

**Table 4.1**

	<b>ISSUE</b>	<b>PROPOSED SOLUTION</b>	<b>HOW IS THIS MONITORED?</b>
<b>DISABILITY</b>	<ul style="list-style-type: none"> <li>• More widespread dropped kerb provision, tactile paving, improved pedestrian crossings and the provision of ramps for kerbsides where pavement or road workings are taking place</li> </ul>	<ul style="list-style-type: none"> <li>• Determine where the mobility impaired live and prioritise 'routes' that need to be targeted first.</li> </ul>	<ul style="list-style-type: none"> <li>• The number of dropped kerb schemes implemented each year</li> <li>• Number of routes assessed each year with Rutland Access Group (RAG)</li> </ul>
	<ul style="list-style-type: none"> <li>• Access to buses : low level entry for OAPs, buggy users, young children, visually impaired</li> </ul>	<ul style="list-style-type: none"> <li>• 1 site per village? Depending upon where mobility impaired live</li> </ul>	<ul style="list-style-type: none"> <li>• Preparation and implementation of village programme with RAG and parish Councils</li> <li>• Review potential for foot-way widening and disabled parking as part of Civic Trust town centre audit</li> </ul>
	<ul style="list-style-type: none"> <li>• Accessibility to business premises : increase awareness raising for disability access with Business Forum members</li> </ul>		
	<ul style="list-style-type: none"> <li>• Narrow footpaths</li> </ul>	<ul style="list-style-type: none"> <li>• Take out general parking in High Street – widen pavements and make spaces available for disabled parking</li> </ul>	
<b>SCHOOLS</b>	<ul style="list-style-type: none"> <li>• Congestion at school gate:               <ol style="list-style-type: none"> <li>(1) Unsafe footpaths and roads for cycling and walking to school</li> <li>(2) Lack of supervision on buses</li> <li>(3) Convenience of and time saving travelling by car e.g. Vale of Catmose College</li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li>• 20 mph limits at school entrances</li> <li>• Schemes in preparation</li> </ul>	<ul style="list-style-type: none"> <li>• Before and after studies at each school</li> <li>• Supervision issues to be discussed with schools with view to preparing action plan</li> <li>• Accident data (before and after)</li> </ul>
	<ul style="list-style-type: none"> <li>• Continued Road Safety Awareness campaigns</li> </ul>	<ul style="list-style-type: none"> <li>• Road safety enhancements extended to Secondary Schools</li> <li>• Support cycle parking enhancements</li> </ul>	<ul style="list-style-type: none"> <li>• % of pupils reached each year in target age groups</li> <li>• number of cycle parking racks implemented</li> </ul>
	<ul style="list-style-type: none"> <li>• Speed of traffic:               <ol style="list-style-type: none"> <li>(1) The majority of schools support 20 mph zoning at school entrances</li> <li>(2) Pedestrian crossings suitable for some schools</li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li>• Speed zoning as part of Safe Routes to School</li> </ul>	<ul style="list-style-type: none"> <li>• Number of schools with 20mph zones</li> <li>• Number of schools assessed for pedestrian crossings, or school crossings</li> </ul>
	<ul style="list-style-type: none"> <li>• Improve cycle facilities on site, i.e. secure/ covered bicycle sheds</li> </ul>	<ul style="list-style-type: none"> <li>• Installation of bike facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Numbers provided and used</li> </ul>
	<ul style="list-style-type: none"> <li>• Consideration of Special Needs access</li> </ul>	<ul style="list-style-type: none"> <li>• Further consideration for training for drivers of transport for special needs</li> </ul>	<ul style="list-style-type: none"> <li>• % of special needs pupils assessed</li> <li>• number of schemes implemented</li> </ul>
<b>YOUTH</b>	<ul style="list-style-type: none"> <li>• Rely on parents for transport</li> </ul>	<ul style="list-style-type: none"> <li>• Specific bus services on Fridays and Saturdays</li> <li>• Specific car sharing for young people</li> <li>• Community taxi scheme for specific events</li> </ul>	<ul style="list-style-type: none"> <li>• % of young people with access to public transport on Friday evenings and weekends</li> <li>• % of journeys made by car sharing</li> <li>• number of events supported by community taxi service</li> <li>• number of specific services to Leicester, Peterborough, Stamford and Oakham, and number of young people carried</li> </ul>
	<ul style="list-style-type: none"> <li>• Services and social activities are concentrated in centres such as Stamford, Leicester, Uppingham and Oakham, but there is a lack of public transport in the evenings when the need is greater.</li> </ul>	<ul style="list-style-type: none"> <li>• Ticket integration for activities, i.e. train tickets to include entry to cinema</li> <li>• Provide evening transport</li> </ul>	<ul style="list-style-type: none"> <li>• Monitor rail useage</li> </ul>

	<b>ISSUE</b>	<b>PROPOSED SOLUTION</b>	<b>HOW IS THIS MONITORED?</b>
<b>YOUTH (cont.)</b>	<ul style="list-style-type: none"> <li>Alternative transport such as taxis are expensive for young people</li> </ul>	<ul style="list-style-type: none"> <li>Provision of an ID card for young people for reduced fares and other services</li> </ul>	<ul style="list-style-type: none"> <li>% take up of ID card once introduced</li> <li>% of young people using travel information hot line when set up</li> <li>number of specific taxi journeys by young people</li> </ul>
	<ul style="list-style-type: none"> <li>Improve cycle routes to make alternative modes of transport safer – cycle routes to also have lighting</li> </ul>	<ul style="list-style-type: none"> <li>Develop cycle route network</li> </ul>	<ul style="list-style-type: none"> <li>Number of routes provided</li> </ul>
	<ul style="list-style-type: none"> <li>Public transport safety issues:               <ol style="list-style-type: none"> <li>(1) Feeling of insecurity</li> <li>(2) Lack of lighting at bus stops</li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li>Ask Youth Council to prepare an action plan</li> <li>Review all bus stop lighting</li> </ul>	<ul style="list-style-type: none"> <li>Number of assaults/incidents on public transport monitored</li> <li>% of bus stops monitored</li> <li>number of improvements made</li> </ul>
	<ul style="list-style-type: none"> <li>Employment: Part-time work tends to be in the evening and weekends when access to public transport is sporadic and limited</li> </ul>	<ul style="list-style-type: none"> <li>Increase public transport at peak journey to work times</li> <li>Work with major employers to provide work buses</li> </ul>	<ul style="list-style-type: none"> <li>Number of improvements to service provision</li> <li>Service usage</li> <li>Number of employers with work buses</li> </ul>
<b>WOMEN</b>	<ul style="list-style-type: none"> <li>Personal security when travelling on Public Transport</li> <li>Personal security at bus stops</li> </ul>	<ul style="list-style-type: none"> <li>Improved lighting at bus stops provided by parish councils</li> </ul>	<ul style="list-style-type: none"> <li>Number of incidents/assaults on public transport</li> <li>% of bus stops monitored</li> <li>number of lighting improvement schemes implemented</li> </ul>
	<ul style="list-style-type: none"> <li>Concern for children walking and cycling on dangerous roads</li> </ul>	<ul style="list-style-type: none"> <li>Foot-way provision and traffic calming</li> <li>Road safety awareness</li> </ul>	<ul style="list-style-type: none"> <li>% of children receiving road safety training</li> <li>Number of traffic calming schemes implemented</li> </ul>
	<ul style="list-style-type: none"> <li>Concern for children's personal safety, particularly in the evenings when there is no public transport provision</li> </ul>	<ul style="list-style-type: none"> <li>Provision of specific services for children's activities</li> </ul>	<ul style="list-style-type: none"> <li>Number of km. Footways and cycle-ways provided at hazardous locations</li> </ul>
	<ul style="list-style-type: none"> <li>Concern for own personal safety when walking through Oakham in the evenings</li> </ul>	<ul style="list-style-type: none"> <li>Active achievement in the reduction of the fear of crime</li> </ul>	<ul style="list-style-type: none"> <li>Number of transport services provided for children</li> <li>Number of children transported to specific events</li> </ul>
	<ul style="list-style-type: none"> <li>Access to buses with pushchairs can be difficult</li> </ul>	<ul style="list-style-type: none"> <li>Seek funding for low floor buses</li> </ul>	<ul style="list-style-type: none"> <li>Number of services offered on low floor buses if obtained</li> </ul>
	<ul style="list-style-type: none"> <li>Many car journeys made to transport children/teenagers to activities</li> </ul>	<ul style="list-style-type: none"> <li>Taxi service</li> </ul>	<ul style="list-style-type: none"> <li>Number of journeys taken by children in car pool or taxi arrangements</li> </ul>
	<ul style="list-style-type: none"> <li>Mothers who stay at home to look after children are isolated during the daytime where there is only 1 car in the household</li> </ul>	<ul style="list-style-type: none"> <li>Improve frequency of bus services</li> </ul>	<ul style="list-style-type: none"> <li>Number of people using services</li> <li>Frequency of services</li> </ul>

NETWORK PROBLEMS	ISSUE	PROPOSED SOLUTION	HOW IS THIS MONITORED?
	<ul style="list-style-type: none"> <li><b>Maintenance</b> <ol style="list-style-type: none"> <li>General level of satisfaction with road maintenance within Rutland</li> <li>Increase in traffic</li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li>Use of deflectograph surveys to identify scale and location of problems</li> <li>Seek public funding to improve</li> </ul>	<ul style="list-style-type: none"> <li>% of network surveyed per annum</li> <li>Km of road improved per annum</li> <li>% of road improved per annum</li> <li>Deflectograph and CVI surveys</li> </ul>
	<ul style="list-style-type: none"> <li><b>Congestion</b> <ol style="list-style-type: none"> <li>Support for completion of Oakham Bypass. Present levels of congestion at peak times create safety issues. Deliveries to businesses also create congestion. Support for pedestrianisation scheme if bypass completed</li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li>Take out parking on High Street, except for mobility impaired</li> <li>Establish delivery time regime following Civic Trust Advice</li> <li>Pedestrianisation of High Streets, Oakham and Uppingham</li> <li>Pedestrian priority measures to be assessed and where appropriate implemented</li> </ul>	<ul style="list-style-type: none"> <li>Air quality levels</li> <li>Reduction in number of accidents</li> <li>Economic viability of town centre e.g. empty shops</li> <li>Views of community</li> <li>Number of shop delivery agreements implemented</li> <li>Km of foot-way considered 'safe' by users</li> </ul>
	<ul style="list-style-type: none"> <li><b>HGVs</b> <ol style="list-style-type: none"> <li>Freight to rail : support existed, but dubious as to its success in Rutland with present rail network</li> <li>Weight restrictions : more restrictions favoured where possible</li> <li>Safety: road network is not sufficient to support HGV usage. Narrow roads and footways add to the problem</li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li>Encourage rail freight</li> <li>Seek opportunities to develop</li> <li>Area-wide restrictions being progressed strategy in phases</li> </ul>	<ul style="list-style-type: none"> <li>% of journeys for freight by rail</li> <li>number of HGV journeys by road</li> <li>% area covered by HGV restrictions</li> </ul>
	<ul style="list-style-type: none"> <li><b>Oakham Town Centre car parking charges</b> <ol style="list-style-type: none"> <li>More parking on side streets : inconvenience for local residents.</li> <li>More long stay car parking space</li> <li>More enforcement needed</li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li>Park and ride scheme unlikely to be viable</li> <li>Encourage use by visitors. discourage use by commuters (although difficult in a rural area).</li> </ul>	<ul style="list-style-type: none"> <li>Monitored use and turnover of space</li> <li>Reviewed Nov. 1999</li> <li>Further review in Nov. 2000 ( decriminalisation)</li> </ul>
	<ul style="list-style-type: none"> <li><b>Uppingham Town Centre – parking restrictions ineffective</b></li> </ul>	<ul style="list-style-type: none"> <li>More enforcement</li> <li>Increased presence of traffic Warden</li> <li>More 'surprise' visits by Warden</li> </ul>	<ul style="list-style-type: none"> <li>Number of visits by Warden</li> <li>Number of tickets issued</li> <li>Perception of town by users</li> </ul>

**PUBLIC TRANSPORT : BUSES**

ISSUE	PROPOSED SOLUTION	HOW IS THIS MONITORED?
<ul style="list-style-type: none"> <li>• <b>Inadequate evening services</b> <ol style="list-style-type: none"> <li>(1) Reduced youth access to activities</li> <li>(2) Poor access to central social activities</li> <li>(3) Reduces employment opportunities</li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li>• Increased evening services</li> <li>• Community transport scheme</li> <li>• Brokerage scheme</li> </ul>	<ul style="list-style-type: none"> <li>• Number of activities for young people organised with transport included</li> <li>• Number of members of a brokerage scheme</li> <li>• Number of journeys made through community transport</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Bus Stops</b> <ol style="list-style-type: none"> <li>(1) Insufficient lighting at stops</li> <li>(2) Insufficient shelters at stops</li> <li>(3) Location of stops inconvenient</li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li>• Parish to provide – partnership</li> </ul>	<ul style="list-style-type: none"> <li>• % of bus stops reviewed</li> <li>• Number of schemes implemented</li> <li>• % of stop locations reviewed with parish council</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Information Services</b> <ol style="list-style-type: none"> <li>(1) Frequent users generally satisfied</li> <li>(2) Car users unaware of services available</li> <li>(3) Timetables to be clearer</li> <li>(4) Timetables distributed/ printed in community newspapers</li> <li>(5) Inadequate advertising for taxi token</li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li>• Increase publicity of services and information points</li> <li>• Timetables to go into one booklet</li> <li>• Regional Public Transport Information System</li> <li>• Redesign and provide through a variety of modes</li> <li>• Include in Council newspaper four times per annum</li> <li>• Increase advertising features</li> </ul>	<ul style="list-style-type: none"> <li>• Number of requests made to information services</li> <li>• % of journeys made by other modes</li> <li>• Completion of targets for provision of Regional Public Transport Information System</li> <li>• % of community newspapers distributed</li> <li>• Take up of taxi tokens</li> </ul>
<ul style="list-style-type: none"> <li>• Frequency and reliability of existing services will not encourage people to reduce car use</li> </ul>	<ul style="list-style-type: none"> <li>• Develop bus service from existing base</li> </ul>	<ul style="list-style-type: none"> <li>• Monitor reliability of services, customer use and service requirements</li> </ul>
<ul style="list-style-type: none"> <li>• Cost of services too high to encourage usage</li> </ul>	<ul style="list-style-type: none"> <li>• Seek as far as possible to reduce prices</li> </ul>	<ul style="list-style-type: none"> <li>• Monitor prices by Km.</li> </ul>
<ul style="list-style-type: none"> <li>• Implement through-ticketing schemes</li> </ul>	<ul style="list-style-type: none"> <li>• Work with transport providers and destinations to deliver</li> </ul>	<ul style="list-style-type: none"> <li>• Number of through ticketing options available</li> </ul>
<ul style="list-style-type: none"> <li>• Lack of service from Oakham to Rutland Water recreation sites. Also a general/ cross county boundary issue <ol style="list-style-type: none"> <li>(1) Opportunity for ticket integration with Central Trains, local bus operators and Rutland Water</li> <li>(2) Provision of a Rutland Water bus would need bike/buggy facilities</li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li>• Canvas a Rutland Water bus service link</li> <li>• Promote approach with partners</li> <li>• Promote bike hire at station</li> </ul>	<ul style="list-style-type: none"> <li>• Number of car journeys to Rutland water</li> </ul>
<ul style="list-style-type: none"> <li>• Dial-a-Ride <ol style="list-style-type: none"> <li>(1) Cost-effective alternative</li> <li>(2) Publicity</li> <li>(3) Increased operation of Dial-a-Ride schemes where access to transport restricted</li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li>• To review potential for provision generally</li> <li>• To review provision in conjunction with specific events</li> </ul>	<ul style="list-style-type: none"> <li>• Number of journeys taken by dial-a-ride</li> <li>• Number of destinations served by dial-a-ride</li> <li>• Age of passengers of dial-a-ride</li> <li>• Time of day dial-a-ride used</li> </ul>
<ul style="list-style-type: none"> <li>• Concessionary Travel <ol style="list-style-type: none"> <li>(1) Renewal of passes and collection of tokens is problematic for some</li> <li>(2) Taxis too expensive</li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li>• Offer renewal by post</li> <li>• Work with parish councils</li> </ul>	<ul style="list-style-type: none"> <li>• Take up of tokens</li> <li>• Use of tokens</li> <li>• Spatial evaluation of take-up of tokens</li> </ul>
<ul style="list-style-type: none"> <li>• Quality <ol style="list-style-type: none"> <li>(1) Cleanliness poor on some services</li> <li>(2) Overcrowding at certain times of day</li> <li>(3) Safety on buses</li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li>• Set standards in contracts</li> <li>• Review service provision</li> <li>• Develop action plan with providers</li> <li>• Increase inspections of buses</li> </ul>	<ul style="list-style-type: none"> <li>• Monitor quality of service offered</li> <li>• Monitor bus use against capacity</li> <li>• Number of incidents/assaults in buses</li> </ul>

	ISSUE	PROPOSED SOLUTION	HOW IS THIS MONITORED?
	<ul style="list-style-type: none"> <li>Rail               <ol style="list-style-type: none"> <li>Station facilities inadequate</li> <li>Kettering Station is used more frequently for journeys to London than the Oakham via Peterborough to London service. However, there is no public transport to Kettering</li> <li>Early morning ticket prices too high</li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li>English Heritage grant received. RailTrack has undertaken improvements</li> <li>Corby/Kettering rail link with Midland Mainline</li> </ul>	<ul style="list-style-type: none"> <li>% funding spent</li> <li>% of additional investment tendered out</li> <li>% of passengers using station</li> <li>% of passengers by destination</li> </ul>
	<ul style="list-style-type: none"> <li>For better integration of public services a Transport Forum should be established</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li>Establishment of a Transport Forum</li> </ul>
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	<ul style="list-style-type: none"> <li>Rail               <ol style="list-style-type: none"> <li>Inadequate station facilities</li> <li>Inadequate services</li> <li>Journeys take longer than necessary – long waits between bus times and rail times</li> <li>Support for re-opening Ketton station</li> <li>Tickets are expensive and make an evening out very expensive</li> <li>People will not use the train because they may have to stand at busy times and facilities are not clean</li> <li>Only allowed to take 2 bikes on each train and have to book in advance</li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li>English Heritage grant received – RailTrack support</li> <li>Midland Mainline waiting to see if a service viable (with SRA support?)</li> <li>Rutland Water Bus</li> <li>Ongoing discussions with Central Trains</li> <li>Central Trains willing to support – (needs Council to support)</li> <li>Fold-ups – no restriction on these</li> <li>Alternatively, cycle provision/parking at station</li> </ul>	<ul style="list-style-type: none"> <li>Number of journeys made by car and by train</li> <li>Number of journeys made</li> <li>Number of journeys made by alternative modes</li> <li>Number of journeys made by mode</li> <li>Monitor cycle spaces on trains</li> </ul>
CYCLISTS	<ul style="list-style-type: none"> <li>Cyclists               <ol style="list-style-type: none"> <li>Traffic speeds around villages prevents parents from allowing their children to cycle more</li> <li>Personal safety, time and convenience does not encourage people to cycle</li> <li>Cycle lane from Ketton to Stamford possible?</li> <li>Close non-essential roads for cycle/walking lanes</li> <li>Lack of provision of cycle facilities</li> <li>Difficult to cycle directly to railway from villages</li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li>Traffic calming in urban areas</li> <li>20 mph zones</li> <li>Greenways in rural areas</li> <li>Sustrans development</li> <li>National byway</li> <li>Yes. Option to be reviewed with Lincolnshire County Council</li> <li>No. Farmers need access. All roads essential to someone.</li> <li>Cycle parking provision in town centres and at common user areas – Libraries, Schools, etc.</li> <li>Links into Oakham/National Byway – Sustrans route development</li> </ul>	<ul style="list-style-type: none"> <li>Number of traffic calming schemes</li> <li>Km. /% residential wards covered by schemes</li> <li>Number of settlements with schemes</li> <li>Number of 20mph zones</li> <li>Km. of Greenway</li> <li>Km. of cycle routes</li> <li>Number of cycle parking spaces</li> </ul>

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<b>MOTOR CYCLISTS</b>	<ul style="list-style-type: none"> <li><b>Motorcyclists</b> <ol style="list-style-type: none"> <li>Consideration of road surfaces and manhole covers used</li> <li>Facilities to lock away cycle helmets</li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li>Hazards noted and maintenance systems allow for appropriate repairs, subject to funding</li> <li>Provision of facilities as and when opportunity arises. For example, facilities at Oakham station as part of improvements</li> </ul>	<ul style="list-style-type: none"> <li>Number of improvements made</li> <li>Number of facilities provided</li> </ul>
<b>WALKING</b>	<ul style="list-style-type: none"> <li><b>Walking</b> <ol style="list-style-type: none"> <li>Verges difficult to walk on</li> <li>Lack of or narrow pathways can cause conflict with cyclists</li> <li>Close non-essential roads for cycle/walking lanes</li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li>No change – conflicts with Environmental Policy</li> <li>Cycle/footway signing and enhancements to networks</li> <li>Establish Km Greenways potential</li> </ul>	<ul style="list-style-type: none"> <li>Km. Of networks appropriately signed</li> <li>Km Greenways implemented</li> </ul>
<b>ROAD SAFETY</b>	<ul style="list-style-type: none"> <li><b>Speeding</b> <ol style="list-style-type: none"> <li>Lack of enforcement for speed restrictions</li> <li>Lack of police presence</li> <li>Hotspots noted – Ketton, Main Street Empingham A606 A6121 Great Casterton London Road, Uppingham B668 Cold Overton Road, Oakham</li> <li>General support for more speed restrictions</li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li>Road Safety Partnership with Police – Crime &amp; Disorder Strategy</li> <li>Introduction of mobile speed camera initiatives</li> </ul>	<ul style="list-style-type: none"> <li>Number of locations assessed</li> <li>Introduction of mobile speed camera unit</li> <li>Before and after studies</li> <li>Number of speed restrictions in force</li> </ul>
	<ul style="list-style-type: none"> <li><b>Grass verges</b> <ol style="list-style-type: none"> <li>More verge grass cutting to increase visibility</li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li>No change</li> </ul>	
	<ul style="list-style-type: none"> <li>Lack of safer footpath provision. Existing footpaths are very narrow</li> </ul>	<ul style="list-style-type: none"> <li>Upon completion of Bypass (in Oakham)</li> </ul>	<ul style="list-style-type: none"> <li>Km. of safer footpaths implemented</li> </ul>
	<ul style="list-style-type: none"> <li>Improvements to school entrances due to parked vehicles during drop-off and pick-up times</li> </ul>	<ul style="list-style-type: none"> <li>Under development</li> <li>To be reviewed following appointment of School Journeys Officer</li> </ul>	<ul style="list-style-type: none"> <li>Number of schools assessed</li> <li>Before and after studies</li> <li>Number of improvements made</li> </ul>

	ISSUE	PROPOSED SOLUTION	HOW IS THIS MONITORED?
<b>ACCESS EMPLOYMENT</b>	<ul style="list-style-type: none"> <li>Lack of public transport reduces <b>employment options</b>:               <ol style="list-style-type: none"> <li>Young adults rely on parents for transport</li> <li>Public transport costs deter employment – transport costs outweigh income benefit</li> <li>Public transport times do not coincide with working times</li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li>To investigate opportunities to work from home through Rutnet</li> </ul>	<ul style="list-style-type: none"> <li>Number of opportunities for working from home provided</li> </ul>
	<ul style="list-style-type: none"> <li>Bus times to coincide with train times</li> </ul>	<ul style="list-style-type: none"> <li>Work with service providers</li> </ul>	<ul style="list-style-type: none"> <li>Number of improvements made</li> </ul>
	<ul style="list-style-type: none"> <li>Many travel to work by car due to lack of alternative convenient travel mode</li> </ul>	<ul style="list-style-type: none"> <li>'Pilot Authority' for Green commuter plans</li> </ul>	<ul style="list-style-type: none"> <li>Initial and re-surveys</li> </ul>
	<ul style="list-style-type: none"> <li>Car share: Rutland dominated by SME's for whom this option not feasible. Business Forum questionnaire 78.1 said option not feasible for them</li> </ul>	<ul style="list-style-type: none"> <li>Work in partnership with local businesses to establish plans where appropriate</li> </ul>	<ul style="list-style-type: none"> <li>Number of schemes implemented</li> </ul>
<b>ENVIRONMENT</b>	<ul style="list-style-type: none"> <li>Management of roadside verges               <ol style="list-style-type: none"> <li>Over-management – cut too much in some places, not enough in others</li> <li>Increased monitoring of biodiversity and specialised cutting required for all verge</li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li>Could do but would still have to meet highway specification</li> </ul>	<ul style="list-style-type: none"> <li>Review roadside verges</li> <li>Nature reserve schemes</li> </ul>
	<ul style="list-style-type: none"> <li>County-wide speed limit reduction to 40 mph on road without central white line and country lanes</li> </ul>	<ul style="list-style-type: none"> <li>National guidance and legislation was expected</li> </ul>	<ul style="list-style-type: none"> <li>Review following guidance now issued</li> </ul>
	<ul style="list-style-type: none"> <li>Natural traffic calming in the form of hedges would not improve safety and reduce speed. Types of vehicles on these roads would provide a hazard, e.g. combine harvesters, tractors.</li> </ul>		
	<ul style="list-style-type: none"> <li>Lack of communication – residents do not respond to changes unless they are continually informed correctly</li> </ul>	<ul style="list-style-type: none"> <li>Introduction of a Council newspaper</li> </ul>	<ul style="list-style-type: none"> <li>Council newspaper now in circulation</li> <li>Number of households circulated</li> </ul>
	<ul style="list-style-type: none"> <li>Impact of continued road use by HGVs is detrimental to verges and footpaths</li> </ul>	<ul style="list-style-type: none"> <li>Area-wide implementation programme on-going</li> </ul>	<ul style="list-style-type: none"> <li>Number of restrictions implemented where appropriate</li> </ul>
	<ul style="list-style-type: none"> <li>Communication to public on full details of environmental impact for Oakham Bypass</li> </ul>	<ul style="list-style-type: none"> <li>Will be resolved as part of feasibility study for Oakham Bypass</li> </ul>	<ul style="list-style-type: none"> <li>Response from public</li> </ul>
	<ul style="list-style-type: none"> <li>Improved way-marking of footpaths and byways to encourage walking, cycling and horse riding</li> </ul>	<ul style="list-style-type: none"> <li>Ongoing, with Countryside Agency support (completion by 2004)</li> </ul>	<ul style="list-style-type: none"> <li>Number of improvements made to signing</li> </ul>
	<ul style="list-style-type: none"> <li>Using the car is time saving and convenient</li> </ul>	<ul style="list-style-type: none"> <li>Communication to persuade people to make small lifestyle changes</li> </ul>	<ul style="list-style-type: none"> <li>Number of journeys made by bus, train, cycle or walking</li> <li>Number of cars per household</li> </ul>