

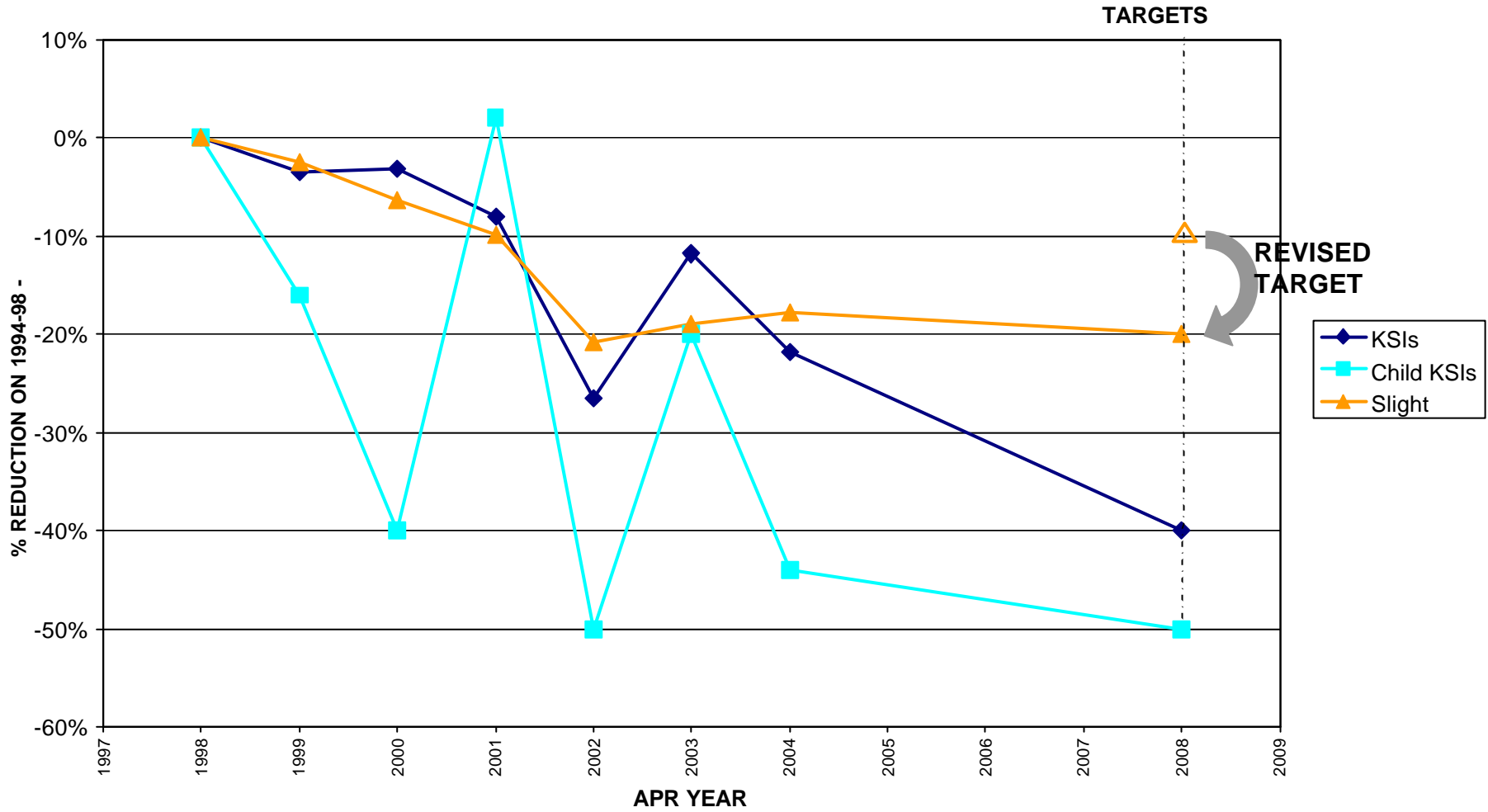
ANNEX: Proposed Target Revisions

Appendix 2

ROAD SAFETY TARGET REVISIONS

No.	ORIGINAL TARGET	PROPOSED REVISED TARGET	JUSTIFICATION
1	Reduce the number of people killed or seriously injured on roads in East Sussex by 40% from the 1994-98 yearly average, by 2010 . i.e. to 275.	Reduce the number of people killed or seriously injured on roads in East Sussex by 40% from the 1994-98 yearly average, by 2008 . i.e. to 275.	In 2003/04 there were 358 KSIs compared with 397 in 2002/03 and a 458 1994-1998 average. This continued good progress, combined with a new "Public Service Agreement" makes it appropriate to bring forward the original target from 2010 to 2008.
2	Reduce the number of children killed or seriously injured on roads in East Sussex to 50% of the 1994-98 yearly average by 2010 , i.e. to 25.	Reduce the number of children killed or seriously injured on roads in East Sussex to 50% of the 1994-98 yearly average by 2008 , i.e. to 25.	In 2003/04 there were 28 child KSIs compared with 40 in 2002/03 and a 50 1994-1998 average. This continued good progress, combined with a new "Public Service Agreement" makes it appropriate to bring forward the original target from 2010 to 2008.
3	Reduce the slight injury casualty rate to 90% of its 1994/98 average by 2010 , i.e. 55.55 people slightly injured per 100 million vehicle km per year.	Reduce the slight injury casualty rate to 80% of its 1994/98 average by 2008 , i.e. 49.38 people slightly injured per 100 million vehicle km per year.	In 2003/04 there were 50.78 slight injuries per million vehicle kilometres, compared with 50 in 2002/03 and a 61.72 1994-1998 average. This continued good progress, combined with a new "Public Service Agreement" makes it appropriate to bring forward the original target from 2010 to 2008, and to stretch the target to a 20% rather than a 10% reduction.

TRENDS AND TARGETS IN ACCIDENT RATES

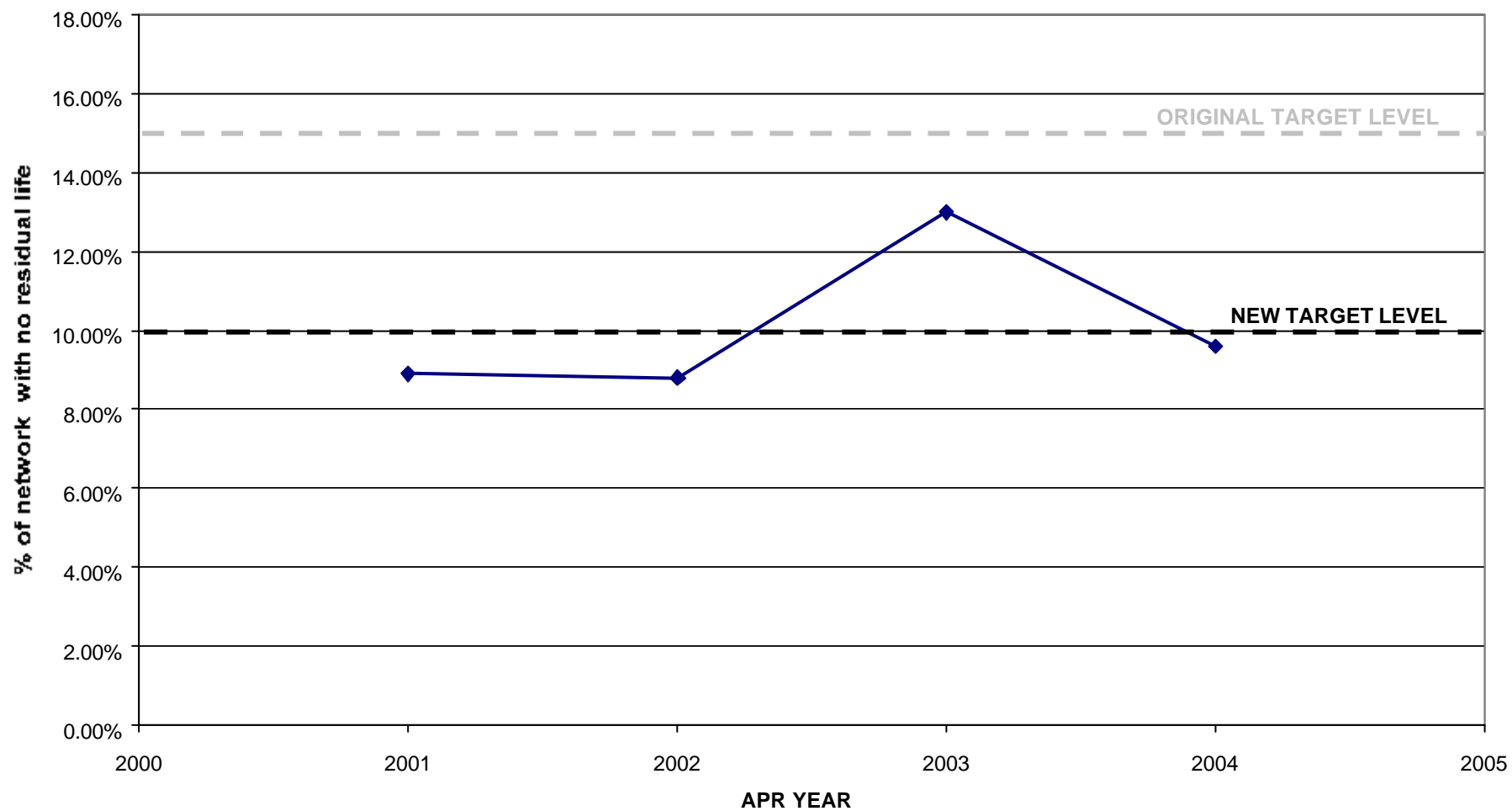


No.	ORIGINAL TARGET	PROPOSED REVISED TARGET	JUSTIFICATION
4	Ensure that 70% of 10/11 year olds receive cycle proficiency training per year, by 2006.	Ensure that 50% of 10/11 year olds receive cycle proficiency training per year, by 2006.	<p>In 2003, 2166 children received cycle proficiency training, in 109 schools, participating in 141 training courses. This represents 38% of Year 6 pupils, which compares with 31% in 2000, and we are thus making progress but are not on track to achieve the target.</p> <p>This has mainly been caused by difficulties with recruitment and retention of cycle proficiency trainers. This has now been addressed by an increase in remuneration for trainers, and more trainers are now being recruited. Nevertheless, it is considered that the original target can no longer be achieved, and a more realistic but still challenging target has been set.</p>

MAINTENANCE TARGET REVISIONS

No.	ORIGINAL TARGET	REVISED TARGET	JUSTIFICATION
5	Maintain the percentage of principal roads with no residual life, below 13% of the total, year on year.	Maintain the percentage of principal roads with no residual life, below 10% of the total, year on year.	The original target continues to be achieved and in 2003/04 9.6% of principal roads had a short residual life, compared with 13.0% in 2002/03 and 8.8% in 2001/02. As a result of this continued good achievement, the target has been stretched.
6	Maintain the yearly average of the percentage of streetlights not working at any one time in the top quartile relative to other authorities.	Maintain the yearly average of the percentage of streetlights not working at any one time below 2% , year on year.	<p>The original target was being achieved until 2002/03 and may well still be being achieved. However, the “number of working streetlights” is no longer a Best Value Performance Indicator and thus there are no longer national figures with which to compare East Sussex’s figures. Our street light maintenance target has thus been changed. The revised target is also probably more meaningful than the original target.</p> <p>In 2003/04 1.08% of street lights were not working compared with 1.03% in 2002/03 and 1.05% in 2001/02.</p>
7	Maintain the yearly average for the percentage of repairs to dangerous roads and footways carried out within 24 hours, in the top quartile relative to other local authorities.	Maintain above 98% the percentage of repairs to dangerous roads and footways carried out within 24 hours, year on year.	<p>The original target was being achieved until 2002/03 and may well still be being achieved. However, the “percentage of repairs to dangerous roads and footways carried out in 24 hours” is no longer a Best Value Performance Indicator and thus there are no longer national figures with which to compare East Sussex’s figures. This target has thus been changed. The revised target is also probably more meaningful than the original target.</p> <p>In 2002/03 98.7% of repairs to dangerous roads and footways were carried out in 24 hours, compared with 98.2% in 2001/02. We are still awaiting final exact figures for 2003/04.</p>

Maintenance of Principal Road Network

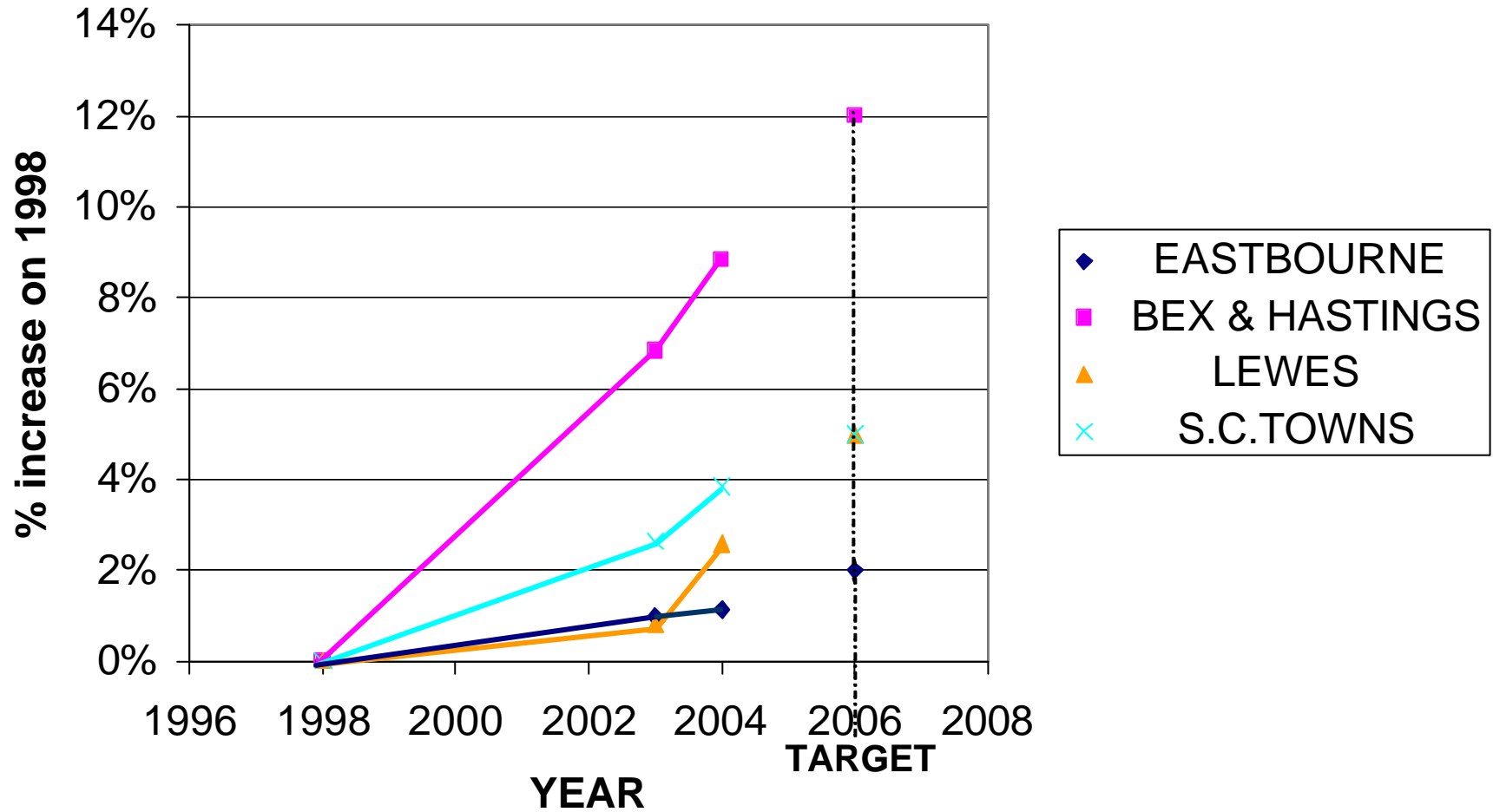


CONGESTION TARGET REVISIONS

No.	ORIGINAL TARGET	REVISED TARGET	JUSTIFICATION
8	Traffic growth in Eastbourne Package area not to exceed 23% between 1998 and 2006, i.e. to 838,176 vehicle kilometres ¹ .	Traffic growth in Eastbourne Package area not to exceed 4% between 1998 and 2006, i.e. to 695,073 vehicle kilometres.	Traffic growth to 2003/4 was 1.14% in Eastbourne. Traffic growth has been significantly less than anticipated, and current programmes of work include projects to improve bus corridors and provide real time passenger information at bus stops which will further support a reduction in traffic growth. Thus it is appropriate to stretch the target.
9	Traffic growth in Bexhill & Hastings Package area not to exceed 14% between 1998 and 2006, i.e. to 574,210	Traffic growth in Bexhill & Hastings Package area not to exceed 12% between 1998 and 2006, i.e. to 564,136 vehicle kilometres.	Traffic growth to 2003/4 was 8.84% in Bexhill & Hastings. Traffic growth has been less than anticipated with improvements for bus priority on key routes proving effective at increasing bus patronage on those routes. These improvements are to be further reinforced this year, and thus it is appropriate to stretch the target.
10	Traffic growth in Lewes Town Package area not to exceed 8% between 1998 and 2006, i.e. to 375,076 vehicle kilometres.	Traffic growth in Lewes Town Package area not to exceed 5% between 1998 and 2006, i.e. to 364,658 vehicle kilometres.	Traffic growth to 2003/4 was 2.59% in Lewes. Traffic growth has been less than anticipated and the proposed introduction of a decriminalised parking regime in the District with controlled parking zone in the town centre later this year it is appropriate to stretch the target.
11	Traffic growth in Southern Coastal Towns Package area not to exceed 8% between 1998 and 2006, i.e. to 125,320 vehicle kilometres.	Traffic growth in Southern Coastal Towns Package area not to exceed 5% between 1998 and 2006, i.e. to 121,839 vehicle kilometres.	Traffic growth to 2003/4 was 3.85% in Southern Coastal Towns. Traffic growth has been less than anticipated, with improvements to the accessibility of Newhaven town centre by non car modes and extension of the real time passenger information system on the A259 corridor from Brighton contributing to the modal shift. It is therefore appropriate to stretch the target.

¹ Vehicle kilometres are measured by multiplying the monitored traffic flow by the length of the road section.

TRENDS AND TARGETS IN TRAFFIC GROWTH



REVISED ENVIRONMENTAL IMPACT TARGETS

No.	ORIGINAL TARGET(S)	REVISED TARGET	JUSTIFICATION
12	<p>Achieve the UK Strategy for Air Quality targets by the end of 2003, except for particulate emissions, which will be achieved by the end of 2004 and our transport related emissions of air pollutants should be no higher in 2006 than they were in 1998.</p>	<p>Maintain air quality within UK Strategy for Air Quality targets, except for particulate emissions in Hastings.</p>	<p>At present, East Sussex is meeting all of the UK Strategy for Air Quality Targets, except for particulate emissions at Glyne Gap, Hastings.</p> <p>Hastings Borough Council and East Sussex County Council are working together on an "Air Quality Management Area" and action plan for this site, including additional monitoring to determine the precise cause of the particulate emissions, which may or may not be transport related. However, it is unlikely that this particular air quality problem will be rectified by the end of the year and thus the target has been revised accordingly. It has also been considered appropriate to combine the original target for transport related emission into this one revised target, to make monitoring more efficient and meaningful.</p>
13	<p>Achieve a 75% awareness rating for TravelWise</p>	<p>Achieve 350 registrations by 2004/05 and 500 by 2005/06 on the travelchoice.org website, for facilitating sharing of car journeys.</p>	<p>The travelchoice.org website was set up after the creation of the existing LTP. The website allows users to record and share details about their regular travel patterns, thus facilitating car sharing.</p> <p>Travelchoice.org is considered a more meaningful and robust way to promote and monitor sustainable transport than the original Travelwise target. Travelchoice.org is promoted by the County Council through advertising and in public displays, including to its own staff. To date 221 individuals have registered on the car-sharing database.</p>

REVISED ACCESSIBILITY TARGETS

No.	ORIGINAL TARGET	REVISED TARGET	JUSTIFICATION
14	Increase the percentage of the population served by some form of accessible transport year on year.	Increase the number of buses with disabled access to 90 by 2006	The revised target is more robust and meaningful, setting a precise target and target date, and focusing the target on disabled accessibility to buses, which is the most important form of “accessible transport”, and the one over which the County Council has the most control. In 2003/04 there were 67 buses in East Sussex appropriately accessible to people with disabilities, compared with 39 in 2002/03
15	Quadrupling the number of cycle trips compared with figures for 2003 for targeted areas across the County.	To triple the number of trips at a representative number of sites by 2012, compared with 2003/04, with an interim milestone of doubling by 2008.	The original target, set last year, did not include a target year or an interim milestone, both of which are needed to make the target meaningful. A representative number of sites (11) are now used for on-going monitoring of cycle trips with automatic counters.
16	95% of paths to be signposted where they leave roads and to be easy to use by the public by 2006.	75% of paths to be “marked and easy to use” by 2005/06.	The original target has been revised, reflecting new monitoring regimes and advice and guidance from Central Government. The new indicator of “marked and easy to use” is monitored on a random sample of 5% of paths annually. In 2003/04 67.9% of paths were marked and easy to use, compared with 63.6% in 2002/03.
17	Introduce Quality Bus Partnerships (QBP) in Bexhill & Hastings, Eastbourne, Lewes and Newhaven by 2003.	Develop quality bus corridors in partnership with operators, Brighton & Hove City and Lewes District Councils by 2006/07 for: Brighton-Newhaven-Seaford, Brighton-Lewes	The original target date has now passed, and Quality Bus Partnerships have been created in Hastings and Eastbourne, leading to greatly improved bus services in these areas. The new target has been set to direct work from now on, and to focus particularly on the need and opportunity to develop Quality Bus Corridors along the Brighton-Newhaven-Seaford and Brighton-Lewes corridors, in partnership with Brighton & Hove City Council and bus operators.

