

Uppingham Bypass Survey 2019 - January 2019 - Residents

Analysis by RMJS Associates - Response rate circa 5%

1. In the long term (say 20 years) would the building of a north/south bypass around Uppingham have a desirable/undesirable impact on the town?

<input type="checkbox"/>	Extremely desirable	55%
<input type="checkbox"/>	Very desirable	25%
<input type="checkbox"/>	Somewhat desirable	9.2%
<input type="checkbox"/>	Not so desirable	1.4%
<input type="checkbox"/>	Not at all desirable	6.8%
	Other	2.6%

2. Can you say why?

- A6003 splits town in half
- Need to decrease volume of traffic, particularly increasing number and size of HGVs x 10
- Damaging lovely old buildings, makes centre unpleasant x 7
- Danger to pedestrians and other vehicles x 4
- More opportunities for pedestrianised areas
- Reduce delays through traffic lights, and safety on Orange St & Ayston Rd x 8. Also blocking E-W traffic
- Take lorries away, they do not affect the high street x 2
- Reduce levels of pollution on school routes x 8
- Bad for business; may destroy local business e.g. petrol station
- Cost and disruption to existing housing and countryside unnecessary. Bypass would not be used
- It would take through traffic out of centre and relieve congestion x 3
- New developments in Corby, Oakham, St Georges and Uppingham itself will substantially increase volume of traffic x 4
- Most shops will be on line then and high streets will be very different
- Heavy through traffic not bringing tourism or business x 2
- Regulate volume, speed and weight of traffic along Ayston Rd and Caldicott bridge
- Road is too narrow for heavy traffic
- Traffic is an issue throughout the town
- Bypass would impact on open fields e.g. Bayley Close x 3
- Visit other towns e.g. A272 to see what happens if no action taken e.g. Oundle, Thrapston
- Need action to avoid road damage as well as congestion
- Speeding traffic on northern approach is an accident waiting to happen
- A bypass would necessitate more junctions, increase in traffic from west. This is a narrow road with congested pavements and a school route. Also, Spring Back Way and Leicester Rd

3. In the long term (say 20 years) do you believe the building of a north/south bypass around Uppingham would have a desirable/undesirable impact on local businesses?

<input type="checkbox"/>	Extremely desirable	19.6%
<input type="checkbox"/>	Very desirable	27.6%
<input type="checkbox"/>	Somewhat desirable	22.4%
<input type="checkbox"/>	Not so desirable	15.8%
<input type="checkbox"/>	Not at all desirable	7.8%
	Other	6.8%

4. Can you say why?

- A6003 is noisy, dirty and divisive with speeding problem
- Most of the traffic does not stop and doesn't benefit local business x 2
- Better if large vehicles and properties are away from busy town x 5
- Enable better access to local shopping, attracting more to spend more time / money in town x3
- More space for parking, less noise and more pleasant environment x 10. Encourage footfall to retail businesses x 5
- Delivering to shops would be difficult but still needs to be able to do so x 2
- Random trade/tourists wouldn't come through the town x 4. How was Oakham affected?
- Local visitors would only come to town centre
- More visitors if traffic is reduced considerably
- Safer for children and elderly
- No, lorries do not go into the town x 2
- Takes passing trade away from the town x4
- New residential building around the town means town is congested. Residents more likely to travel out of town to visit supermarkets with good parking than compete with all the through traffic
- Encourage footfall to retail businesses
- Increasing numbers of residents will support businesses if parking improved
- Who knows what the future will bring!
- Tourists will still come. We don't need huge lorries passing through x 3
- A lot of traffic is "short cutting" to Corby, Kettering and beyond
- Taking passing trade away can have big effect on business, closure and job losses e.g. Wicklow, Ireland. Personal experience. X 3
- Improved parking would gain more trade
- Improve accessibility and traffic flow == profitability and efficiency
- Even local residents shopping out of town due to parking difficulties due to traffic and parking problems x 3
- Safer route for larger HGVs
- Attractive stopover instead of driving through x 3
- Traders need to make the town centre attractive to shop in. How can we attract new businesses to the town?
- Overload of traffic would reduce pleasant environment of small market own
- Easier access to town x2
- Most people who come to Uppingham NOT passing through

5. Should the town's Neighbourhood Plan Group encourage the County Council to identify the possible build line of a north/south bypass to the west of Uppingham and seek funding to build it during the next 20 years?

- | | |
|---------------------------|-------|
| <input type="radio"/> Yes | 79% |
| <input type="radio"/> No | 15.7% |
| Other | 5.3% |

6. A 30% increase in vehicular traffic by 2030 is projected for the A6003 and a weight limit is not permitted. As an alternative to a bypass, should the County Council instead seek to create highway management features which will discourage heavy vehicles from using the route?

- | | |
|---------------------------|-------|
| <input type="radio"/> Yes | 64.5% |
| <input type="radio"/> No | 30.2% |
| Other | 5.3% |

7. Any thoughts on what they should be?

- A one way system that makes the route unattractive
- By 2030 HGVs will be bigger, longer and heavier. Restriction is a must
- Divert to A43, A14, Duddington x5
- Bypass best, only effective answer
- We have a trunk road in the town. Alternatives would take too long. A43 best alternative x 2
- No feasible alternative, would have a negative impact on the rest of the county
- The area would become congested/bottle neck if traffic flow is disrupted
- Lorries will ignore other features as direct route is quicker
- It has been proved that this will not work
- Bypass is only solution. No other tinkering with A6003 should be considered
- Weight limit, as in Stamford
- Divert all HGVs
- They don't usually work and are an inconvenience to other traffic
- Humps might increase the traffic jams and slow down traffic – take longer to get through
- Do NOT waste time/effort/expense on negative planning. Only consider positive benefits
- Current 30mph discs too near A47roundabout/a6003 & seldom noted. Should be reminders on approach to square
- Reduce limit to 20mph / 30mph through town and **enforce** it x 3
- Make A47/45 more acceptable
- A tunnel for through traffic. Urgently need more parking x 2
- Introduce deterrents, width limits, height barriers x 3
- Traffic calming on Leicester Rd
- Roundabout at Lyddington Rd junction, traffic calming on Ayston Rd, London Rd
- Bar heavy traffic except for deliveries. Enforce speed restrictions. Install speed bumps on Ayston Rd, Leicester Rd. Chicanes not pads for lorries x 4
- Volume of cars, not lorries that cause queuing
- Enforce large toll to pay for road repairs
- Create N/S route to east i.e. benefit Corby, Peterborough, A1 traffic
- Ban parking on Ayston Rd – slows traffic down. Replace traffic lights with roundabout

8. What other comments do you have on the long term need for a north/south bypass around Uppingham?

- Please do it as soon as possible, The sooner bypass is agreed the better especially with new house building. Leicester Road building will make it impossible to achieve bypass before long. X 5
- Increase in traffic will make it intolerable for residents along A6003, making it less safe for students x5
- It will benefit the lovely old town
- Uppingham School needs to make adequate provision for its staff parking
- In current financial climate not likely
- Should also cut out Caldicott
- Instead of spending money on bypass put it into more policing
- Definitely not needed
- A6003/Ayston Rd not wide enough for current levels of traffic and dangerous with long delays /stop parking x 3 Probably be a safer place to live for pedestrians
- Need it now! Accident waiting to happen
- Prefer the tunnel option
- Needs to be part of overall transport plan for Rutland
- Flashing speed signs on Ayston Rd would help
- Address HGVs. Cars not the problem
- Been talked about for 40 years. Time it was implemented
- We need signposting for visitors. We don't at present.
- Signposting for traffic guiding heavy traffic out of town more cost effective than bypass
- Recognise that A6003 is a trunk road and proceed with improvements for the whole good
- New light industry needs ease of access. East of town will be filled. Need to plan for population within 10 miles radius
- Consider the environment, heritage and conservation of this special area
- Ensure it does not lead to housing infill which will likely add to more vehicular traffic
- Look at emerging data for impact on Oakham from their bypass x 2
- Stop parking on Ayston Rd near old cinema x 3
- Access to A6003 from sideroads can take 2-5 minutes at peak times
- Reduce pollution, speed up through journeys, remove motor cycle gatherings.
- X 2 E/W shows benefits. Encourage access to neighbouring villages. Deal with St Georges
- HGVs onto A43x3
- Increase in traffic from Corby will not help, road will be permanently overloaded x3
- Fumes from stationary traffic into gardens on Ayston Rd
- Out of town parking linked by Hopper (with drivers paid!)

9. In which part of town do you live?

Ayston Rd, Beeches, Poplar Close, North 33%

Firs, Rutland Close, Farleigh Court, Lime Tree Avenue, Rees Close, Shepherds Way, Leicester Rd, West, Branston Road, Stockerston Rd, Stockerston Rd beyond boundary, Stockerston Cres, Newtown Rd, Bayley Close. 47%

Centre, High Street, High St East 7%

Cedar Close, Brook Close, South View, Seaton Road, Ash Close 8%

Old School Mews, Spring Back Way, South, London Road 5%