

**Table 4.2** Targets Summary (full list)

Target	
5T1	To increase ridership across the county by 40% (10%)
5T2	To increase the number of bus kilometres across the county by 10% (5%)
5T3	To increase the number of trips by the social car scheme by 15% (3%)
5T4	To increase the number of concessionary travel holder by 25% (10%)
5T5	To increase the number of non-entitled students travelling on school transport by 50% (40%)
5T6	To increase guaranteed connections between transport modes (Bus/Train/Cycle). 5000 per year. (2500 year 1)

Targets	
6T1	To double the number of train passengers from its August 1999 level by 2006.
6T2	To achieve a direct Nottingham/Norwich service stopping at Oakham by 2003.
6T3	To achieve a direct Nottingham/Kettering service via Corby, stopping at Oakham by 2004.
6T4	To re-open a new Ketton station by 2007.

Targets	
7T1	To provide a taxi rank for 2 vehicles in the High Street, Oakham by 2001.
7T2	To examine the need for a taxi rank in the High Street, Uppingham by 2002.

Targets	
8T1	To establish a base figure for cycling in 2001 for measurement of increases for 2002 onwards.
8T2	To create a minimum of 2 km of joint cycleway/footway per annum.
8T3	To reduce PTW road traffic accident casualties by 40% by 2006.
8T4	To double PTW usage by 2006 from a base to be established in 2001.
8T5	To provide additional parking for PTW's as part of parking strategy for Oakham and Uppingham.

Targets	
9T1	To establish a base figure for walking in 2001 for measurement of increases from 2002 onwards.
9T2	To have 95% of public rights of way signed from surfaced carriageways, clear of obstructions and easy to use by 2004.
9T3	To commence a programme of replacing stiles by 'kissing' gates to facilitate use by the mobility impaired by 2005, with a view to completion by 2011.

Targets	
10T1	To halve child pedestrian KSI (based on average figure for 1994-1998) by 2006.
10T2	To reduce by 40% all casualties (based on average figure for 1994-8) by 2006.
10T3	To implement traffic calming schemes in the order of priority set out in Table 10.3, according to funding approvals received.

Targets	
11T1	To examine the economics of improving decriminalised parking within Oakham by 2001.
11T2	To examine the need for the introduction of car parking charges for off-street parking in Uppingham by 2002.

Targets	
15T1	Establish base line data for school journeys for every school in the county by April 2001. The data will be collected as a result of questionnaires completed by children and their parents.
15T2	A review of site access and potential 20mph zones will be carried out for all schools by April 2002.
15T3	Implementation of 'School Safety Zones' around clusters of schools.
15T4	School Travel Action Teams in each school by 2005.
15T5	Two schools per year to create School Travel Plans.
15T6	Targets set with individual schools as part of their School Travel Plan to reduce the number of car journeys made.
15T7	A 'Safe Route to School Scheme' to be established for each school in the county over a five year period. Working on the basis of 5 schools per year, all schools will be involved in the programme by April 2006.
15T8	To encourage more students to cycle to school while at the same time addressing the 'at risk' cycling age group of 12-16 years by carrying out advanced cycle training in secondary schools.
15T9	Secure cycle storage to be provided in each secondary school and the Rutland 6 <sup>th</sup> Form College by April 2006.
15T10	The Rutland Schools Road Safety Partnership to host a bi-annual county wide road safety event for the primary school children. The event will contain interactive workshops for the children to participate in and will look at all areas of road safety.
15T11	The Rutland Schools Road Safety Partnership also intends to set up a programme of visits to the secondary schools where pupils can work along side the emergency services in mock rescue operations as part of road safety education.
15T12	To expand the walking bus initiative in more primary schools.
15T13	To establish a pedestrian training programme for primary school children.
15T14	To carry out more 'pilot' crossing patrols for schools that request them. However, each school will need to show a significant increase in the number of children who walk to school as a result of the school crossing patrol, before permanent crossing patrols will be provided.

## Targets

16T1 To undertake examination of at least one firm's Green Travel Plans per annum and seek to implement change by encouraging modal shift from 2001 onwards.

## Targets

18T1 To install 60 dropped kerb crossings per annum, concentrating initially in major urban centres, commencing year 2000.

18T2 To undertake route planning for at least two mobility impaired persons from home to nearby centres of interest, commencing 2001.

## Targets

22T1 Strengthen the 24% of the principal carriageway network already identified as having failed (from deflectograph survey techniques), or about to.

22T2 Have addressed accident cluster site issues identified.

22T3 Have implemented cost effective recycling using thin pave treatments for resurfacing where appropriate.

## Targets

23T1 To continue a programme of bridge repairs based on inspections undertaken over a rolling 8 year period.

## Targets

25T1 Achieve de-trunking by target date of April 2002.

## Targets

26T1 Designate a minimum of 2 km of quieter lanes per annum, commencing 2000.

Targets
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27T1 Complete one phase of area-wide controls per annum until all areas requiring restriction have been covered.
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