coherent, and attractive. A proportion of cycle parking should be accessible to all with some provision for larger cycles (such as trikes, cargo cycles and hand-cycles) as well as traditional bicycles. Design of cycle stands should take into account at what height different types of bikes need to be secured.

Precedent Images – Cycle Parking



Town centre cycle parking can also provide a placemaking feature.

Cycle Parking in longer-stay destinations such as near the station should be sheltered and in a prominent location.

Cycle parking should be designed to accommodate non-standard cycles such as trikes and cargo cycles.

Signage and wayfinding

Legible and coherent design can help minimise the need for signs. However, some signs are required to help enforce traffic laws, and direction signs are needed to ensure people can understand and follow the route. Signs must be designed and positioned carefully to ensure the signs themselves do not create confusion or undue street clutter. An effective wayfinding strategy will result in users feeling like they are being guided along a route and removes the need for pedestrians and cyclists to stop to consult maps or phones. Direction signage should be provided at every decision point and sometimes in between for reassurance. Arrow markings on the carriageway can also assist with wayfinding at transition points for cyclists, and simple waymarks can provide reassurance that users are on their intended route.

Precedent Images - Wayfinding



Signage in Aylesbury showing route branding and local destination off the main route & Thermoplastic marking used only off-highway



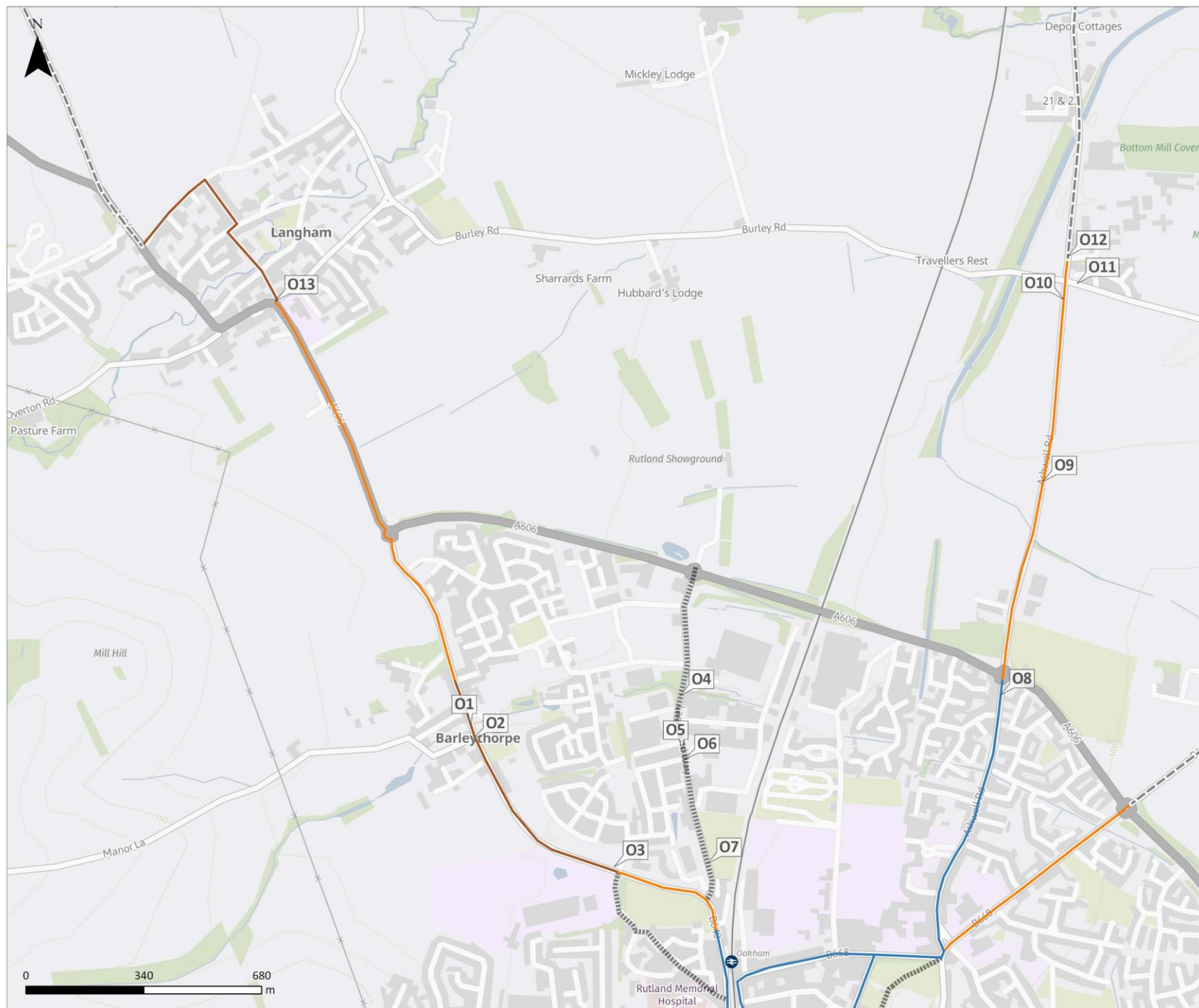
Roadside mapping and signing, NCN routes 68 and 2

2.2 Proposed Network and Design Interventions

Design recommendations for town centre walking and cycling routes have been developed for the following areas, splitting the Oakham recommendations across three areas for clarity of presentation:

- Oakham North, Barleythorpe and Langham
- Oakham West
- Oakham East
- Uppingham

For each area the link and point recommendations are outlines, showing the link interventions on a plan, with a description of the point improvements in a table.



Combined walking & cycling Routes within town centre
Oakham North, Barleythorpe and Langham

Point interventions proposed (ID refer to design recommendation booklet)

Level of cycling provision

- Shared use footway/ cycleway
- Cycling in carriageway - within Town
- Cycling in carriageway - "traffic in village" approach

Cycle-only routes

- Cycling in carriageway - within Town
- Cycling in carriageway - Rural quiet lane
- (Walking-only routes)
- (Inter-town routes)

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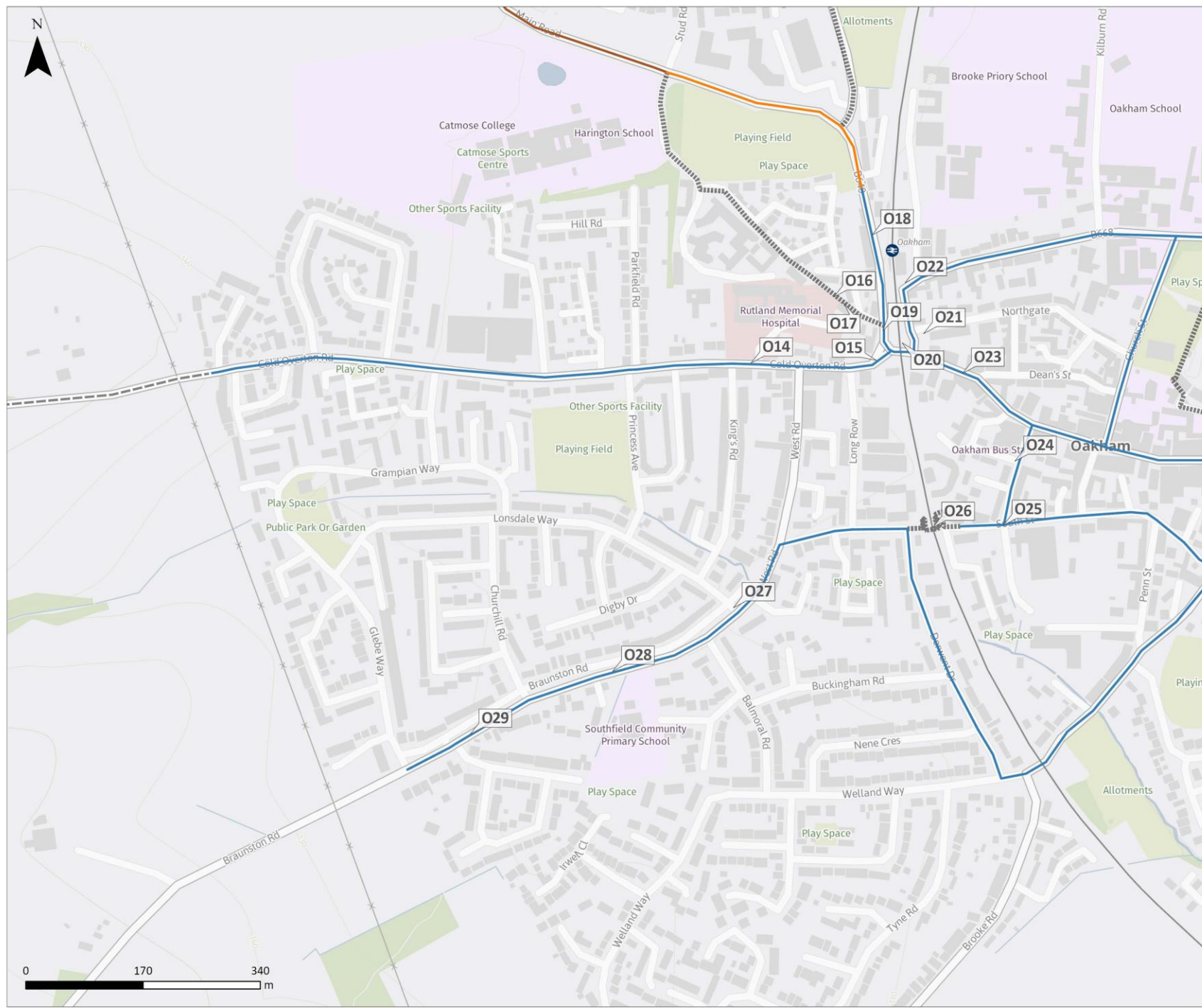
PROJECT
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TITLE
Int - Town Centre routes and interventions

| FIGURE NUMBER | REVISION | | |
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| 01 | A | | |
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Oakham North, Barleythorpe and Langham - Point interventions & costings

| Intervention ID | Sub-ID | Intervention description | Category | Intervention | Unit | Rate | No. of Units | Total Cost | Caveat |
|-----------------|--------|--|----------------|--|------|-----------|--------------|------------|---|
| O1 | a | Traffic in village approach including 20mph zone | | | | | | | (Covered by link costings) |
| O1 | b | gateway features on approach, visual narrowing to discourage high vehicle speeds. | OTHER MEASURES | Gateway feature | nr | £ 10,000 | 1 | £ 10,000 | |
| O2 | | Drainage improvements at entrance of Manor Lane where it is prone to flooding making it inaccessible to cross. | JUNCTIONS | Raised table/Block Paving/Drainage | 1 | £ 50,000 | 1 | £ 50,000 | |
| O3 | | Decluttering around the western arm controlled crossings to make the use of it more intuitive and follow the desire line into the college. The roundabout could be tightened. | JUNCTIONS | Signalised Junction Improvements | 1 | £ 250,000 | 1 | £ 250,000 | Assume simple improvements/ footway widening/ decluttering/ cutting back verges |
| O4 | | Consider sideroad treatment for industrial ingresses/ egresses. | LINKS | Side street treatment small | nr | £ 20,000 | 7 | £ 140,000 | |
| O5 | | Continuous footway on all residential accesses. | LINKS | Side street treatment small | nr | £ 20,000 | 2 | £ 40,000 | |
| O6 | | Indicative location for crossing provision across Lands End Way. | CROSSINGS | Uncontrolled crossing (refuge) | nr | £ 15,000 | 1 | £ 15,000 | |
| O7 | | Sightline issue for existing crossing. Cut back trees for junction inter-visibility, and advance signage for zebra crossing. Raise the zebra crossing with coloured surfacing. | CROSSINGS | Parallel crossing with raised table + footway works | nr | £ 40,000 | 1 | £ 40,000 | Provide Zebra only, but assume associated works would have a similar cost as parallel zebra |
| O8 | | Crossing improvements to transition cycling on carriageway to Shared use for crossing Burley Park Way | CROSSINGS | Transition treatment between on and off road sections | nr | £ 10,000 | 1 | £ 10,000 | |
| O9 | | Widen existing shared use up to standard. | | | | | | | (Covered by link costings) |
| O10 | | Upgrade existing uncontrolled crossing to parallel crossing where shared use provision switches side. | CROSSINGS | Parallel crossing with raised table + footway works | nr | £ 40,000 | 1 | £ 40,000 | |
| O11 | | Upgrade existing uncontrolled crossing to parallel crossing across Langham Ln. | JUNCTIONS | Priority Junction/ Side Street Treatments/+ new crossing | 1 | £ 100,000 | 1 | £ 100,000 | Assume simple improvements to roundabout (tightening), with new parallel crossing across Langham Ln eastern arm |
| O12 | | Upgrade shared use section up to standard | | | | | | | (Covered by link costings) |
| O13 | | Tighten and declutter junction at A606 & Bridge St, reclaim space for footway. Upgrade crossing of A606. | JUNCTIONS | Priority Junction/ Side Street Treatments/+ new crossing | 1 | £ 100,000 | 1 | £ 100,000 | |



Combined walking & cycling Routes within town centre

Oakham West

Point interventions proposed (ID refer to design recommendation booklet)

Level of cycling provision

- Shared use footway/ cycleway
- Cycling in carriageway - within Town
- Cycling in carriageway - "traffic in village" approach

Cycle-only routes

- Cycling in carriageway - within Town
- Cycling in carriageway - Rural quiet lane
- (Walking-only routes)
- (Inter-town routes)

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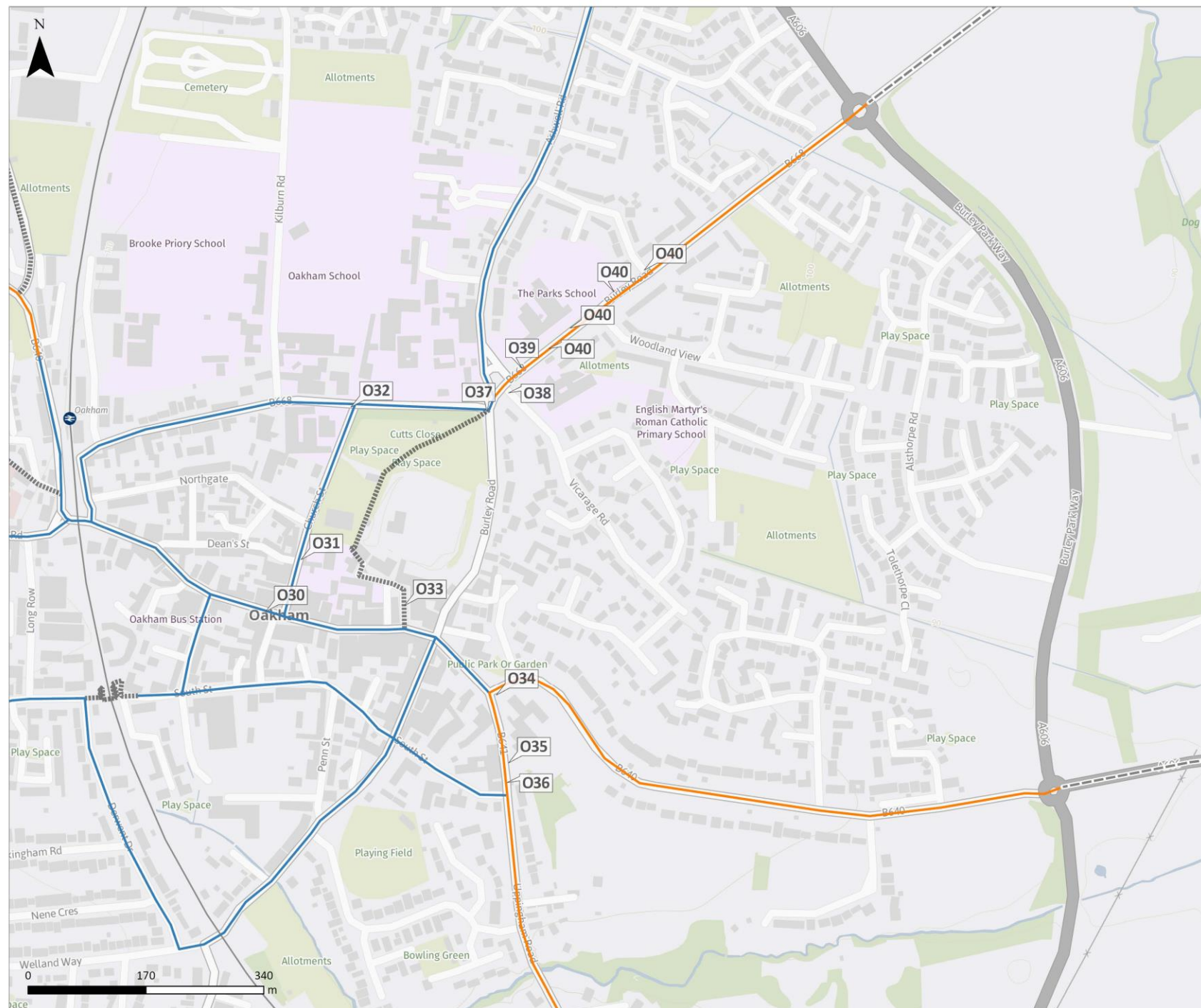
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Oakham West – Point interventions and costings

| Intervention ID | Sub-ID | Intervention description | Category | Intervention | Unit | Rate | No. of Units | Total Cost | Caveat |
|-----------------|--------|---|---------------------|--|------|-------------|--------------|-------------|---|
| O14 | | Improve accessibility around hospitals, including additional crossing points with dropped kerbs and tactiles. Widening footway through parking removal at pinch points outside nursery. | JUNCTIONS | Raised table/Block Paving/Drainage | 1 | £ 50,000 | 1 | £ 50,000 | |
| O15 | | Provide additional controlled crossings to fulfil the desire line crossing Cold Overton Rd. | CROSSINGS | Toucan crossing standard | nr | £ 70,000 | 1 | £ 70,000 | |
| O16 | | Explore additional pedestrian access to hospital via existing footpath | OTHER MEASURES | Ramp access for path (earth) | nr | £ 25,000 | 1 | £ 25,000 | |
| O17 | | Barrier removal for access by prams/ wheeling. | OTHER MEASURES | Barrier removal | nr | £ 2,000 | 1 | £ 2,000 | |
| O18 | | Scope for decluttering around station area. Reclaim footway space by reducing vehicle lane width to absolute minimum and reinstate spaces from National Rail car park where possible. Improve western gateway to the station and access over the railway to discourage peds on the Level crossing | | | | | | | (Not costed as it involve third party land reinstatement. Cost for road space reallocation included in costing for links) |
| O19 | | Provide additional toucan crossing across B640 for connection between Park Lane and the station. | CROSSINGS | Toucan crossing standard | nr | £ 70,000 | 1 | £ 70,000 | |
| O20 | | Junction/level crossing redesign to improve access to station and across the road and enhance the public realm. | JUNCTIONS | Major junction upgrade inc. full signal upgrades + geometry redesign | 1 | £ 1,000,000 | 1 | £ 1,000,000 | Costed as major junction due to complexity involving level crossing |
| O21 | | Tighten the junction at Northgate/ Station Rd with continuous footway as side road entry treatment. | LINKS | Side street treatment large | nr | £ 30,000 | 1 | £ 30,000 | |
| O22 | | Narrowing of wide carriageway for placemaking & public realm improvements, including provision of crossing across Station Rd. | AREA BASED MEASURES | Town centre traffic restriction zone small | nr | £ 250,000 | 1 | £ 250,000 | Including strategic traffic management cost for modal filtering, placemaking improvements |
| O23 | | Footway build out and priority give way arrangement to provide more space for pedestrians at constrained section. | | | | | | | (Covered by link costings) |
| O24 | | Tighten junction and widen footway. Consider one-lane exit instead of the existing two, retaining the existing taper for bus. | JUNCTIONS | Junction Tightening + Basic Footway Improvements | 1 | £ 25,000 | 1 | £ 25,000 | |
| O25 | | Consider tightening junction or creating refuge for crossing and slow traffic. | JUNCTIONS | Priority Junction/ Side Street Treatments/+ new crossing | 1 | £ 100,000 | 1 | £ 100,000 | |
| O26 | | Improvements at railway footbridge for natural surveillance and sense of safety, including CCTV, lighting, sightline by use of see-through materials where possible. | | | | | | | (Not costed) |
| O27 | | Tighten the junction at Lonsdale way & Braunston Rd for walking access to and from Co-op and town centre. | JUNCTIONS | Junction Tightening + Basic Footway Improvements | 1 | £ 25,000 | 1 | £ 25,000 | |
| O28 | | Formalise crossing, or redesign priority give way to incorporate crossing across Braunston Road. | CROSSINGS | Raised table junction (asphalt) - priority give-way | nr | £ 25,000 | 1 | £ 25,000 | |
| O29 | | Provide refuge at existing crossing point to improve safety upon the existing wide road geometry yielding higher traffic speed. | CROSSINGS | Uncontrolled crossing (refuge) | nr | £ 15,000 | 1 | £ 15,000 | |



Combined walking & cycling
Routes within town & centre
Oakham East

Point interventions proposed
(ID refer to design recommendation booklet)

Level of cycling provision

- Shared use footway/ cycleway
- Cycling in carriageway - within Town

Cycle-only routes

- Cycling in carriageway - within Town
- Cycling in carriageway - Rural quiet lane
- (Walking-only routes)
- (Inter-town routes)

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| SCALE | DRAWN | REVIEWED | DATE |
| A3 @ 1:5,000 | ML | EJ | 31/07/2023 |

Oakham East – Point interventions and costings

| Intervention ID | Sub-ID | Intervention description | Category | Intervention | Unit | Rate | No. of Units | Total Cost | Caveat |
|-----------------|--------|---|---------------------|--|------|-----------|--------------|------------|---|
| O30 | | Informal crossing as an addition to formal crossing to the east, by rationalising parking. | CROSSINGS | Uncontrolled crossing (refuge) | nr | £ 15,000 | 1 | £ 15,000 | |
| O31 | | Relocate parking and widen footway into carriageway to mitigate pinched section south of church area. | | | | | | | (Covered by link costings) |
| O32 | a | Raise and tighten the junction. | JUNCTIONS | Raised table/Block Paving/Drainage | 1 | £ 50,000 | 1 | £ 50,000 | |
| O32 | b | Remove guardrail. | OTHER MEASURES | Barrier removal | nr | £ 2,000 | 1 | £ 2,000 | |
| O32 | c | Additional zebra on eastern side. | CROSSINGS | Parallel crossing | nr | £ 30,000 | 1 | £ 30,000 | Assume zebra to have similar cost as parallel costing |
| O33 | | Placemaking opportunities including footway widening and parking rationalisation to reduce parking dominance and public realm improvement strengthening links to market and castle grounds. | | | | | | | (Not costed - cost subject to further design) |
| O34 | | Resurface footway to retain footway effective width | JUNCTIONS | Junction Tightening + Basic Footway Improvements | 1 | £ 25,000 | 1 | £ 25,000 | |
| O35 | | Shared use priority across car park ingress/egress. | LINKS | Side street treatment large | nr | £ 30,000 | 1 | £ 30,000 | |
| O36 | | Tighten junction arms to reinforce existing signalised shuttle-working arrangement, this helps slow traffic and reclaim space for widening existing shared footway/cycleway up to standard. | JUNCTIONS | Junction Tightening + Basic Footway Improvements | 1 | £ 25,000 | 1 | £ 25,000 | |
| O37 | a | Consider junction tightening to create space for crossing and access to the park. Side road entry treatment with informal raised crossing on Station Rd | JUNCTIONS | Priority Junction/ Side Street Treatments/+ new crossing | 1 | £ 100,000 | 1 | £ 100,000 | |
| O37 | b | Toucan crossing across Burley Rd. | CROSSINGS | Toucan crossing standard | nr | £ 70,000 | 1 | £ 70,000 | |
| O38 | | Widen existing shared use on one side, with cycle priority along side roads. | LINKS | Side street treatment large | nr | £ 30,000 | 1 | £ 30,000 | |
| O39 | | Upgrade crossing to Toucan. | CROSSINGS | Toucan crossing standard | nr | £ 70,000 | 1 | £ 70,000 | |
| O40 | | Shared use priority across side roads along Burley Rd. | LINKS | Side street treatment small | nr | £ 20,000 | 2 | £ 40,000 | |
| O41 | | Bus gate along B640 High St | AREA BASED MEASURES | Bus gate | nr | £ 50,000 | 2 | £ 100,000 | Assume bus gates in both directions for costing, actual arrangement subject to further study. |



Combined walking & cycling Routes within town centre Uppingham

Point interventions proposed (ID refer to design recommendation booklet)

Level of cycling provision

- Protected cycle track
- Shared use footway/ cycleway
- Shared use traffic-free routes
- Cycling in carriageway - allow for contraflow cycling
- Cycling in carriageway - within Town

Cycle-only routes

- - - Cycling in carriageway - within Town
- - - Cycling in carriageway - Rural quiet lane
- (Walking-only routes)
- - - (Inter-town routes)

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RUTLAND COUNTY COUNCIL

PROJECT

06869 Rutland LCWIP

TITLE

Int - Town Centre routes and interventions

| FIGURE NUMBER | REVISION | | |
|---------------|----------|----------|------------|
| 01 | A | | |
| SCALE | DRAWN | REVIEWED | DATE |
| A3 @ 1:12,500 | ML | EJ | 31/07/2023 |

Uppingham – Point interventions and costings

| Intervention ID | Sub-ID | Intervention description | Category | Intervention | Unit | Rate | No. of Units | Total Cost | Caveat |
|-----------------|--------|--|---------------------|--|------|-----------|--------------|------------|--|
| U1 | | Extend footway provision towards the cricket club | | | | | | | (Covered by link costings) |
| U2 | | Crossing needed for the existing end of footway, informal crossing point would be sufficient given the low traffic flow and speed currently observed, but to futureproof for future developments a parallel zebra would be more appropriate. Could also consider extending footway on the western side to the Cricket club, subject to land ownership issue. | CROSSINGS | Parallel crossing | nr | £ 30,000 | 1 | £ 30,000 | (Footway extension not costed) |
| U3 | | Tighten junction, dropped kerb and tactile paving | JUNCTIONS | Minor Junction improvements - tightening | 1 | £ 10,000 | 1 | £ 10,000 | |
| U4 | | Tightening junctions between North St W and Leicester Rd (both northbound and southbound slip road) to reclaiming more space for pedestrians shortening the crossing distance. | JUNCTIONS | Junction Tightening + Basic Footway Improvements | 1 | £ 25,000 | 2 | £ 50,000 | |
| U5 | | Section of B664 along Shield Yard and SB slip road onto Stockerston Rd are constrained. Consider widen footway up to standard for at least the northern side, centreline removal to reclaim more footway space around pinch points. | LINKS | Centreline removal | 1km | £ 3,500 | 0.25 | £ 875 | |
| U6 | | Suggest shuttle working with footway build out to support the well-used footpath. | AREA BASED MEASURES | Bus gate | nr | £ 50,000 | 1 | £ 50,000 | Cost and respective infrastructure requirement is similar to a bus gate. |
| U7 | | Junction improvements for wider footway & crossing points at all arms. Provide early release and/ or advance stop line for cyclist to allow safe transition between cycle track and cycling on carriageway. | JUNCTIONS | Signalised Junction Improvements | 1 | £ 250,000 | 1 | £ 250,000 | |
| U8 | | Provide zebra crossings at mid link along North St E, between A6003 and Gainsborough Rd. Presumably scope for rationalising bus stops for crossings and widening footway around. | CROSSINGS | Parallel crossing | nr | £ 30,000 | 1 | £ 30,000 | Assume zebra to have similar cost as parallel costing |
| U9 | | Open up access to park next to the existing zebra crossing. | OTHER MEASURES | Access/livestock controls | nr | £ 5,000 | 1 | £ 5,000 | Assume associated barrier removal/ minor relocation work included. |
| U10 | | Tighten junction at High St E interfacing North St E to mitigate footway pinch points. | JUNCTIONS | Minor Junction improvements - tightening | 1 | £ 10,000 | 1 | £ 10,000 | |

Uppingham – Point interventions and costings

| Intervention ID | Sub-ID | Intervention description | Category | Intervention | Unit | Rate | No. of Units | Total Cost | Caveat |
|-----------------|--------|---|---------------------|--|------|-----------|--------------|------------|---|
| U11 | | Subject to flows, provide crossing points at all arms including dropped kerbs and tactile paving. | JUNCTIONS | Priority Junction/ Side Street Treatments/+ new crossing | 1 | £ 100,000 | 1 | £ 100,000 | |
| U12 | | Provide shared use path on southern side of the road for the greenway connection to Bisbrooke | | | | | | | (Covered by link costings) |
| U13 | | Side road entry treatment. | LINKS | Side street treatment small | nr | £ 20,000 | 1 | £ 20,000 | |
| U14 | | Rationalise parking and allow for contraflow cycling. | LINKS | Cycle contra-flow | nr | £ 10,000 | 1 | £ 10,000 | Road marking only, marking removal included |
| U15 | | Junction improvement including dedicated cycle phase for contraflow cycle traffic across A6003, banning right turn from A6003 southbound, tighten side roads of High St on both side with entry treatment including continuous footway. | JUNCTIONS | Signalised Junction Improvements | 1 | £ 250,000 | 1 | £ 250,000 | Assume dedicated cycle phase, junction tightening and side road entry treatment included. |
| U16 | | Create a timed closure to create a pedestrian and cycle only section between car park and Queen St. | AREA BASED MEASURES | Town centre traffic restriction zone small | nr | £ 250,000 | 1 | £ 250,000 | |
| U17 | | Reverse existing one-way southbound to northbound. | | | | | 1 | | Assume TRO & minor signage works. |
| U18 | | Better maintain the existing raised crossing, with additional markings and visual traffic calming. | LINKS | Traffic Calming | nr | £ 5,000 | 1 | £ 5,000 | Raised table excluded |
| U19 | | Footway widening outside school to single lane and priority give way to discourage drop-offs. | | | | | | | (Covered by link costings) |
| U20 | | Junction treatment - signage and coloured surfacing | JUNCTIONS | Raised table/Block Paving/Drainage | 1 | £ 50,000 | | £ - | |
| U21 | | Uncontrolled crossing at junction to transition to shared use | CROSSINGS | Transition treatment between on and off road sections | nr | £ 10,000 | 1 | £ 10,000 | |
| U22 | | Additional signages to sign steep sections along A6003 London Rd & Red Hill. | | | | | | | Additional signage only - no lighting |

Town centre routes - Link typologies and costings

| | km | Price per km | Total cost | Assumption/ inclusion |
|---|---------------|--------------|--------------------|---|
| Oakham | | | | |
| Cycling in carriageway - "Traffic in villages" approach | 1.492 | £ 150,000 | £ 223,828 | Costed for gateway features, centre line removal, psychological traffic calming, speed limit changes, greening. |
| Cycling in carriageway - high street within Town | 1.748 | £ 1,000,000 | £ 1,747,657 | Sections along B640 & B668 in city centre are costed as higher to reflect the necessary level of work to change the road character to enable cycling in carriageway. |
| Cycling in carriageway - local streets | 7.043 | £ 50,000 | £ 352,143 | Minor local street with already suitable motor vehicle flows and speeds for cycling on the carriageway. |
| Shared use footway/ cycleway (Widen existing) | 4.374 | £ 305,000 | £ 1,334,011 | Assume widening from existing footway up to standard of 3m, including kerb and footway resurfacing. |
| Shared use footway/ cycleway (Existing) | 0.688 | £ - | £ - | Nil improvement needed along existing shared use section on Burley Rd |
| Shared use traffic-free routes (Existing) | 0.107 | £ - | £ - | Convert existing Pedestrian zone along Gaol St into Pedestrian and Cycling Zone - assume no capital cost |
| Oakham Total | 15.452 | | £ 3,657,639 | |
| Uppingham | | | | |
| Contraflow cycle track | 0.687 | £ - | £ - | One-off cost covered as a point intervention. |
| Protected cycle track along carriageway | 2.366 | £ 1,115,000 | £ 2,638,523 | Along A6003 north of North St, and Leicester Rd. |
| Cycling in carriageway - Rural quiet lane | 1.278 | £ 50,000 | £ 63,911 | For the alternative cycle route towards Uppingham Community College along Main St. |
| Cycling in carriageway - high street within Town | 0.512 | £ 1,000,000 | £ 512,300 | Section along North St E and A6003 Orange St are costed as higher to reflect the necessary level of work to change the road character to enable cycling in carriageway. |
| Cycling in carriageway - local streets | 2.031 | £ 50,000 | £ 101,538 | Minor local street with already suitable motor vehicle flows and speeds for cycling on the carriageway. |
| Shared use footway/ cycleway (Widen existing) | 2.304 | £ 305,000 | £ 702,657 | Assume widening of existing footway into shared use footway/ cycleway along Stockerston Rd and link from Community College into Lyddington |
| Shared use footway/ cycleway (New) | 0.177 | £ 405,000 | £ 71,842 | New link for connection along PRoW into Bisbrooke |
| Shared use traffic-free routes (New) | 1.282 | £ 255,000 | £ 326,872 | New link for connection along PRoW into Bisbrooke |
| Uppingham total | 10.638 | | £ 4,417,642 | |
| Town centre total | 26.090 | | £ 8,075,281 | |

2.3 High-level Costs

Although a strategic network planning document, high level costs for the recommended interventions are a consideration for the LCWIP, in order to aid planning for the delivery of the network. Although indicative costings for some interventions are provided as part of the 2017 LCWIP guidance, this is a limited list, and the costs are now quite dated. Costs for Rutland's LCWIP have therefore been generated from the PJA costings tool – with link and point intervention costs outlined below.

| Link Typology | Price per km |
|---|--------------|
| Cycling in carriageway - "Traffic in villages" approach | £ 150,000 |
| Cycling in carriageway - high street within Town | £ 1,000,000 |
| Cycling in carriageway - local streets | £ 50,000 |
| Cycling in carriageway - Rural quiet lane | £ 50,000 |
| Protected cycle track along carriageway | £ 1,115,000 |
| Shared use footway/ cycleway (New) | £ 405,000 |
| Shared use footway/ cycleway (Widen existing) | £ 305,000 |
| Shared use traffic-free routes (New) | £ 255,000 |

| Point Intervention | Rate |
|--|------------|
| Access/livestock controls | £5,000 |
| Barrier removal | £2,000 |
| Bus gate | £50,000 |
| Centreline removal | £3,500 |
| Cycle contra-flow | £10,000 |
| Gateway feature | £10,000 |
| Junction Tightening + Basic Footway Improvements | £25,000 |
| Junction upgrade inc. higher quality materials | £500,000 |
| Major junction upgrade inc. full signal upgrades + geometry redesign | £1,000,000 |
| Minor Junction improvements - tightening | £10,000 |
| Parallel crossing | £30,000 |
| Parallel crossing with raised table + footway works | £40,000 |
| Priority Junction/ Side Street Treatments/+ new crossing | £100,000 |
| Raised table junction (asphalt) - priority give-way | £25,000 |
| Raised table/Block Paving/Drainage | £50,000 |
| Ramp access for path (earth) | £25,000 |
| Side street treatment large | £30,000 |
| Side street treatment small | £20,000 |
| Signalised Junction Improvements | £250,000 |
| Toucan crossing large | £120,000 |
| Toucan crossing standard | £70,000 |
| Town centre traffic restriction zone small | £250,000 |
| Traffic Calming | £5,000 |
| Transition treatment between on and off road sections | £10,000 |
| Uncontrolled crossing (refuge) | £15,000 |

The rates, which exclude costs outside the Rutland boundary, are applied to each of the routes/town centre packages, to provide a robust, but still indicative cost for each route/scheme package. Due to the strategic nature of the LCWIP, the indicative costs exclude additional costs such as programme management, design and consultation, preliminaries, traffic management and contingency. Further work will be necessary to establish these costs.

| | Total | Link costs | Point costs |
|--------------------------|--------------------|--------------------|--------------------|
| Oakham | £ 4,052,639 | £ 3,657,639 | £ 395,000 |
| Uppingham | £ 5,498,517 | £ 4,417,642 | £ 1,080,875 |
| Town Centre Total | £ 9,551,156 | £ 8,075,281 | £ 1,475,875 |

3. Inter-town Routes

A regional cycle network is crucial in actualising the active travel potential and help achieve modal shift within Rutland, as well as provide safe links between settlements for employment, education and everyday needs. The data analysis and stakeholder engagement in the network planning stage of the LCWIP has informed the network for providing active travel connections between settlements in Rutland. For the purposes of this study, these routes have been described as 'inter-town routes'.

This section provides general context and specifications for certain common link typologies, junction and crossing interventions recommended for Rutland's Inter-town routes, then outlines other general recommendations and specific design recommendations for each of the individual routes, forming the regional cycling network throughout Rutland.

3.1.1 General recommendations – route typologies

Cycle tracks alongside major roads

Many major roads outside town centres in Rutland already have shared use paths alongside the carriageway, and improving these shared paths can be an effective way of delivering the active travel network where space is limited, and foot and cycle traffic is likely to be low.

It is recommended that in most cases these facilities should be considered as, and designed to be, bi-directional cycle tracks that can be used by pedestrians rather than as footways that cyclists are allowed to use.

Therefore, improvements should include:

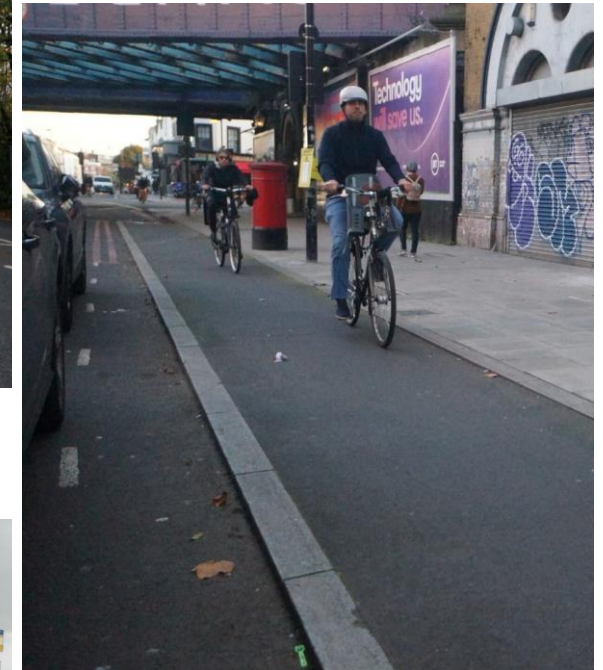
- Providing priority for cyclists at priority junctions
- Providing suitable crossings (e.g., signalised/ grade separated) at major junctions
- Widening the routes in line with the guidance within LTN1/20 on bi-directional cycle tracks
- Resurfacing/ addressing defects where necessary
- Providing centre lines to encourage cyclists and pedestrians to keep to the left to minimise conflict



Wide shared use paths can be suitable where footfall is low alongside main roads.



Bi-directional cycle track which pedestrian and horse rider can use



Protected cycle tracks can be 'stepped' or run behind parking to improve space efficiency.

Traffic in Villages

‘Traffic in Villages’ was prepared as a toolkit to help rural councils in England and local groups understand the core principles for reducing speed, improving safety, and retaining local distinctiveness. It has particular focus using psychological traffic calming measures within the public realm to reduce the impact of vehicle traffic and promote local distinctiveness in the design of villages. The use of gateway features, reductions in road markings and improvements to emphasise the sense of place in a village centre can lower speeds in village centres where space for other measures may be limited.

<https://www.dorsetaonb.org.uk/wp-content/uploads/2020/08/Traffic-in-villages.pdf>

Precedent Images – Traffic in Villages



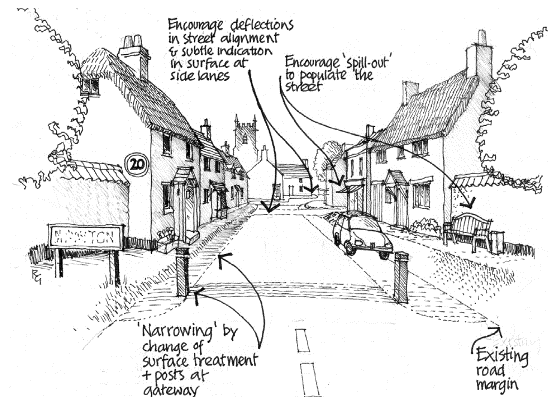
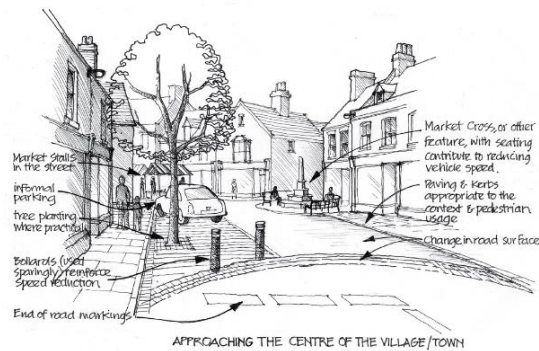
Rural traffic calming might include subtle narrowing and cobbled rumble strips.



Gateway feature showing lowered speed limit improving safety for all users



Footway build-out providing a sense of arrive and space for planting, narrowing carriageway by creating pinch point and horizontal deflection



The Traffic in Villages Guidance provides examples of how traffic speeds can be lowered to create placemaking opportunities while maintaining the character of local villages.

Quiet Lanes

Quiet lanes are a formal designation in rural areas, similar to 'Home Zones' in urban areas – where the carriageway is intended to be shared between all users – encouraging lower speeds and encouraging walking and cycling. Used with rural traffic calming measures like bollards as modal filters, speed limit changes to 20mph, build outs or different paving types, Quiet lanes can make lower trafficked country lanes more appealing for active travel.

On wider country lanes that still have low traffic flows, centre line removal with the addition of advisory cycle lanes (or implied footways in areas of higher footfall) can provide a visual reminder that active travel users will be sharing the carriageway.



Green Lanes are a widely used quiet lane designation in Jersey, with 15mph speed limits across the green lane network



More open rural roads with low traffic can benefit from centre line removal and the addition of advisory cycle lanes

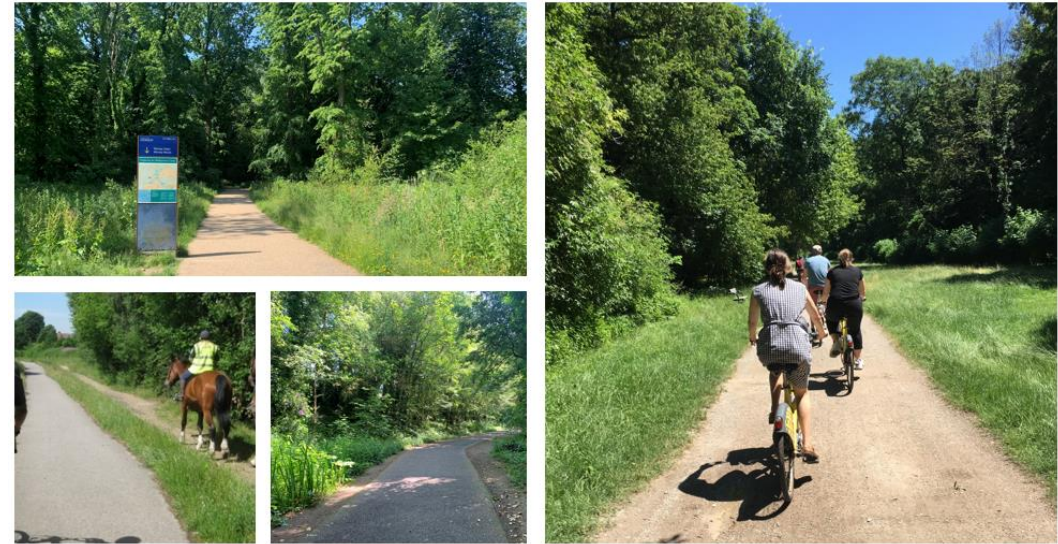


Quiet Lane signage can be reinforced with physical features.

Traffic-free routes

Traffic free routes are direct routes which ensure safe and smooth movement of non-motorised traffic in a completely traffic free environment.

Typically comprising a shared use path of at least 3m width, routes expected to be used for utility walking and cycling should have an all-weather surfacing to allow year-round use and be lit where possible. More leisure-focussed routes – such as the route around the southern side of Rutland Water and the circuit around the Hambleton Peninsula may have a gravel or unbound surface.



Surfacing types can be designed to fit in with the local environment (clockwise from top left: bitmac with tar and chip dressing, self-binding gravel, Flexipave, bitmac with an adjacent unbound trotting strip for horse riders)

3.1.2 General recommendations – Junction Treatment

Junction tightening

Reducing the radii of priority junctions can help slow turning traffic and reduces the distance for pedestrians to cross a side road, smoothing journeys in urban areas for people on foot.

Continuous footways

Raising the carriageway to footway level and extending the footway paving across the junction can provide priority by design for pedestrians across side roads in higher footfall areas.

Cycle priority over side roads

Where cycle tracks are alongside the carriageway, they should be given priority over traffic at minor side roads, enabling a smoother journey for people on bikes. A full set-back from the main carriageway should be provided where a two-way cycle track is proposed, but the cycle track can be closer to the junction where speeds are lower.



Cycle priority can be provided over side roads, with a set back on busier or faster roads.



Partial, or no set back can be used in urban environments where traffic flows are slower.



Continuous footways can be used to provide design priority for pedestrians in higher footfall areas such as high streets.



Tightening the junction radius can have the effect of slowing turning traffic and encourage drivers to give way to pedestrians crossing side roads.

3.1.3 General recommendations – Crossings

Uncontrolled crossings

Where traffic speeds and volumes are low, uncontrolled crossings of the carriageway for pedestrians and cyclists can be appropriate. Dropped kerbs, or raised crossings should be provided to ensure access for all users, and wide refuges can provide a space to wait on wider crossings.

Parallel crossings

In more urban areas where traffic speeds are lower, parallel crossings provide excellent priority for pedestrians and cyclists, with minimal delay to general traffic.

Toucan crossings

Where the footway is shared between pedestrians and cyclists, and use is likely to be reasonably low, a toucan crossing can provide a safe way of crossing busier or higher speed roads. Sufficient space for comfortable sharing of the space between pedestrians and cyclists should be provided.

Cycle signals

The provision of cycle-only signals at junctions, or stand-alone crossings is preferable where possible, as it allows for cycles to be treated as vehicles and provides greater separation from other road users on higher speed, or busier roads.



Uncontrolled crossings wide enough for pedestrians and cycles to wait safely can be suitable on lower traffic and speed roads.



Parallel crossings give priority to both pedestrians and cyclists in lower traffic/speed areas.



Signalised parallel crossings (Sparrow crossings) maintain separation between pedestrians and cyclists at crossing points to minimise conflict.

3.1.4 Other general recommendations

Lighting, maintenance, and artwork

Perceived safety of cycle routes also has a substantial impact on the uptake of cycling of a particular route. Consideration of personal security as well as road safety are considerations for active travel. Whether the route itself is well-used, overlooked and lit can be key factors in how safe users will feel. In more rural setting where use of (inter-town) routes are likely to be more lightly used than those within towns, proportionate interventions to improve personal safety can be considered for fitting in with the rural character of the area.

The need for lighting should never be disregarded, as it is important to enable year-round utility cycling especially in winter. In more urban or built-up areas, lighting should be provided as with carriageway lighting, or along well-used off-carriageway routes. For more rural section of inter-town routes where greater use is expected, and at junctions, lighting should also be considered. Lighting on rural routes may make use of lower level, or motion-activated lighting to reduce light-spill and impacts on wildlife.

Maintenance plays an important role in perceived safety for rural sections of inter-town routes. Maintenance like cutting back vegetation in order to maintain effective width of shared use paths alongside higher speed roads is necessary for the safety and use of the link itself. Regular clearing of paths alongside main roads will reduce the build-up of debris which can reduce effective widths and cause punctures.

Artwork and placemaking at well-used sections can also provide sense of place, encourage people to stop and spend time.

Branding, Signage & Wayfinding

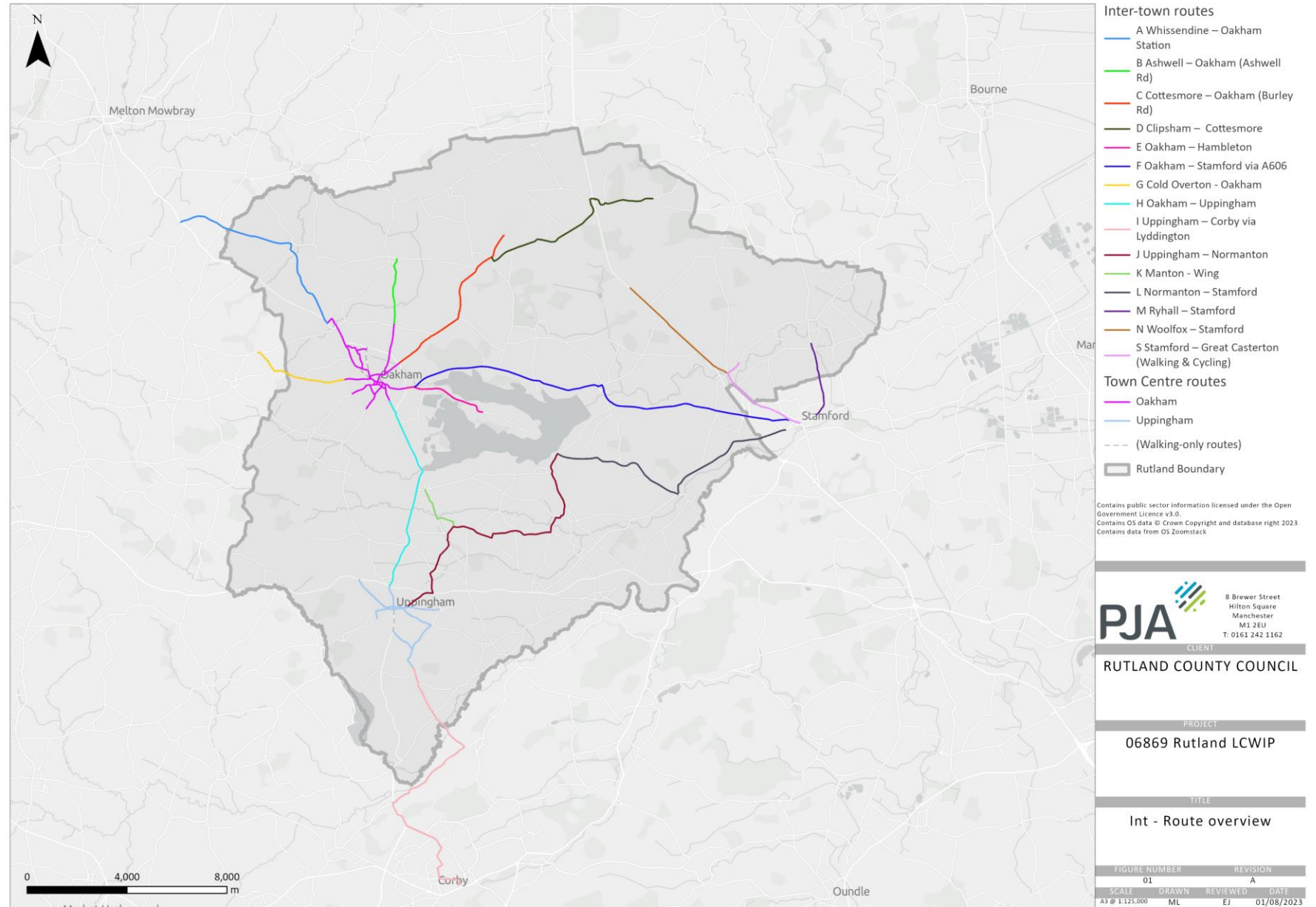
Legible and coherent design can help minimise the need for signs. However, some signs are required to help enforce traffic laws, and direction signs are needed to ensure people can understand and follow the route. Signs must be designed and positioned carefully to ensure the signs themselves do not create confusion or undue street clutter.

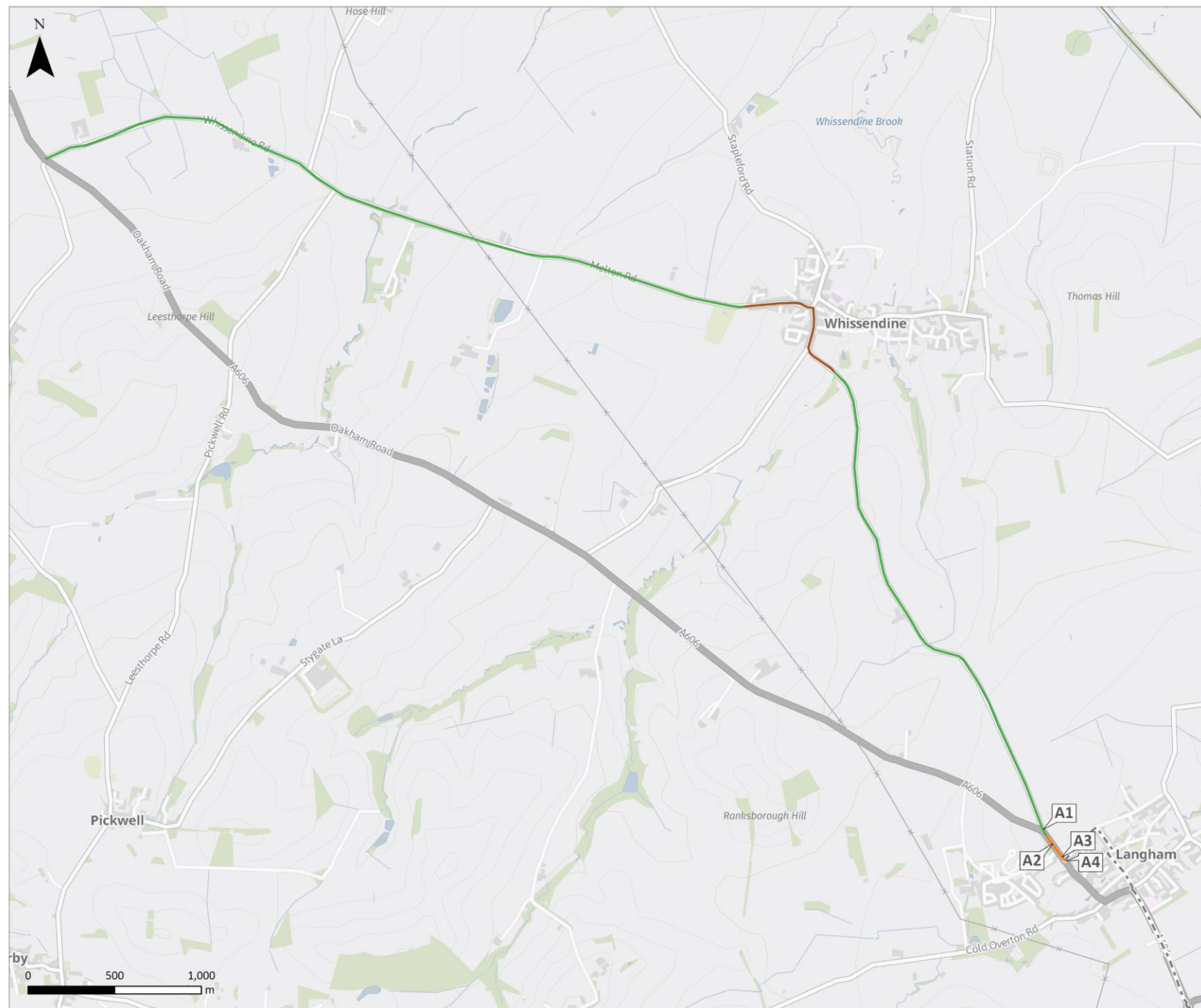
An effective wayfinding strategy will result in users feeling like they are being guided along a route and removes the need for cyclists to stop to consult maps or phones. Direction signage should be provided at every decision point and sometimes in between for reassurance. Arrow markings on the carriageway can also assist with wayfinding at transition points.

In delivering a cycling network with inter-town routes throughout Rutland, an overarching approach to branding and wayfinding, including use of consistent branding including logos, typeface, and variety of wayfinding instruments like fingerpost and maps would be beneficial to supports cyclist undertaking longer rides and encourage exploration of the network. Extension of the Rutland Water style wayfinding to the wider area could provide consistency.

3.2 Proposed network and Design Interventions

The proposed network is outlined in this section, with the proposed link interventions shown on individual route plans. The accompanying table for each route shows the proposed point interventions.





Inter-town routes

Route A Whissendine – Oakham Station

Point interventions proposed (ID refer to design recommendation booklet)

- Level of cycling provision**
- Shared use footway/ cycleway
 - Cycling in carriageway - Rural quiet lane
 - Cycling in carriageway - "traffic in village" approach
 - (Town centre walking and/or cycling routes)

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| Int-ITR-A | A |
| SCALE | DRAWN |
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| REVIEWED | DATE |
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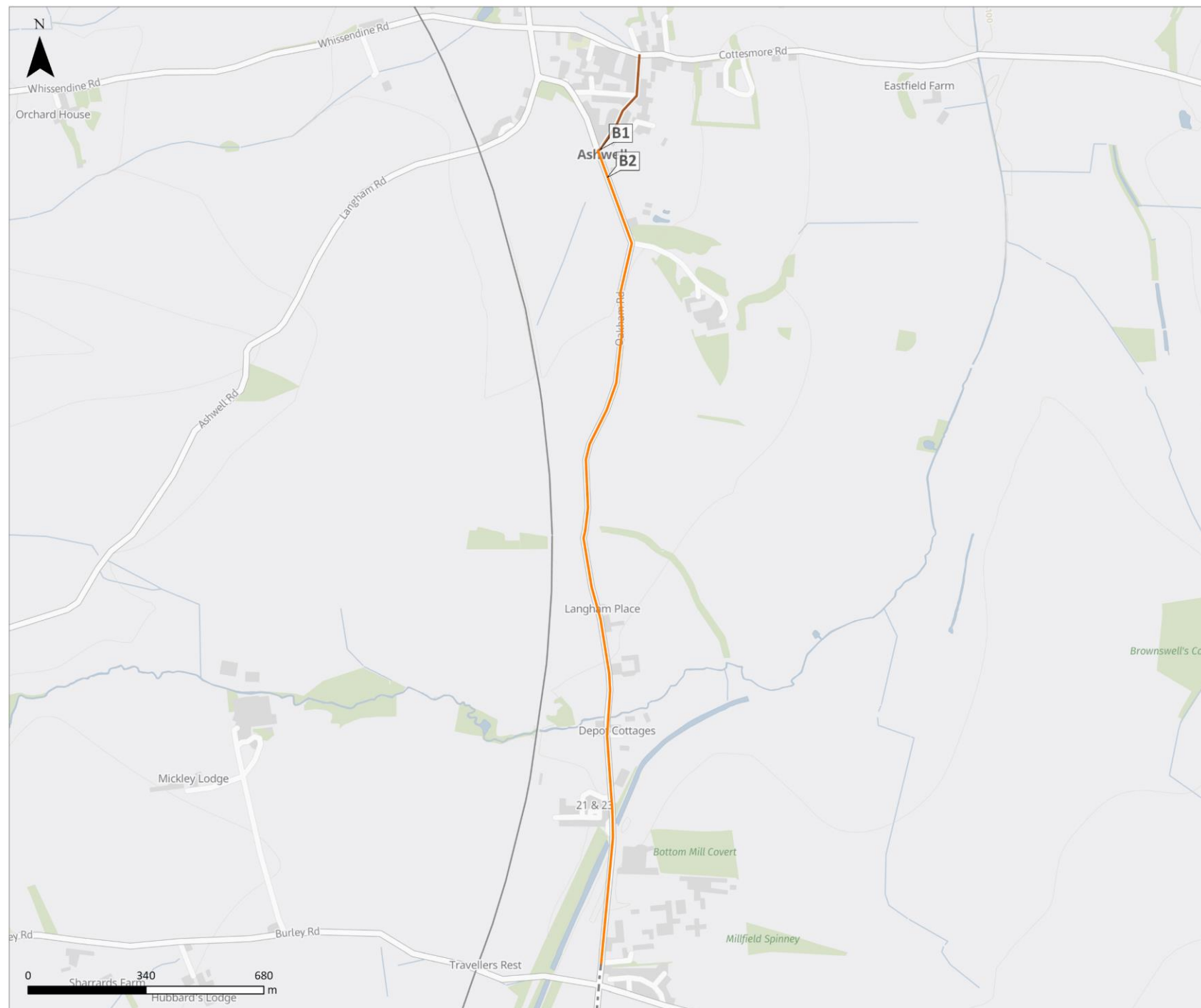
Route A - Whissendine - Oakham Station

Point interventions & costings

| Intervention ID | Sub-ID | Intervention description | Category | Intervention | Unit | Rate | No. of Units | Total Cost | Caveat |
|-----------------|--------|---|----------------|--|------|----------|--------------|------------|--|
| A1 | | Minor junction redesign to allow for transition between shared use and rural quietway | JUNCTIONS | Junction Tightening + Basic Footway Improvements | 1 | £ 25,000 | 1 | £ 25,000 | Assume transitioning/ interfacing included (Covered by link costings) |
| A2 | | New shared use on the eastern side of A606 | | | | | | | |
| A3 | | Gateway treatment with Traffic in village approach | OTHER MEASURES | Gateway feature | nr | £ 10,000 | 1 | £ 10,000 | |
| A4 | | Shared use priority across junction | JUNCTIONS | Junction Tightening + Basic Footway Improvements | 1 | £ 25,000 | 1 | £ 25,000 | |

Link typologies & costings

| | km | Price per km | Total cost |
|---|--------|--------------|------------|
| Cycling in carriageway - "Traffic in villages" approach | 0.844 | £ 150,000 | £ 126,557 |
| Cycling in carriageway - Rural quiet lane | 7.368 | £ 50,000 | £ 368,389 |
| Shared use footway/ cycleway (Widen existing) | 0.175 | £ 305,000 | £ 53,223 |
| (Section out of Rutland boundary) | 4.294 | £ - | £ - |
| | 12.680 | | £ 548,169 |



Inter-town routes

Route
B Ashwell – Oakham
(Ashwell Rd)

Point interventions proposed
 (ID refer to design recommendation booklet)

Level of cycling provision

- Shared use footway/ cycleway
- Cycling in carriageway - "traffic in village" approach
- (Town centre walking and/or cycling routes)

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| REVIEWED | DATE |
| EJ | 18/08/2023 |

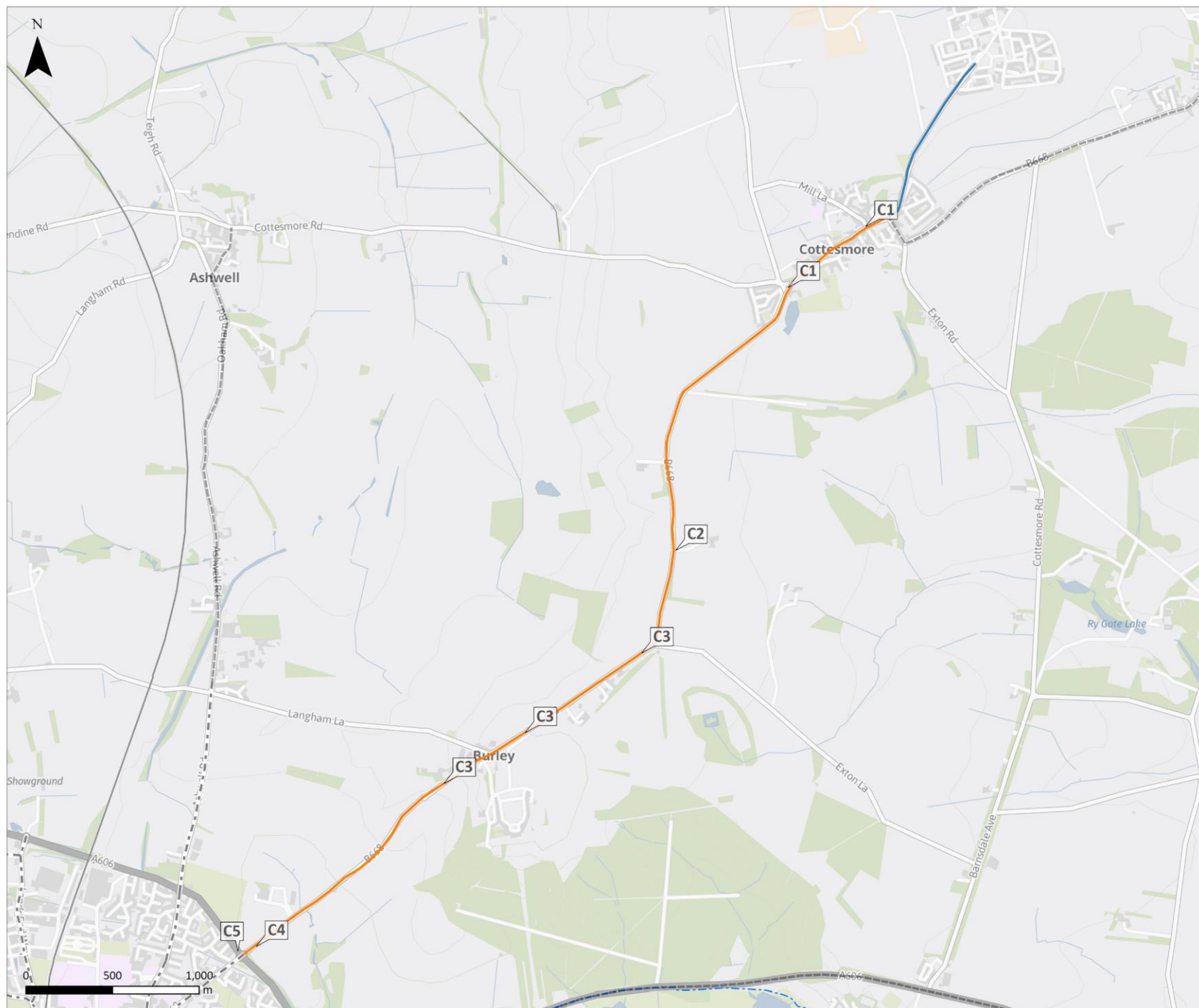
Route B - Ashwell - Oakham (Ashwell Rd)

Point interventions & costings

| Intervention ID | Sub-ID | Intervention description | Category | Intervention | Unit | Rate | No. of Units | Total Cost | Caveat |
|-----------------|--------|---|-----------|--|------|----------|--------------|------------|----------------------------|
| B1 | | Shared use priority across side road | JUNCTIONS | Minor Junction improvements - tightening | 1 | £ 10,000 | 1 | £ 10,000 | |
| B2 | | Traffic in village approach to calm traffic | | | | | | | (Covered by link costings) |

Link typologies & costings

| | km | Price per km | Total cost |
|---|-------|--------------|------------|
| Cycling in carriageway - "Traffic in villages" approach | 0.314 | £ 150,000 | £ 47,129 |
| Shared use footway/ cycleway (Widen existing) | 2.394 | £ 305,000 | £ 730,035 |
| | 2.708 | | £ 777,164 |



Inter-town routes

Route
C Cottesmore – Oakham (Burley Rd)

Point interventions proposed
 (ID refer to design recommendation booklet)

Level of cycling provision

- Shared use footway/ cycleway
- Cycling in carriageway - within Town
- (Town centre walking and/or cycling routes)
- Other inter-town routes
- - - Rutland water loop

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TITLE
Int - Inter-town routes and interventions

| FIGURE NUMBER | REVISION |
|---------------|------------|
| Int-ITR-C | A |
| SCALE | DRAWN |
| A3 @ 1:20,000 | ML |
| REVIEWED | DATE |
| EJ | 18/08/2023 |

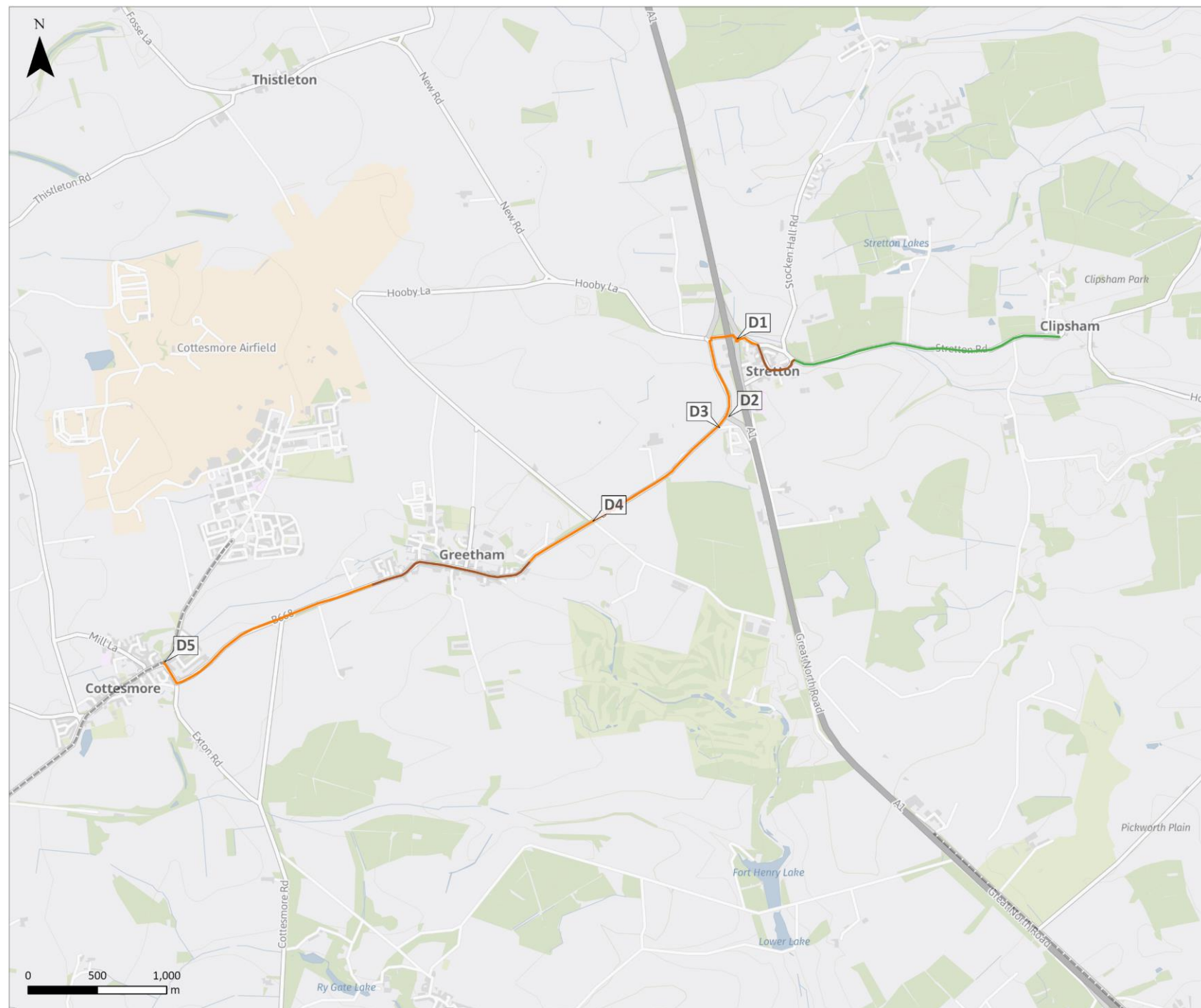
Route C Cottesmore - Oakham (Burley Rd)

Point interventions & costings

| Intervention ID | Sub-ID | Intervention description | Category | Intervention | Unit | Rate | No. of Units | Total Cost | Caveat |
|-----------------|--------|---|-----------|---|------|----------|--------------|------------|-------------------------------------|
| C1 | | Shared use priority across junction | LINKS | Side street treatment large | nr | £ 30,000 | 2 | £ 60,000 | |
| C2 | | Shared use priority across side road | LINKS | Side street treatment small | nr | £ 20,000 | 1 | £ 20,000 | |
| C3 | a | Upgrade existing uncontrolled crossing to parallel crossing, along with reduced speed limit to 30mph and rural traffic calming. | LINKS | Traffic Calming | nr | £ 5,000 | 3 | £ 15,000 | |
| C3 | b | Upgrade existing uncontrolled crossing to parallel crossing, along with reduced speed limit to 30mph and rural traffic calming. | CROSSINGS | Parallel crossing with raised table + footway works | nr | £ 40,000 | 3 | £ 120,000 | |
| C4 | | Upgrade existing shared use up to standard with appropriate buffer | | | | | | | (Covered by link costings) |
| C5 | | Provide new toucan crossings on the northwestern and northeastern arm of the roundabout for transition of shared use between sides and across the roundabout. | CROSSINGS | Toucan crossing standard | nr | £ 70,000 | 2 | £ 140,000 | Assume minor footway works included |

Link typologies & costings

| | km | Price per km | Total cost |
|---|-------|--------------|-------------|
| Cycling in carriageway - local streets | 1.038 | £ 50,000 | £ 51,918 |
| Shared use footway/ cycleway (Widen existing) | 6.059 | £ 305,000 | £ 1,847,962 |
| | 7.097 | | £ 1,899,880 |



Inter-town routes

Route
D Clipsham – Cottesmore

Point interventions proposed
 (ID refer to design recommendation booklet)

- Level of cycling provision**
- Shared use footway/ cycleway
 - Cycling in carriageway - Rural quiet lane
 - Cycling in carriageway - "traffic in village" approach
 - Other inter-town routes

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| Int-ITR-D | A | | |
| SCALE | DRAWN | REVIEWED | DATE |
| A3 @ 1:25,000 | ML | EJ | 18/08/2023 |

Route D - Clipsham - Cottesmore

Point interventions & costings

| Intervention ID | Sub-ID | Intervention description | Category | Intervention | Unit | Rate | No. of Units | Total Cost | Caveat |
|-----------------|--------|--|-----------|--|------|-----------|--------------|------------|---|
| D1 | | Cyclists give way on southern arm with refuge. | CROSSINGS | Uncontrolled crossing (refuge) | nr | £ 15,000 | 1 | £ 15,000 | Minor footway/ marking works included |
| D2 | | Toucan crossing with signalised junction from A1 slip road onto B668. | CROSSINGS | Toucan crossing large | nr | £ 120,000 | 1 | £ 120,000 | Assume larger toucan crossing required - given the level of infrastructure likely to be needed for a slip road from trunk road. |
| D3 | | Shared use priority with setback at junction. | LINKS | Side street treatment small | nr | £ 20,000 | 1 | £ 20,000 | |
| D4 | | Junction redesign to tighten the junction, Provision of crossing to transition shared use on the north to the south. | JUNCTIONS | Priority Junction/ Side Street Treatments/+ new crossing | 1 | £ 100,000 | 1 | £ 100,000 | Assume minor junction redesign to calm traffic at junction. |
| D5 | | Shared use priority across side roads | LINKS | Side street treatment small | nr | £ 20,000 | 1 | £ 20,000 | |

Link typologies & costings

| | km | Price per km | Total cost |
|---|-------|--------------|-------------|
| Cycling in carriageway - "Traffic in villages" approach | 1.644 | £ 150,000 | £ 246,571 |
| Cycling in carriageway - Rural quiet lane | 1.970 | £ 50,000 | £ 98,511 |
| Shared use footway/ cycleway (Widen existing) | 3.637 | £ 305,000 | £ 1,109,221 |
| Shared use footway/ cycleway (New) | 2.574 | £ 405,000 | £ 1,042,672 |
| | 9.825 | | £ 2,496,975 |



Inter-town routes

Route
E Oakham – Hambleton

Point interventions proposed
 (ID refer to design recommendation booklet)

Level of cycling provision

- Shared use footway/ cycleway
- Cycling in carriageway - within Town
- Cycling in carriageway - Rural quiet lane

(Town centre walking and/or cycling routes)

Other inter-town routes

Rutland water loop

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Int - Inter-town routes and interventions

| FIGURE NUMBER | REVISION |
|---------------|------------|
| Int-ITR-E | A |
| SCALE | DRAWN |
| REVIEWED | DATE |
| A3 @ 1:10,000 | ML |
| EJ | 18/08/2023 |

Route E - Oakham - Hambleton

Point interventions & costings

| Intervention ID | Sub-ID | Intervention description | Category | Intervention | Unit | Rate | No. of Units | Total Cost | Caveat |
|-----------------|--------|--|-----------|---|------|-----------|--------------|------------|---|
| E1 | | Upgrade existing uncontrolled crossing to toucan | CROSSINGS | Toucan crossing large | nr | £ 120,000 | 1 | £ 120,000 | Assumed a larger toucan crossing given the volume of traffic on A606. |
| E2 | | Parallel crossing with a reduced speed limit to 30mph throughout Oakham Road | CROSSINGS | Parallel crossing with raised table + footway works | nr | £ 40,000 | 3 | £ 120,000 | |
| E3 | | Cycle priority over side road - full set back | LINKS | Side street treatment large | nr | £ 30,000 | 1 | £ 30,000 | |
| E4 | | A raised cycle priority platform for transition to and from shared use and carriageway | CROSSINGS | Transition treatment between on and off road sections | nr | £ 10,000 | 1 | £ 10,000 | |

Link typologies & costings

| | km | Price per km | Total cost |
|---|-------|--------------|------------|
| Cycling in carriageway - Rural quiet lane | 0.327 | £ 50,000 | £ 16,342 |
| Cycling in carriageway - local streets | 0.266 | £ 50,000 | £ 13,275 |
| Shared use footway/ cycleway (Widen existing) | 2.848 | £ 305,000 | £ 868,528 |
| | 3.440 | | £ 898,146 |






Inter-town routes

Route
F Oakham – Stamford via A606

 Point interventions proposed (ID refer to design recommendation booklet)

Level of cycling provision

-  Shared use footway/ cycleway
-  Cycling in carriageway - "traffic in village" approach

 (Town centre walking and/or cycling routes)

 Other inter-town routes

 Rutland water loop

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Int - Inter-town routes and interventions

| FIGURE NUMBER | REVISION |
|---------------|------------|
| Int-ITR-F | A |
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| A3 @ 1:55,000 | ML |
| REVIEWED | DATE |
| EJ | 18/08/2023 |

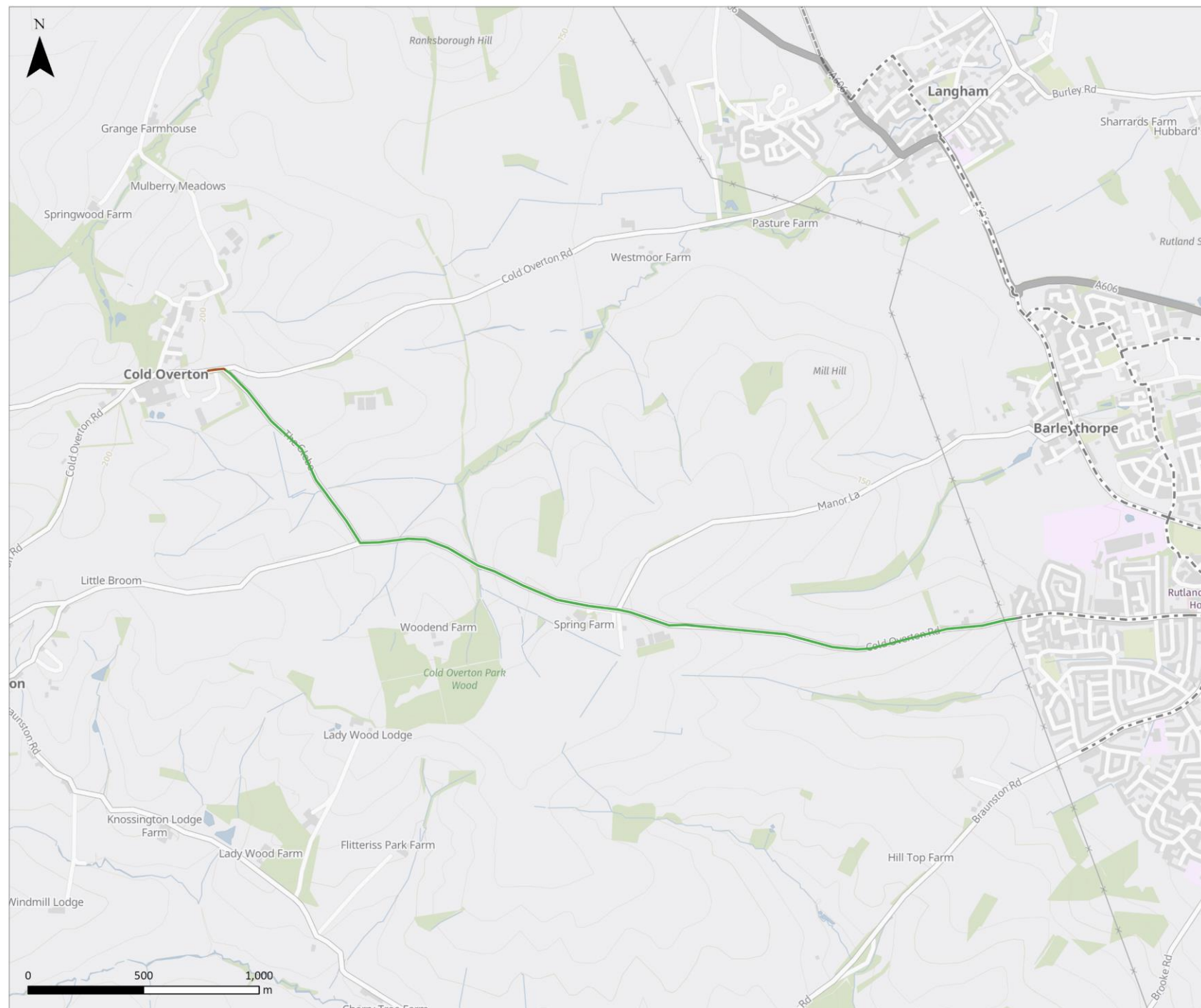
Route F - Oakham - Stamford via A606

Point interventions & costings

| Intervention ID | Sub-ID | Intervention description | Category | Intervention | Unit | Rate | No. of Units | Total Cost | Caveat |
|-----------------|--------|---|-----------|---|------|-----------|--------------|------------|--|
| F1 | a | Junction redesign to incorporate a Toucan crossing across A606 | CROSSINGS | Toucan crossing large | nr | £ 120,000 | 1 | £ 120,000 | |
| F1 | b | Shared used priority across side roads at Barnsdale Ave and Access road into Rutland Hall Hotel | LINKS | Side street treatment large | nr | £ 30,000 | 2 | £ 60,000 | |
| F2 | | Gateway treatment including traffic calming | | | | | | | (Covered by link costings) |
| F3 | a | Tighten junction | JUNCTIONS | Junction Tightening + Basic Footway Improvements | 1 | £ 25,000 | 2 | £ 50,000 | |
| F3 | b | transition between cycling on carriageway onto shared use to the east | CROSSINGS | Transition treatment between on and off road sections | nr | £ 10,000 | 2 | £ 20,000 | |
| F4 | | Shared use priority over side road with full setback. | LINKS | Side street treatment small | nr | £ 20,000 | 1 | £ 20,000 | |
| F5 | | Signalise slip roads with addition of Toucan crossing across the slip road. | CROSSINGS | Toucan crossing large | nr | £ 120,000 | 1 | £ 120,000 | Assume larger toucan crossing required - given the level of infrastructure likely to be needed for a slip road from trunk road. |
| F6 | | Tighten junction. Shared use priority over side road with full setback | LINKS | Side street treatment large | nr | £ 30,000 | | £ - | 3 treatments NOT costed due to it being in South Kesteven boundary - Considered as large treatment for associated work for minor junction tightening |
| F7 | | Shared use priority over side road with full setback. | LINKS | Side street treatment small | nr | £ 20,000 | | £ - | 1 treatment NOT costed due to it being in South Kesteven boundary - |

Link typologies & costings

| | km | Price per km | Total cost |
|---|--------|--------------|-------------|
| Cycling in carriageway - "Traffic in villages" approach | 0.442 | £ 150,000 | £ 66,251 |
| Shared use footway/ cycleway (Widen existing) | 7.735 | £ 305,000 | £ 2,359,244 |
| Shared use footway/ cycleway (New) | 6.011 | £ 405,000 | £ 2,434,515 |
| (Section out of Rutland boundary) | 1.820 | £ - | £ - |
| | 16.008 | | £ 4,860,010 |



Inter-town routes

Route
G Cold Overton - Oakham

Point interventions proposed
 (ID refer to design recommendation booklet)

- Level of cycling provision**
- Cycling in carriageway - Rural quiet lane
 - Cycling in carriageway - "traffic in village" approach
 - (Town centre walking and/or cycling routes)
 - Other inter-town routes

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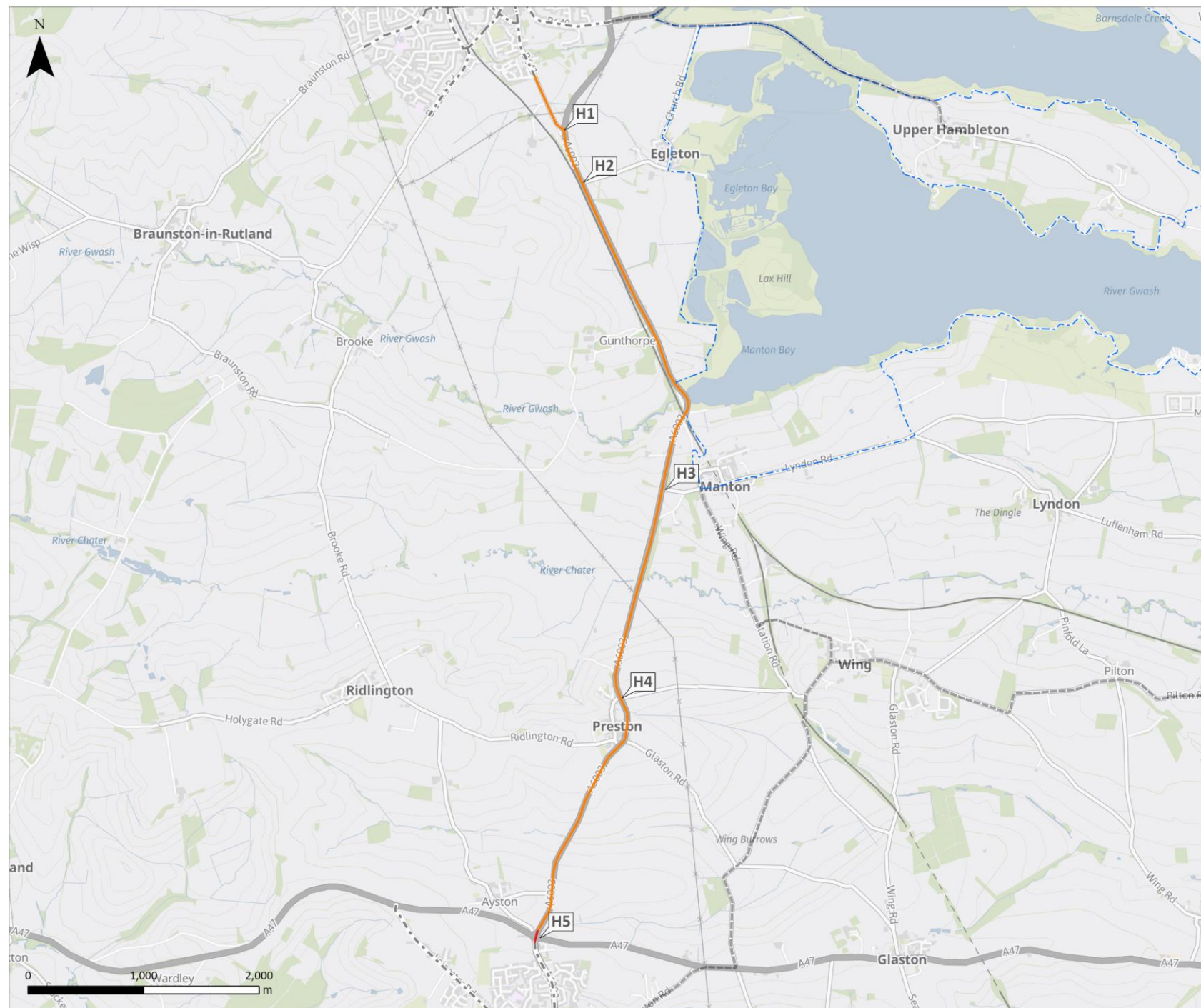
TITLE
Int - Inter-town routes and interventions

| FIGURE NUMBER | REVISION | | |
|---------------|----------|----------|------------|
| Int-ITR-G | A | | |
| SCALE | DRAWN | REVIEWED | DATE |
| A3 @ 1:15,000 | ML | EJ | 18/08/2023 |

Route G - Cold Overton - Oakham

Link typologies & costings

| | km | Price per km | Total cost |
|---|-------|--------------|------------|
| (Section out of Rutland boundary) | 3.965 | £ - | £ - |
| Cycling in carriageway - Rural quiet lane | 2.931 | £ 50,000 | £ 146,574 |
| | 6.897 | | £ 146,574 |



Inter-town routes

Route
H Oakham – Uppingham

Point interventions proposed
 (ID refer to design recommendation booklet)

- Level of cycling provision**
- Protected cycle track
 - Shared use footway/ cycleway
 - (Town centre walking and/or cycling routes)
 - Other inter-town routes
 - Rutland water loop

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TITLE
Int - Inter-town routes and interventions

| FIGURE NUMBER | REVISION | | |
|---------------|----------|----------|------------|
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| SCALE | DRAWN | REVIEWED | DATE |
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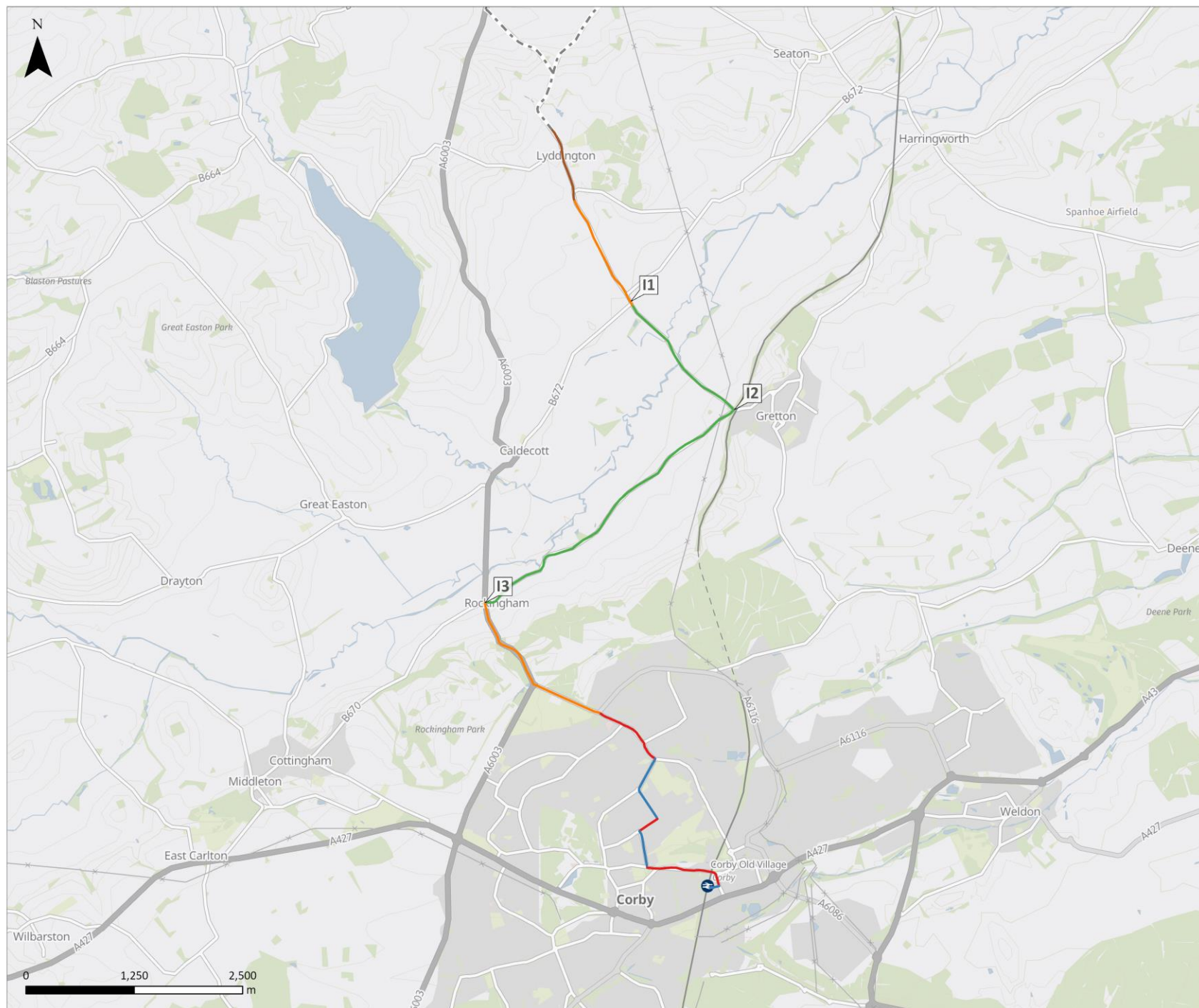
Route H - Oakham - Uppingham

Point interventions & costings

| Intervention ID | Sub-ID | Intervention description | Category | Intervention | Unit | Rate | No. of Units | Total Cost | Caveat |
|-----------------|--------|---|-----------|--|------|-----------|--------------|------------|--|
| H1 | | Signalised junction with toucan crossing. | JUNCTIONS | Junction upgrade inc. higher quality materials | 1 | £ 500,000 | 1 | £ 500,000 | Assume cost for toucan crossings and minor footway works included. |
| H2 | | Shared use priority over side road with full setback. | LINKS | Side street treatment small | nr | £ 20,000 | 1 | £ 20,000 | |
| H3 | | Full Setback with cycle give way | LINKS | Side street treatment large | nr | £ 30,000 | 1 | £ 30,000 | |
| H4 | a | Tighten junction | JUNCTIONS | Junction Tightening + Basic Footway Improvements | 1 | £ 25,000 | 1 | £ 25,000 | |
| H4 | b | Shared use priority over side road | LINKS | Side street treatment large | nr | £ 30,000 | 1 | £ 30,000 | |
| H5 | | Toucan crossing of A47 on eastern arm | CROSSINGS | Toucan crossing large | nr | £ 120,000 | 1 | £ 120,000 | Assumed a larger toucan crossing given the volume of traffic on A47. |

Link typologies & costings

| | km | Price per km | Total cost |
|---|--------|--------------|-------------|
| Protected cycle track along carriageway | 0.113 | £ 1,115,000 | £ 125,858 |
| Shared use footway/ cycleway (Widen existing) | 3.649 | £ 305,000 | £ 1,112,854 |
| Shared use footway/ cycleway (New) | 7.484 | £ 405,000 | £ 3,030,860 |
| | 11.245 | | £ 4,269,571 |



Inter-town routes

Route
I Uppingham – Corby via Lyddington

 Point interventions proposed (ID refer to design recommendation booklet)

- Level of cycling provision**
-  Protected cycle track
 -  Shared use footway/ cycleway
 -  Cycling in carriageway - within Town
 -  Cycling in carriageway - Rural quiet lane
 -  Cycling in carriageway - "traffic in village" approach
 -  (Town centre walking and/or cycling routes)

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| Int-ITR-I | A | | |
| SCALE | DRAWN | REVIEWED | DATE |
| A3 @ 1:40,000 | ML | EJ | 18/08/2023 |

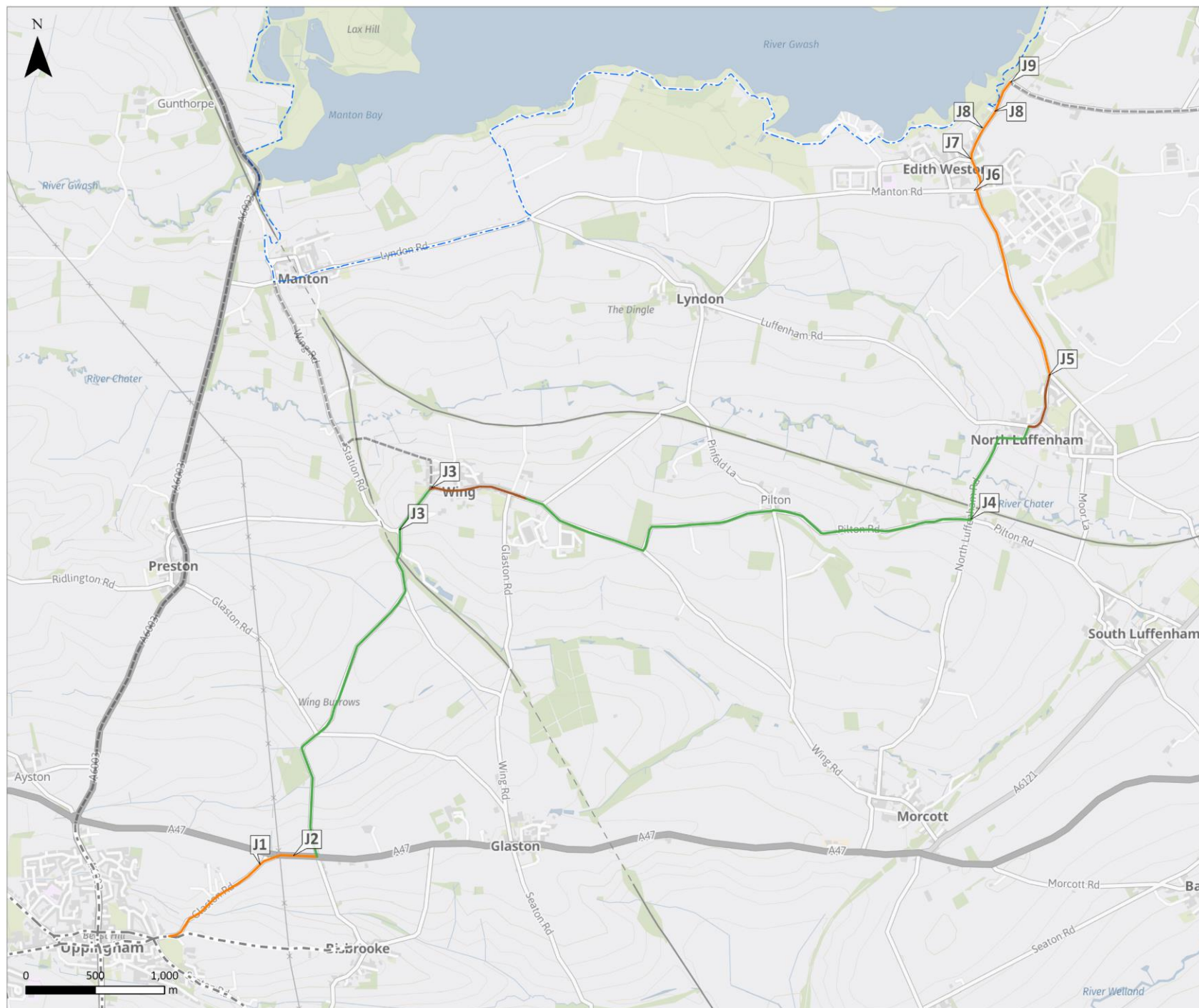
Route I - Uppingham - Corby via Lyddington

Point interventions & costings

| Intervention ID | Sub-ID | Intervention description | Category | Intervention | Unit | Rate | No. of Units | Total Cost | Caveat |
|-----------------|--------|--|-----------|--|------|----------|--------------|------------|--------|
| I1 | | Uncontrolled crossing with refuge | CROSSINGS | Uncontrolled crossing (refuge) | nr | £ 15,000 | 1 | £ 15,000 | |
| I2 | | Tighten junction | JUNCTIONS | Minor Junction improvements - tightening | 1 | £ 10,000 | 1 | £ 10,000 | |
| I3 | | Tighten junction, uncontrolled crossing transition to shared use - set back. | JUNCTIONS | Junction Tightening + Basic Footway Improvements | 1 | £ 25,000 | 1 | £ 25,000 | |

Link typologies & costings

| | km | Price per km | Total cost |
|---|--------|--------------|------------|
| Cycling in carriageway - "Traffic in villages" approach | 0.870 | £ 150,000 | £ 130,436 |
| Cycling in carriageway - Rural quiet lane | 1.693 | £ 50,000 | £ 84,643 |
| Shared use footway/ cycleway (Widen existing) | 1.397 | £ 305,000 | £ 426,079 |
| (Section out of Rutland boundary) | 10.834 | £ - | £ - |
| | 14.794 | | £ 641,158 |



Inter-town routes

Route
J Uppingham – Normanton

Point interventions proposed
 (ID refer to design recommendation booklet)

Level of cycling provision

- Shared use footway/ cycleway
- Cycling in carriageway - Rural quiet lane
- Cycling in carriageway - "traffic in village" approach

(Town centre walking and/or cycling routes)

Other inter-town routes

Rutland water loop

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| Int-ITR-J | A | | |
| SCALE | DRAWN | | |
| REVIEWED | DATE | | |
| A3 @ 1:25,000 | ML | EJ | 18/08/2023 |

Route J- Uppingham - Normanton

Point interventions & costings

| Intervention ID | Sub-ID | Intervention description | Category | Intervention | Unit | Rate | No. of Units | Total Cost | Caveat |
|-----------------|--------|---|-----------|--|------|-----------|--------------|------------|---|
| J1 | | Tighten junction, provide uncontrolled crossing with refuge for transition to shared use. | JUNCTIONS | Junction Tightening + Basic Footway Improvements | 1 | £ 25,000 | 1 | £ 25,000 | |
| J2 | | Uncontrolled crossing transition to shared use | CROSSINGS | Transition treatment between on and off road sections | nr | £ 10,000 | 1 | £ 10,000 | |
| J3 | | Tighten junction | JUNCTIONS | Priority Junction/ Side Street Treatments/+ new crossing | 1 | £ 100,000 | 1 | £ 100,000 | |
| J4 | | Uncontrolled Crossing transition to shared use | CROSSINGS | Transition treatment between on and off road sections | nr | £ 10,000 | 1 | £ 10,000 | |
| J5 | | Shared use priority over entrance - full set back | LINKS | Side street treatment large | nr | £ 30,000 | 1 | £ 30,000 | |
| J6 | | Signalise slip roads with addition of Toucan crossing across the slip road. | CROSSINGS | Toucan crossing large | nr | £ 120,000 | 1 | £ 120,000 | Assume larger toucan crossing required - given the level of infrastructure likely to be needed for a slip road from trunk road. |

Link typologies & costings

| | km | Price per km | Total cost |
|---|--------|--------------|-------------|
| Cycling in carriageway - "Traffic in villages" approach | 1.175 | £ 150,000 | £ 176,258 |
| Cycling in carriageway - Rural quiet lane | 7.423 | £ 50,000 | £ 371,164 |
| Shared use footway/ cycleway (Widen existing) | 3.596 | £ 305,000 | £ 1,096,886 |
| | 12.195 | | £ 1,644,308 |



Inter-town routes

Route
K Manton - Wing

Point interventions proposed
 (ID refer to design recommendation booklet)

Level of cycling provision

- Shared use traffic-free routes
- Cycling in carriageway - Rural quiet lane
- Other inter-town routes
- Rutland water loop

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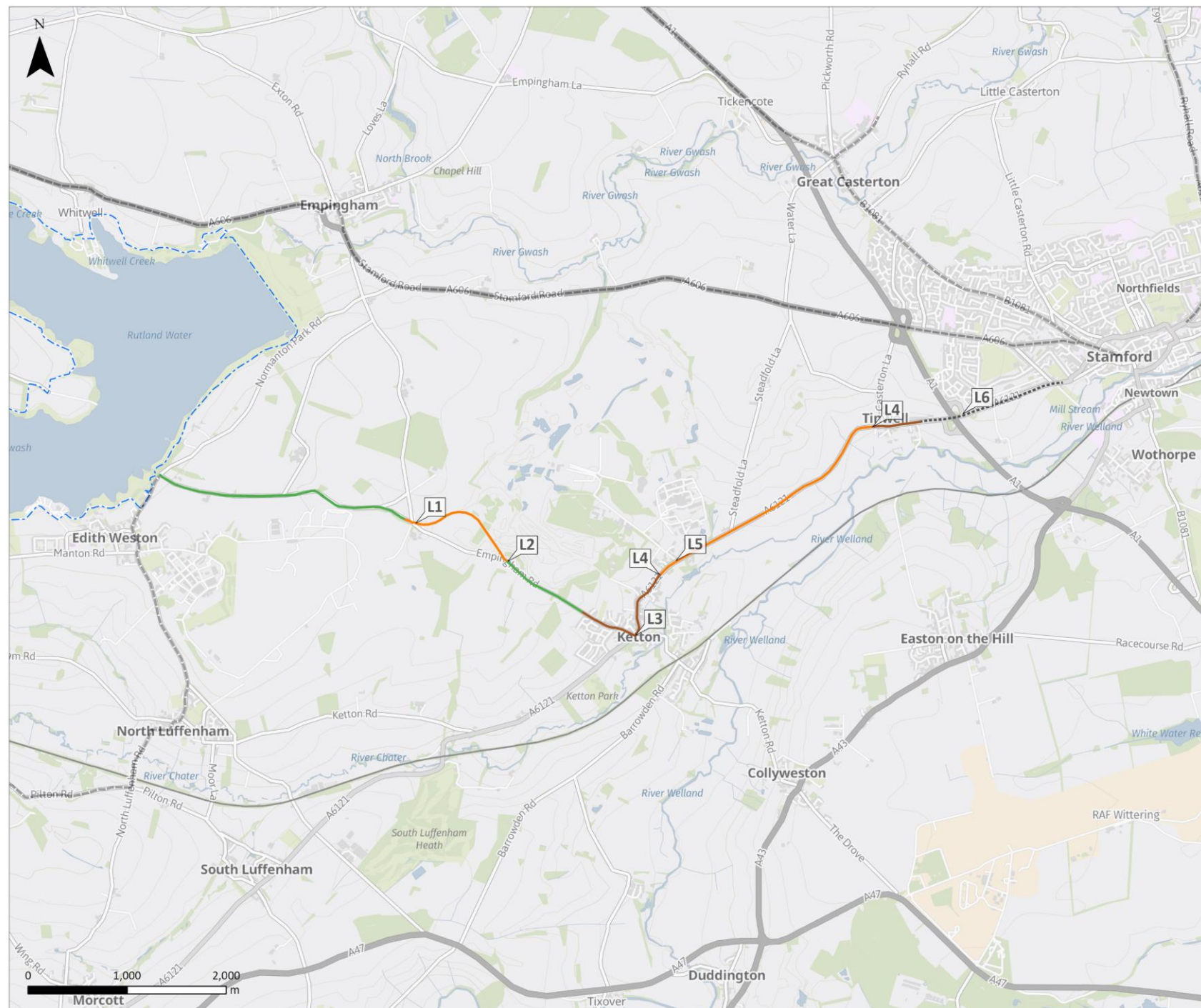
TITLE
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| FIGURE NUMBER | REVISION | | |
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| Int-ITR-K | A | | |
| SCALE | DRAWN | REVIEWED | DATE |
| A3 @ 1:10,000 | ML | EJ | 18/08/2023 |

Route K - Manton - Wing

Link typologies & costings

| | km | Price per km | Total cost |
|---|-------|--------------|------------|
| Cycling in carriageway - Rural quiet lane | 1.522 | £ 50,000 | £ 76,105 |
| Shared use traffic-free routes (New) | 0.669 | £ 255,000 | £ 170,625 |
| | 2.191 | | £ 246,731 |






Inter-town routes

Route
L Normanton – Stamford

 **Point interventions proposed**
 (ID refer to design recommendation booklet)

Level of cycling provision

-  Shared use footway/ cycleway
-  Cycling in carriageway - Rural quiet lane
-  Cycling in carriageway - "traffic in village" approach

..... (To be determined in respective local LCWIP)

--- Other inter-town routes
 - - - Rutland water loop

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TITLE
Int - Inter-town routes and interventions

| FIGURE NUMBER | REVISION |
|---------------|------------------|
| Int-ITR- L | A |
| SCALE | DRAWN |
| REVIEWED | DATE |
| A3 @ 1:35,000 | ML EJ 18/08/2023 |

Route L - Normanton - Stamford

Point interventions & costings

| Intervention ID | Sub-ID | Intervention description | Category | Intervention | Unit | Rate | No. of Units | Total Cost | Caveat |
|-----------------|--------|---|-----------|--|------|-----------|--------------|------------|---|
| L1 | | Tighten junction, provide uncontrolled crossing with refuge for transition to shared use. | JUNCTIONS | Junction Tightening + Basic Footway Improvements | 1 | £ 25,000 | 1 | £ 25,000 | |
| L2 | | Uncontrolled crossing transition to shared use | CROSSINGS | Transition treatment between on and off road sections | nr | £ 10,000 | 1 | £ 10,000 | |
| L3 | | Tighten junction | JUNCTIONS | Priority Junction/ Side Street Treatments/+ new crossing | 1 | £ 100,000 | 1 | £ 100,000 | |
| L4 | | Uncontrolled Crossing transition to shared use | CROSSINGS | Transition treatment between on and off road sections | nr | £ 10,000 | 1 | £ 10,000 | |
| L5 | | Shared use priority over entrance - full set back | LINKS | Side street treatment large | nr | £ 30,000 | 1 | £ 30,000 | |
| L6 | | Signalise slip roads with addition of Toucan crossing across the slip road. | CROSSINGS | Toucan crossing large | nr | £ 120,000 | 1 | £ 120,000 | Assume larger toucan crossing required - given the level of infrastructure likely to be needed for a slip road from trunk road. |

Link typologies & costings

| | km | Price per km | Total cost |
|---|--------|--------------|-------------|
| (Subject to LCWIP in South Kesteven) | 0.340 | £ - | £ - |
| (Section out of Rutland boundary) | 1.155 | £ - | £ - |
| Cycling in carriageway - "Traffic in villages" approach | 1.805 | £ 150,000 | £ 270,760 |
| Cycling in carriageway - Rural quiet lane | 3.525 | £ 50,000 | £ 176,265 |
| Shared use footway/ cycleway (Widen existing) | 3.982 | £ 305,000 | £ 1,214,460 |
| | 10.807 | | £ 1,661,484 |



Inter-town routes

Route
M Ryhall – Stamford

Point interventions proposed
 (ID refer to design recommendation booklet)

Level of cycling provision
 Shared use footway/ cycleway
 Other inter-town routes

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CLIENT

RUTLAND COUNTY COUNCIL

PROJECT
06869 Rutland LCWIP

TITLE
Int - Inter-town routes and interventions

| FIGURE NUMBER | REVISION |
|---------------|------------|
| Int-ITR-M | A |
| SCALE | DRAWN |
| A3 @ 1:10,000 | ML |
| REVIEWED | DATE |
| EJ | 18/08/2023 |

Route M - Ryhall - Stamford

Point interventions & costings

| Intervention ID | Sub-ID | Intervention description | Category | Intervention | Unit | Rate | No. of Units | Total Cost | Caveat |
|-----------------|--------|-------------------------------------|-----------|---|------|----------|--------------|------------|--------|
| M1 | | Full set back - shared use priority | LINKS | Side street treatment large | nr | £ 30,000 | 1 | £ 30,000 | |
| M2 | | Parallel crossing | CROSSINGS | Parallel crossing with raised table + footway works | nr | £ 40,000 | 1 | £ 40,000 | |

Link typologies & costings

| | km | Price per km | Total cost |
|---|-------|--------------|------------|
| Shared use footway/ cycleway (Widen existing) | 1.355 | £ 305,000 | £ 413,230 |
| (Section out of Rutland boundary) | 1.670 | £ - | £ - |
| | 1.355 | | £ 413,230 |



Inter-town routes

Route
N Woolfox – Stamford

Point interventions proposed
 (ID refer to design recommendation booklet)

Level of cycling provision
 Shared use footway/ cycleway
 Cycling in carriageway - "traffic in village" approach

Other inter-town routes

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PROJECT
06869 Rutland LCWIP

TITLE
Int - Inter-town routes and interventions

| FIGURE NUMBER | REVISION | | |
|---------------|----------|----------|------------|
| Int-ITR-N | A | | |
| SCALE | DRAWN | REVIEWED | DATE |
| A3 @ 1:15,000 | ML | EJ | 18/08/2023 |

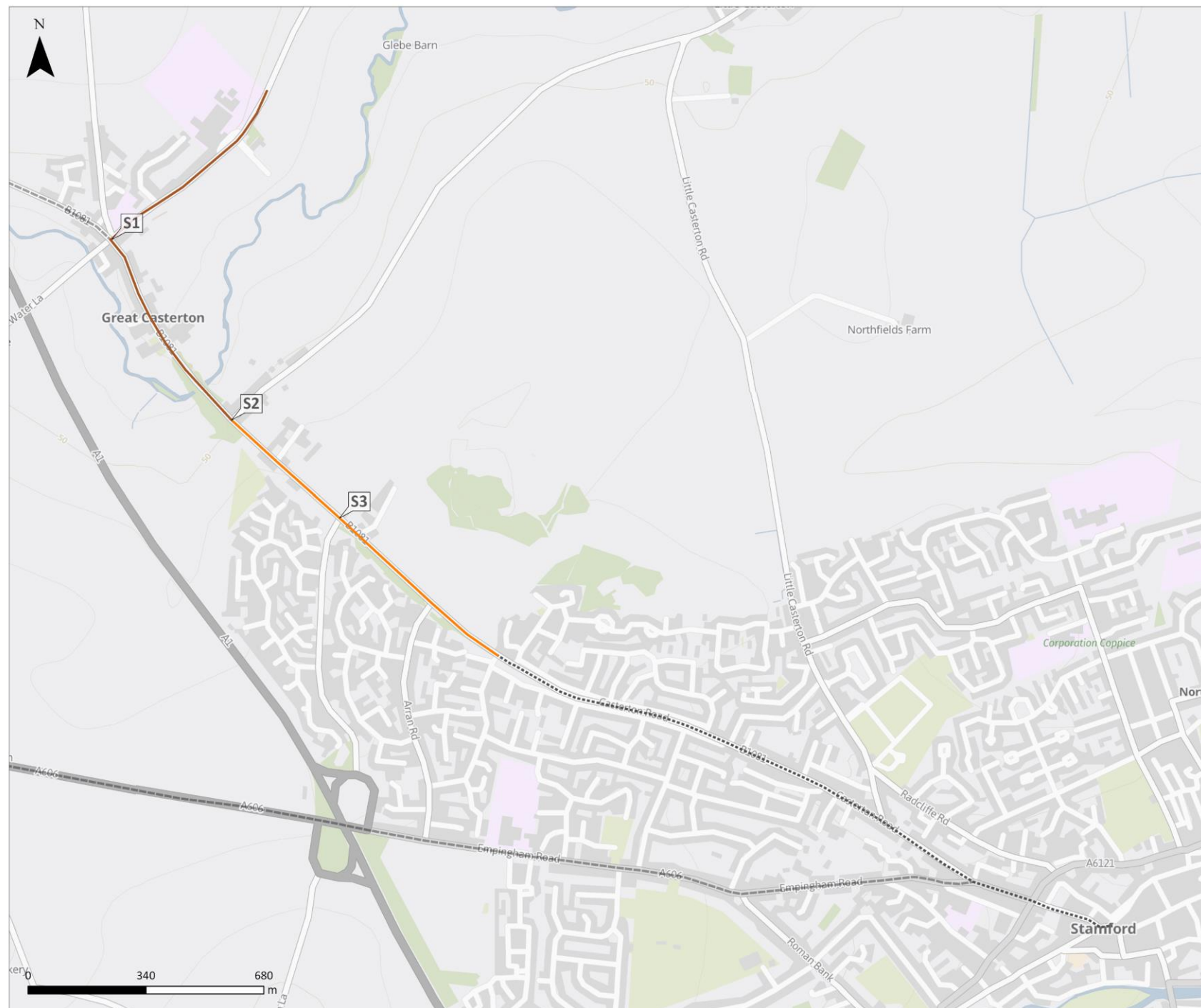
Route N- Woolfox - Stamford

Point interventions & costings

| Intervention ID | Sub-ID | Intervention description | Category | Intervention | Unit | Rate | No. of Units | Total Cost | Caveat |
|-----------------|--------|--|-----------|---|------|----------|--------------|------------|--------|
| N1 | | Side road priority full setback | LINKS | Side street treatment small | nr | £ 20,000 | 1 | £ 20,000 | |
| N2 | | Transition to on-carriageway - parallel crossing | CROSSINGS | Transition treatment between on and off road sections | nr | £ 10,000 | 1 | £ 10,000 | |

Link typologies & costings

| | km | Price per km | Total cost |
|---|-------|--------------|-------------|
| Cycling in carriageway - "Traffic in villages" approach | 0.175 | £ 150,000 | £ 26,264 |
| Shared use footway/ cycleway (Widen existing) | 5.034 | £ 305,000 | £ 1,535,393 |
| | 5.209 | | £ 1,561,657 |



Inter-town routes

Route
S Stamford – Great Casterton

Point interventions proposed
 (ID refer to design recommendation booklet)

Level of cycling provision

- Shared use footway/ cycleway
- Cycling in carriageway - "traffic in village" approach
- (To be determined in respective local LCWIP)
- Other inter-town routes

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CLIENT
RUTLAND COUNTY COUNCIL

PROJECT
06869 Rutland LCWIP

TITLE
Int - Inter-town routes and interventions

| FIGURE NUMBER | REVISION |
|---------------|------------|
| Int-ITR-S | A |
| SCALE | DRAWN |
| A3 @ 1:10,000 | ML |
| REVIEWED | DATE |
| EJ | 18/08/2023 |

Route S - Stamford - Great Casterton

Point interventions & costings

| Intervention ID | Sub-ID | Intervention description | Category | Intervention | Unit | Rate | No. of Units | Total Cost | Caveat |
|-----------------|--------|--|-----------|---|------|-----------|--------------|------------|--------|
| S1 | | Signalised junction with cycle early start | JUNCTIONS | Signalised Junction Improvements | 1 | £ 250,000 | 1 | £ 250,000 | |
| S2 | a | A parallel crossing with a short "landing" section of shared use on the opposite side | CROSSINGS | Parallel crossing with raised table + footway works | nr | £ 40,000 | 1 | £ 40,000 | |
| S2 | b | for transition onto carriageway via a dropped kerb. Consider interfacing with gateway for "Traffic in Village" approach. | CROSSINGS | Transition treatment between on and off road sections | nr | £ 10,000 | 1 | £ 10,000 | |
| S3 | | Signalise junction with controlled crossing on all arms, as with new development anticipated. | JUNCTIONS | Signalised Junction Improvements | 1 | £ 250,000 | 1 | £ 250,000 | |

Link typologies & costings

| | km | Price per km | Total cost |
|---|-------|--------------|------------|
| (Section out of Rutland boundary) | 1.959 | £ - | £ - |
| Cycling in carriageway - "Traffic in villages" approach | 1.272 | £ 150,000 | £ 190,839 |
| Shared use footway/ cycleway (Widen existing) | 1.018 | £ 305,000 | £ 310,507 |
| | 4.249 | | £ 501,346 |

3.3 High level costs

High level costs for each route are outlined to the right, using the same costing toolkit as for the town centre routes.

| | Total | Link costs | Point costs |
|--------------------------------------|---------------------|---------------------|--------------------|
| A - Whissendine - Oakham Station | £ 608,169 | £ 548,169 | £ 60,000 |
| B - Ashwell - Oakham (Ashwell Rd) | £ 787,164 | £ 777,164 | £ 10,000 |
| C - Cottesmore - Oakham (Burley Rd) | £ 2,254,880 | £ 1,899,880 | £ 355,000 |
| D - Clipsham - Cottesmore | £ 2,771,975 | £ 2,496,975 | £ 275,000 |
| E - Oakham - Hambleton | £ 1,178,146 | £ 898,146 | £ 280,000 |
| F - Oakham - Stamford via A606 | £ 5,250,010 | £ 4,860,010 | £ 390,000 |
| G - Cold Overton - Oakham | £ 146,574 | £ 146,574 | £ - |
| H - Oakham - Uppingham | £ 4,994,571 | £ 4,269,571 | £ 725,000 |
| I - Uppingham - Corby via Lyddington | £ 691,158 | £ 641,158 | £ 50,000 |
| J - Uppingham - Normanton | £ 2,019,308 | £ 1,644,308 | £ 375,000 |
| K - Manton - Wing | £ 246,731 | £ 246,731 | £ - |
| L - Normanton - Stamford | £ 1,956,484 | £ 1,661,484 | £ 295,000 |
| M - Ryhall - Stamford | £ 483,230 | £ 413,230 | £ 70,000 |
| N - Woolfox - Stamford | £ 1,591,657 | £ 1,561,657 | £ 30,000 |
| S - Stamford - Great Casterton | £ 1,051,346 | £ 501,346 | £ 550,000 |
| Inter-town total | £ 26,031,404 | £ 22,566,404 | £ 3,465,000 |