

1. In order to improve the traffic situation in Oakham, and to avoid the queues at the level crossings, a by-pass was successfully completed in 2011. This, we hoped, would free the town from congestion. This has indeed resulted in the removal of most heavy lorries from the streets.

Unfortunately the traffic has built up again and the problem of the level crossing is still making life difficult, partly due to increased train numbers, but also because the junction of Cold Overton Road and Barleythorpe Road is so close to the main crossing. The only other open crossing linking the two halves of the town is at Brooke Road.

There used to be another crossing in South Street and there is no real reason why this should not be re-opened. It could be operated from the signal box in conjunction with the main crossing. Pressure should be brought on the rail operators to re-open this.

2. There are more cars and vans parked around the town than ever. In a desperate attempt to deal with this, parking charges and restrictions have been applied with little success. If we allow parking along Station Road, Church Street and other main routes through the town, we should make sure that those roads are wide enough for 2-way traffic. Unfortunately this is not the case. The new spaces put in Church Street, for example, do not allow two big cars to pass safely let alone small trucks.

The obvious answer used by many towns, which have been historically handed down a restricted road system, is to make a circular system of one-way streets. The High Street should be one way towards Langham and a return flow should go down Station Road to Burley Road. Church Street would become one way northwards. The only other change required would be to reverse the one-way route around Wilkinsons store.

Why do we not make these two features a priority in the town plan?