

8 Environment and air quality

Protect, promote and enhance the environment

Climate change

The County Council has signed the Nottingham Declaration and is currently developing a Climate Change Strategy which will inform work in all service areas. It has incorporated a new policy steer into the 2008/09 Council Plan which is, “to make positive progress towards tackling climate change in East Sussex, both in the County Council’s own activities and through work with partners, to influence the behaviour of others.”

Together with its partners in the East Sussex Strategic Partnership, the County Council has included two climate change indicators in the new Local Area Agreement. The County Council is committed to reducing emissions from all sources and is planning for adaptation to climate change in order to prevent disruption to its services and the maintenance of assets for which it has responsibility. For more information see Chapter 11.

Contribution of LTP2 strategies to ESCC’s environmental policies

The County Council has adopted this objective of protecting, promoting and enhancing the environment, as one of its overriding policy steers which informs all areas of work. It underpins many of the other objectives in LTP2 such as demand management, reducing congestion, encouraging more sustainable modes of

transport and improving the public realm by:

- improving awareness of and access to public transport
- reducing single occupancy vehicles by promoting car sharing and
- publishing dedicated cycle maps to encourage access to and use of the natural environment.

The County Council is working closely with statutory environmental bodies to ensure that the impact on the environment of the Bexhill Hastings Link Road is minimised. Consultation with stakeholders supported the wide ranging environmental statement which was carried out to inform the measures planned to protect all aspects of the environment. The road itself will help tackle air quality problems on the A259 at Glyne Gap and also help protect the environment by encouraging traffic onto a strategic route away from residential areas. The development of Pebsham Countryside Park, incorporating two sites of Special Scientific Interest, is proposed to run concurrently with construction of the Link Road.

Promotion of cycling and walking

Cycling is strongly linked to the County Council’s new policy steer on climate change. Cycling is a completely non-polluting mode of travel so a greater number of cycling trips will improve air

quality, reduce noise pollution and provide less congested and safer roads. The emphasis on facilitating utility cycling is directly concerned with replacing journeys by car with sustainable journeys by bicycle.

The same benefits apply to the promotion of walking and the County Council continues to encourage walking both for utility and leisure purposes. One of the groups with the greatest potential for increased walking trips is children and parents walking to and from school. This area of work is fully described in Chapter 5

Improving air quality

Air quality is one of the top priorities within our LTP2. There are two Air Quality Management Areas (AQMAs) in the county, one on the A259 in Bexhill and the other in the centre of Lewes. However, monitoring and assessment work by Lewes District Council in Newhaven indicates that it is likely that a new transport-related AQMA will need to be declared in the centre of Newhaven along the A259 gyratory system, due to a predicted exceedance of the 2005 annual mean air quality objective for NO₂ of 40 µg/m³. The County Council is currently assisting Lewes District Council in carrying out additional air quality monitoring.

The approach we have adopted to improving local air quality is based on the Air Quality Strategy developed with our partners in the Sussex Air Quality Partnership (see: www.sussex-air.net), including:

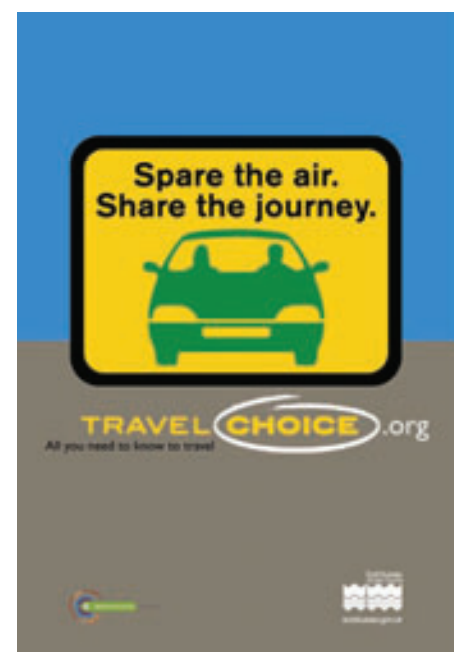
- gaining a better understanding of air quality in East Sussex
- improving local air quality
- expanding partnership working, and
- informing and consulting the public.

In July 2008 we produced our annual delivery report to explain progress in delivering the measures in the Air Quality Action Plans (AQAPs) that are designed

to improve local air quality and to meet the health-based national air quality objectives. It is important to re-emphasise that the AQAPs, which include many transport related measures, are designed to address the local contribution to poor air quality, and cannot reduce the contribution from sources of air pollution that originate outside East Sussex.

The extent to which traffic is a cause of the air pollution at each site varies and the correlation between traffic volume and level of pollutants is not directly connected due to the influence of many other factors including the weather. The two pollutants at issue are particulates (PM₁₀) in the Hastings AQMA and nitrogen dioxide (NO₂) in the Lewes AQMA.

As illustrated in the progress on the AQMAs, the County Council works with several partner organisations. Of these the most significant are Hastings Borough Council (HBC), Lewes District Council (LDC) and the Sussex Air Quality Partnership (SAQP). All partners are concerned to find practical solutions to the air quality issues once identified and to assess the impact of any future development. See Chapter 16 for more detail about working with SAQP.

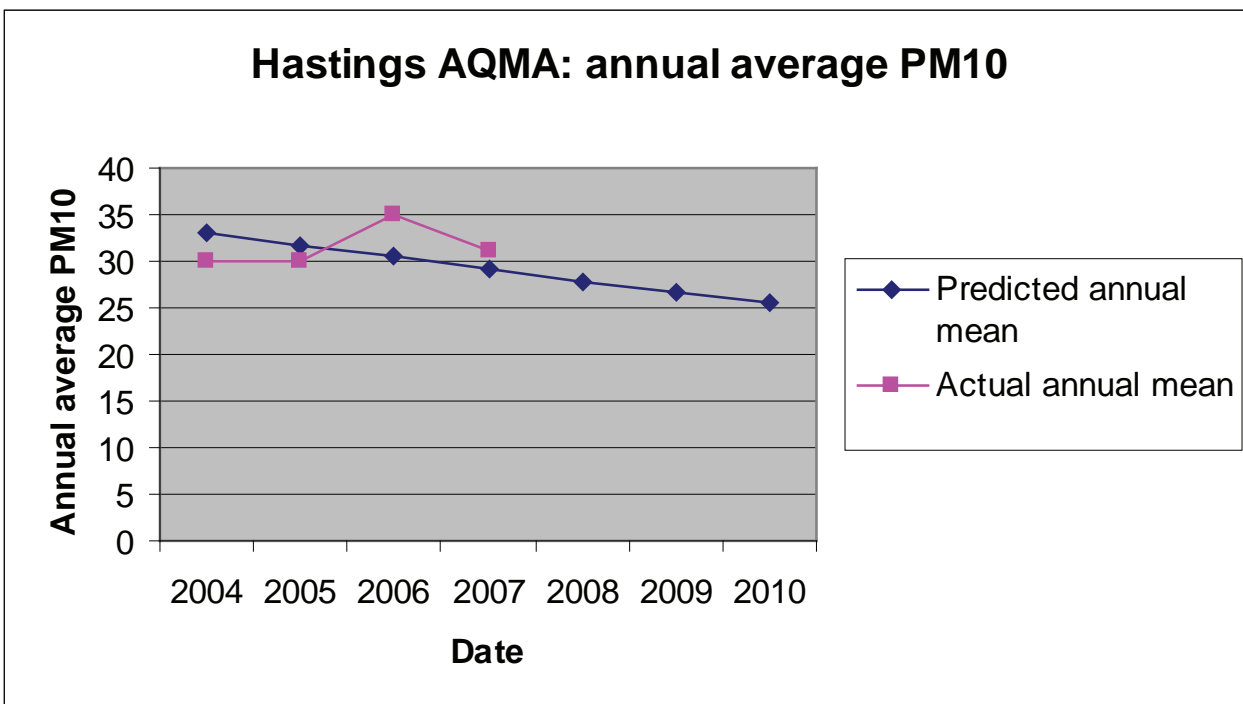


Hastings Air Quality Management Area

The AQMA was declared in December 2003 for the A259 Bexhill Road due to a predicted exceedance of the 24-hour PM10 (particulates) air quality objective, whereby a daily average of 50µg/m³ should not be exceeded on more than 35 days each year.



The predicted modelled levels of PM10 within the AQMA during the period covered by LTP2, and the actual monitored levels of PM10 to date are shown below.



	2004	2005	2006	2007	2008	2009	2010
Predicted annual mean	33	31.8	30.5	29.2	27.8	26.6	25.6
Actual annual mean	30	30	35	31			

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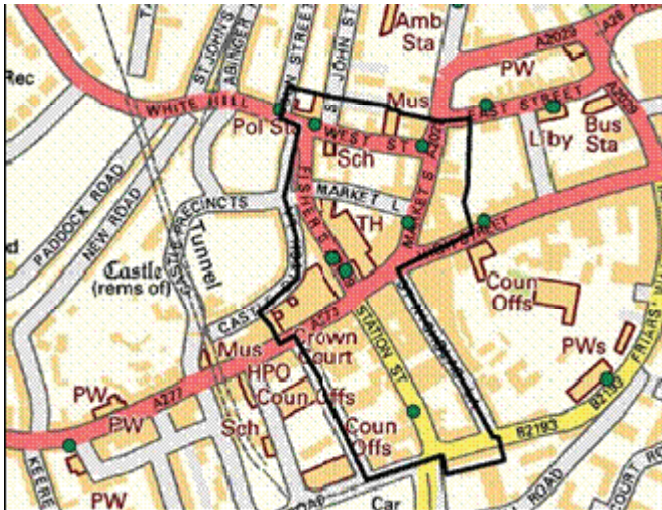
- no annual milestones were set for this indicator because the annual assessment of pollutant concentrations could be affected more by meteorology than by the short term effects of AQAP measures.
- the modelling has looked at traffic-induced pollution. There is no specific component that has been modelled for 're-suspension' because, as stated in LTP2, there are no models to allow an estimate of the possible effect of the AQAP measures to reduce a-typical re-suspended material.

Monitoring of PM10 along the Bexhill Road in Hastings has shown that the air quality objective has been met in three out of the last four years, and monitoring of traffic volumes shows a slight increase of less than 0.5% from 2006 to 2007. However, it's still too early to discern the long-term trend for PM10 or to determine the relative contribution of the AQAP measures to improving local air quality because of the continuing uncertainty surrounding the measurement of material emission rates and the mechanisms by which the process of re-suspension of PM10 operates. Therefore, the County Council and Hastings Borough Council will continue to deliver the actions in the AQAP and assess the data from the expanded air quality monitoring network, and will continue to report on progress against the air quality objectives in future LTP2 Progress Reports.

For the full progress report on measures in the Hastings Air Quality Action Plan see Appendix 4.

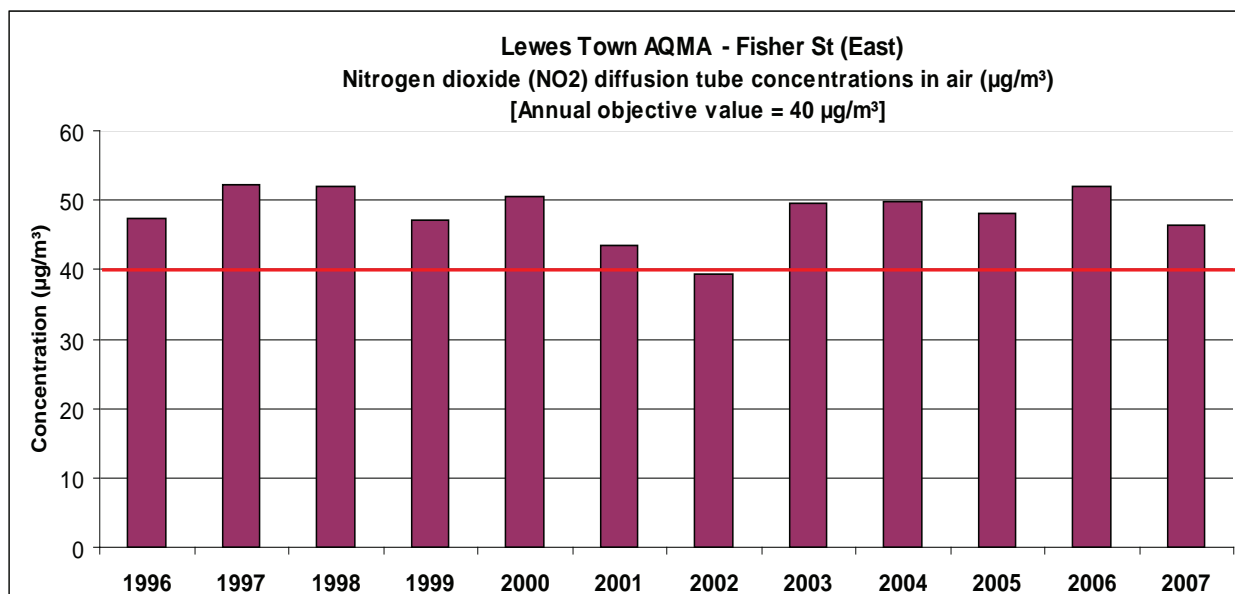
Lewes Air Quality Management Area

The AQMA was designated in June 2005. The epicentre is the traffic system in the centre of Lewes that incorporates Fisher Street, Station Street, High Street, West Street and Market Street. Fisher Street is a short, one-way street in the centre of the historic town. It is a classic urban canyon, which prohibits the dispersion of air pollution. The volume of traffic using the street is relatively low – in the region of 8,000 vehicles per day. However, much of the traffic has to climb a steep hill and wait at traffic lights, and during the rush hour the centre of Lewes suffers from congestion.



Further assessment confirmed that the designation of the AQMA was necessary and that 65% of NO₂ emissions derive from local road transport. A draft AQAP, developed by the County Council and Lewes District Council, was submitted to DEFRA in late 2007.

The air quality objective for NO₂ is still being exceeded in Fisher Street in the centre of Lewes town.



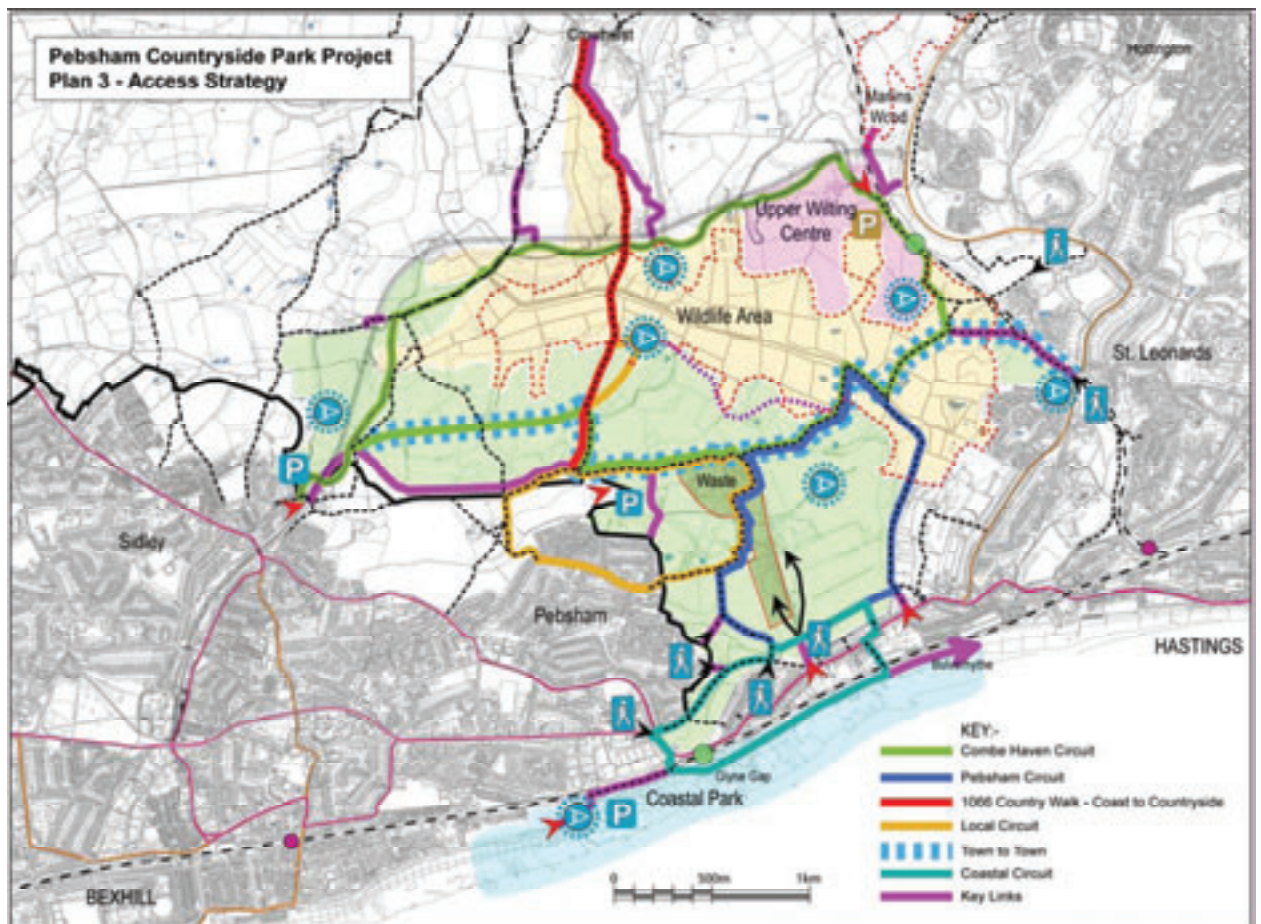
The Air Quality Action Plan submitted by Lewes District Council has been approved in principle by DEFRA in May 2008 with the final version being submitted to DEFRA later in 2008.

Throughout the development of the AQAP, Lewes District Council and the County Council have consulted widely with those organisations and members of the public with an input into the process, in particular local residents. Since the adoption of the AQAP Lewes District Council has set up an Air Quality Working Group, which includes the County Council, to enable community participation in delivering appropriate parts of the AQAP (eg. setting up car clubs, improving signage for pedestrians).

For a full progress report on measures in the Lewes Air Quality Action Plan see Appendix 5.

Pebsham Countryside Park

The project to develop the Bexhill Hastings Link Road has instigated the development of Pebsham Countryside Park which includes a proposed Greenway to improve access for walkers, cyclists and horse riders away from the road. The Greenway will link existing paths and bridleways, extending the network and facilitating the creation of circular routes to enhance and improve access to the countryside for all.



Enhancing public realm

Highway maintenance is seen as an important element in ensuring that the unique character of some of East Sussex's urban environment is retained and enhanced. In partnership with the District and Borough Councils in East Sussex, the County Council has worked on an initiative to improve the public realm. This partnership has sought ways to improve, on a limited basis, the standard of highway maintenance to protect and enhance the environment. District and Borough Councils were consulted to identify unique conservation areas as special pilot areas for highway maintenance purposes. East Sussex formerly adopted the pilot areas as 'conservation of more than local importance' in late 2007. Funding has been identified from within both the highway and street lighting maintenance budgets, to instigate a sympathetic replacement policy within these areas.

Living Cliffe, Lewes

The first stage of construction was undertaken in 2007. The second stage is being undertaken in 2008/09.

Cliffe High Street formed part of the A27 trunk road between Brighton and Eastbourne until a dual carriageway was built to the south of Lewes. Although Cliffe High Street is now one-way only, the physical form of the street has retained many of the features from its previous role in the strategic road network; including a relatively wide carriageway and very narrow footways. Cliffe High Street is a key part of the 'commercial heart' of Lewes, with many unique and independent traders attracting local people, and those from further afield. The narrow footways and vehicle-focused layout of the street hampers the movement of pedestrians and makes progress particularly difficult for anyone in a wheelchair or pushing a buggy.

'The Living Cliffe' scheme will reduce the dominance of motor vehicles in Cliffe High Street and provide an attractive, pedestrian-friendly area that can accommodate loading and cycling. The scheme will include significantly widened footways and a narrow carriageway, with features and regulations to reinforce the idea that Cliffe High Street is primarily a place for pedestrians. We estimate that access restrictions will reduce the volume of traffic by up to 70%.

As one of only two routes across the River Ouse, the introduction of two-way cycling will allow Cliffe High Street to form a key link in regional cycle route 90. The alternative route across the River Ouse is heavily trafficked and intimidating for cyclists. The reduction in traffic produced by the scheme will make Cliffe High Street a pleasant place for cyclists.



Before:



After: (artist's impression)

The first stage of construction was undertaken in Summer 2007, and the scheme is due for completion in Spring 2009. The impact of the scheme will be assessed by comparing post-construction survey data with pre-construction survey data.

Kings Rd Corridor

This is an ambitious scheme jointly funded by South East England Development Agency (SEEDA), Hastings Borough Council and the County Council to create an attractive shopping and visitor route between Warrior Square railway station and the seafront, improving connectivity between the major destination points in the area. It will contribute towards the wider regeneration package of measures being introduced into Central St Leonards, the most deprived area of East Sussex.

Two phases of the scheme have been completed and include:

- improvements to pedestrian crossing points at the junction of the A259 Grand Parade and London Road where a staggered crossing point west of London Road has been replaced by a straight-across pedestrian crossing
- wider footways around crossing points
- reduced street clutter including re-locating the traffic lights at the A259/ London Road junction
- pavement widening and new paving from the A259/London Road junction to Norman Road junction, and
- granite block rumble strips on all approaches to Norman Road and junctions between the A259 and Norman Road.

The next two phases of the scheme, to be completed in 2009, will focus on pedestrian improvements on Kings Road, the main shopping street in St Leonards town centre. Kings Road is currently one way with parking on both sides of the street and narrow pavements.



Grand Parade - before



Grand Parade - after

The proposed scheme will widen the pavements on both sides of the street and take out parking on one-side. A raised table will be provided at the junction with London Road to reduce vehicle speeds and improve pedestrian crossing movements and the nearby Cross Street will be closed off to vehicular traffic to create a large public space and focal point on the route from the station to the seafront.

To off-set the loss of parking in Kings Road, additional parking is being provided nearby with the introduction of one-way working and echelon parking around Warrior Square Gardens.

The area outside Warrior Square station will be redesigned to provide a public square and 'gateway' into and out of St Leonards with trees and art works, a pedestrian only area, short stay parking for drop off and pick up, a taxi rank and disabled parking on

St John's Road. There will also be a contra-flow cycle route on Western Road. The proposals are currently being developed in consultation with Network Rail and South Eastern trains.

Target Summary

The following LTP2 targets contribute to the achievement of the objective of protecting, promoting and enhancing the environment:

- to maintain PM10 levels below the National Air Quality Objective in the Hastings AQMA
- to reduce concentration of NO2 pollutants in the Lewes AQMA
- to restrict the growth in countywide traffic to below 10%
- to increase the number of cycle trips in the county as a whole
- to increase the number of cycle trips in the greater Eastbourne/Bexhill/Hastings area
- to reduce the number of journeys to school taken by car, and
- to restrict the growth in traffic in Eastbourne, Lewes, Bexhill / Hastings and the Southern Coastal Towns.

For full details of progress against targets see Chapter 11

Risks and opportunities

Status: **AMBER**

<p>Strengths</p> <ol style="list-style-type: none"> 1. Success in restricting traffic growth in areas of both AQMAs 2. ESCC has signed the Nottingham Declaration 3. ESCC developing a corporate Climate Change Strategy and an Environmental Strategy 4. Increased level of general public awareness of climate change and acceptance of the need for action 5. Development Strategy and Business Plan for Pebsham Countryside Park in conjunction with BHLR 	<p>Weaknesses</p> <ol style="list-style-type: none"> 1. Lack of incontrovertible evidence as to origin of pollutants (Hastings AQMA) 2. Constraints of a medieval street pattern and modern traffic conditions (Lewes AQMA) 3. Reluctance / inability to change travel behaviour
<p>Opportunities</p> <ol style="list-style-type: none"> 1. Temporary closure of landfill site will allow comparative monitoring 2. Reduced traffic flow on A259 at Glyne Gap when Bexhill/Hastings Link Road completed 3. Lewes declaration as a Transition town with programme of sustainable initiatives 	<p>Threats</p> <ol style="list-style-type: none"> 1. Reduced / insufficient funding to implement transport measures to improve air quality and to change travel behaviour 2. Any delay in construction of Bexhill/Hastings Link Road 3. Unpredictable effects of climate change on pollutant levels 4. Origins of many pollutants outside East Sussex (national and international)

9 Better maintenance

Better maintenance and management of the transport network (Including asset management)

The importance of the management and maintenance of the County Council's transport infrastructure is emphasised in the East Sussex Council Plan with a pledge to prioritise maintenance of current assets over provision of new ones.

The lack of appropriate infrastructure and the inadequacy of the trunk roads in East Sussex has a detrimental impact on the condition of our road network, where vehicles often use local roads to avoid congested sections of the trunk road network, particularly at peak times. The non-principal roads in particular bear much of the brunt of the damaging effects caused by the increased pressure of traffic, which in turn impacts adversely on the maintenance budget.

Asset Management

At the commencement of LTP2 a major review of highway management policies was instigated as part of a Transport Asset Management initiative. This was initiated to strengthen and ensure consistency between highways management and transport policies.

Initially the review explored linkages between the Local Transport Hierarchy and the Road Maintenance Hierarchy. The road categories recommended in 'Well-maintained roads - a Code of Practice for Maintenance Management' (published in July 2005), were used as the main basis for the road maintenance hierarchy. The initial review concentrated on aligning the Road Maintenance Hierarchy with the Local Transport Hierarchy. This resulted in the following alignment of categories:-



Alignment Of Road Maintenance and LTP2 Road Hierarchy

Category	Road Maintenance Hierarchy Description	Alignment Between Hierarchies	East Sussex LTP2 Road Hierarchy General Description
1	Motorways		Category 1 is not applicable to East Sussex
2	Strategic Route	↔	Primary Route
3a	Main Distributor	↔	Inter Urban Routes
3b	Secondary Distributors	↔	Intra-Urban Roads Intra-Rural Roads
4a	Link Roads	↔	Business / Industrial Roads Residential Roads Village Roads
4b	Local Access Roads	↔	Country Lanes Minor Urban Roads Minor Rural Roads

As a consequence the County Council has re-evaluated the Highway maintenance policies and practices to ensure consistency. The safety inspection regime was also reviewed to ensure that safety issues are fully taken into consideration in our maintenance and inspection programmes.

The County Council also initiated a specific investment programme to upgrade and supplement its Core Office Systems (CoSy). This will deliver a comprehensive management system for inspecting, recording, ordering, analyzing, prioritizing and programming maintenance works. This will contribute significantly to ensuring that the transport asset is managed in an effective manner.

Monitoring of the condition of the highway through the Best Value performance indicators (now National Indicators) is a fundamental part of the asset management approach adopted by East Sussex. This monitoring indicates that the condition of:

- the principal road network had deteriorated in the initial two years of LTP2

- the non-principal road network had improved over the initial two years of LTP2
- non-principal unclassified roads continued to improve, with the authority consolidating its position in the top quartile of all English counties, and
- category 1,1a and 2 pavements continue to be maintained in a very good condition, with the authority in the top quartile of all English counties.

The asset management approach endeavours to balance the available resources against the needs of the highway network. Therefore at an early stage of LTP2 it was identified that if investment in the principal road network was retained at 2005/06 levels, then the condition of these roads would continue to deteriorate. Rebalancing of resources was therefore undertaken, with the decision taken to transfer funds into the principal road network. This has meant that the funding allocated for principal roads has increased by nearly 50% within the initial two years of LTP2. The intention is that further additional resources will be identified for

principal roads over the remainder of the plan period. In the case of non-principal classified roads, it is anticipated that good progress can continue to be made in this area through improved targeted maintenance. It is anticipated that the condition of non-principal unclassified roads and category 1, 1a and 2 pavements will not be adversely affected by the change in funding.

Investment in replacing life expired street lighting equipment has also been identified as a priority. In 2006/07 an initial capital investment of £0.2m was made for this type of work. However, at the inception of LTP2 this was reviewed, and enhanced investment allocated for the remaining period of the plan. From 2007/08 onwards, the authority has identified an annual capital investment of £0.4m to replace life expired street lighting.

A fundamental element of the Asset Management Strategy is to ensure that wherever possible an integrated approach is taken to implementing maintenance and integrated transport programmes. To make certain that schemes are managed effectively, where maintenance work is necessitated within integrated transport schemes, then funds are transferred to these budgets. This strategy has ensured that a number of schemes were successfully completed in the first two years of LTP2, including:

Local Safety Scheme - Devonshire Place/
Compton Street, Eastbourne £18,500

Local Safety Scheme - Shinewater
Roundabout, Eastbourne £4,300

Local Safety Scheme - Upperton Road /
The Avenue, Eastbourne £52,000

Transport Strategy Scheme – Ninfield Road
Traffic Calming, Rye £40,000

Service level options were originally developed in 2005 and are reported on an annual basis. These service level

options were developed to highlight the various ‘backlog’ options between the current highway condition and national performance levels. The following service level options have been considered:

- Poor – a bottom quartile position
- Fair – a bottom to median quartile position
- Good – a median to top quartile position
- Excellent – a top quartile position.

Currently under this assessment process, overall the County Council is considered to provide a ‘Fair’ to ‘Good’ service in terms of highway maintenance. In 2007 the road and pavement backlog was estimated to be just over £71m. This is based on the desired level of service that the authority would aspire to achieve, that of an ‘excellent’ authority.

Good Practice

The County Council is part of the SE Counties Asset Management Benchmarking Group, (SEASIG). We undertook an initial draft valuation of our highway asset in 2006. However, we subsequently supported the SE Counties’ proposal to instigate a study to produce a standard asset valuation model, as this would encourage consistency and comparability. The authority subsequently contributed details of the initial asset valuation to the study being undertaken by the South East Centre of Excellence (SECE). An initial draft valuation model was produced by SECE in 2007 which is being developed further by the SEASIG group. The County Council continues to support this initiative and has utilised the draft SECE asset valuation model to estimate the degree of defectiveness of the network. The intention is to refine the model further and incorporate deterioration models and refine the backlog models used in the service level options.

Footways

The County Council made special one-off revenue allocations for improvements to the footway network in the first two years of LTP2. In 2006/07 an allocation of £0.2m was made available, whereas for 2007/08 a further £0.25m was allocated. A proportion of this additional money has been utilised to improve the condition of the local footway network. However, in the larger urban areas the additional funds have also been targeted at providing facilities within the footway network for users with disabilities. Liaison with local disability groups has ensured that dropped kerbs and tactile crossing points have been installed on routes recognised as having a strategic function. This approach was adopted to benefit as many users with disabilities as possible.

In 2008 a T&E Scrutiny Review of dropped kerbs was undertaken and reported with seven recommendations. Essentially the review recommended that a policy be

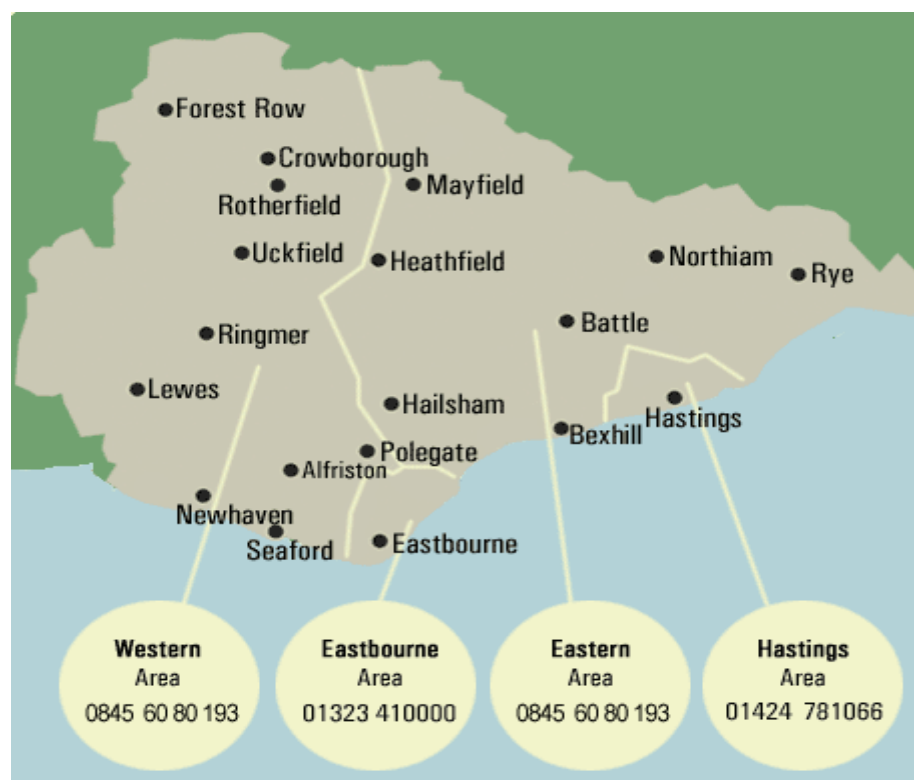
developed to identify priorities for the installation of dropped kerbs or upgrading of existing sites and that a base budget be established for the implementation of that policy. This ensures our compliance with the requirements of the Disability Discrimination Act, improving access to services for mobility impaired people.

Highways Contact Centre

The Highways Customer Access Team was set up with the aim of delivering excellent customer service to the public as well as providing an administration service to the Highway Network Offices. The core reasons for moving business areas into a contact centre environment are:

- improved customer service
- better use of specialist officer time, and
- increased efficiency.

On average, the team now answer approximately 4000 telephone calls, 1200 e-mails and around 250 letters per month. The team will always try and answer the query at first point of contact.



A record is created for each contact on a Customer Relationship Management system so that customer contact can be managed. We will shortly be implementing a new system that provides a direct interface between the customer contact records and the back office Highways Management System. This should further improve the information available to the contact centre team to facilitate first time call resolution.

The County Council is now working to expand the contact centre operations into other areas of the Transport & Environment Department to follow up on good practice and improve customer care throughout the department. This follows a high level review of customer contact within the department which identified areas that could benefit from being moved into a contact centre environment.

Structures

The County Council is actively involved in the adoption of the 'Management of Highway Structures Code of Practice'. The code is used as a management tool to introduce good practice, effectively manage the asset and develop maintenance plans. Emphasis is being placed on carrying out more preventative maintenance to avoid the high cost of reactive maintenance. The waterproofing of concrete decks to prevent the ingress of chlorides demonstrates an example of this. During 2007/8 waterproofing was carried out to bridges at Chilver, Kingsley Road Viaduct and Udiam.

Sharing Best Practice

East Sussex County Council is an active member of the South Eastern Area Bridge Improvement Group. The group acts as a vehicle for disseminating information regarding good practice, new legislation and liaison with other related groups, (UK Bridges Board, London Bridges Engineering Group (LoBEG), County Surveyors' Society (CSS) etc). Additionally the group promotes Area Bridge Conferences three times a

year where term consultants and unitary authorities are invited to share knowledge.

Described below are some examples of work undertaken to address outstanding maintenance to structures on the principal road network.



Refurbishment of the Newhaven Swing Bridge

One of the key projects undertaken during 2007 involved the refurbishment of the Newhaven Swing Bridge situated on the River Ouse. The bridge provides a vital connection between the port to the east and the town to the west. The bridge comprises a steel box, moving deck and is founded on reinforced concrete piles surrounded by steel casings. These piles were showing signs of corrosion together with evidence of marine attack. Taking advantage of low tides, a new protection system was applied to prolong the life of the piles.

Additional works included the renewal of much of the timber fendering which provides protection to the bridge from craft using the river. The refurbishment of this strategically important bridge will help to prolong its service life



River Uck Bridge, A22

Refurbishment scheme for the River Uck bridge

The River Uck bridge carries the A22 over the river to the west of Uckfield. The bridge comprises a post-tensioned deck, supported on cantilever foundations and founded on spread foundations. The structure has suffered from settlement problems which caused the abutments to move closer together.

The refurbishment scheme for the bridge incorporated a propping system to stabilise the substructure together with waterproofing the deck and a renewal of the bridge joints. In order to safeguard the traffic movements over this important stretch of road, the scheme was successfully completed with the minimum of disruption to road users.

The scheme was constructed sympathetically in accordance with the timetable set by the Environment Agency to allow access to migrating trout in the river below.

A26 Cuilfail Tunnel

Funding has been allocated to a total value of £2.6 million during years 2008/9 and 2009/10 which will be used to refurbish the Cuilfail Tunnel with works on site planned to start in January 2009. The works will be carried out during night time closures

to minimise the disruption to traffic on the A26 and this phase of the project is planned to last for six months.

At present the existing concrete tunnel lining suffers from unsightly cracking, with some of the cracks leaking water. Additionally most of the construction joints have failed allowing moisture to escape causing unsightly stains. The current level of illumination provided is below that required by modern design standards. The project provides for a secondary lining system to be applied to the walls using vitreous enamel encapsulated steel panels.

There is insufficient funding to finance the construction of a secondary lining system to the roof and here the proposal is to erect discrete panels to mitigate areas of significant leakage.

The existing lighting system within the tunnel is to be replaced with a more energy efficient system which will provide the dual benefit of reducing the number of lights required and lower operating costs. Together with the increased level of reflection of the walls, this will provide a safer environment for motorists within the tunnel.

South Street Bridge, A26

Funding has been allocated to a total value of £75,000 during 2009/10 which will be used to replace the substandard parapets on this bridge. The structure carries the A26 in between the Cuilfail Tunnel and the intersection with the A27. The existing 'Baco' aluminium parapets on the bridge have been assessed and do not provide sufficient containment for the type of traffic that this link road carries. The proposal is to replace these parapets with compliant parapets.

Carlisle Parade, A259

This structure is a 115 span reinforced concrete car park situated beneath Carlisle Parade in Hastings that carries the A259. Although extensive maintenance has been

carried out, due to the size and complexity of the structure, there are two distinct areas that still require refurbishment. One area comprises offices that are inhabited and here concrete repair and strengthening of the slab above is required. The other project comprises the toilets to the car park and items of work required include waterproofing and concrete repair. Funding for these projects includes £75,000 during 2008/9 and £50,000 during 2009/10.

Phoenix Causeway, A26

Phoenix Causeway Bridge carries the A26 over the River Ouse close to the town of Lewes. Funding for this project comprises £400,000 during 2010/11 and provides for necessary refurbishment to this important structure. Works planned include the replacement of the distorted bearings and waterproofing of the deck.

Target summary

The following LTP2 targets contribute to the achievement of the objective of improving the maintenance and management of the highway network:

- to ensure all pedestrian crossings have facilities for disabled people
- to ensure no overall deterioration of the pavement network
- to reduce the percentage of principal roads in need of maintenance
- to reduce the percentage of non principal roads in need of maintenance
- to reduce the percentage of unclassified roads in need of maintenance
- to maintain the standard of repairing 98% of dangerous defects to roads and pavements within 24 hours, and
- to repair street light faults for which we are responsible within 5 days.

For full details of progress against targets see Chapter 11.

Risks and opportunities

Status: GREEN

<p>Strengths</p> <ol style="list-style-type: none"> 1. Capital investment exceeding Planning Guideline and focuses resources on maintenance of assets 2. Strong working relationship with term contractor, shared objectives 3. Completed TAMP 4. Continuing implementation of the new Core Office Systems (COSy) enabling greater efficiency in all aspects of asset management 	<p>Weaknesses</p> <ol style="list-style-type: none"> 1. Annual investment lower than required to maintain standards on network leading to growing backlog
<p>Opportunities</p> <ol style="list-style-type: none"> 1. Greater investment planned to replace life expired street lighting 2. Further efficiencies and benefits as COSy implemented 	<p>Threats</p> <ol style="list-style-type: none"> 1. Severe weather events causing accelerated deterioration to network 2. Higher inflation in construction sector increases maintenance costs

10 Local priorities

Enabling economic regeneration

Economic regeneration is a high priority in East Sussex where the levels of unemployment are above the regional average and, particularly in the coastal areas, above the national average. The economy is characterised by the high number of small businesses. Average wages in East Sussex are 17% below the regional and 12% below the national average. It is a key priority for the County Council to raise the prosperity of East Sussex through improved work force skills, enterprise creation, access to funding and increased investment in infrastructure including the transport network.

The County Council seeks to implement transport schemes which contribute to the delivery of this objective where possible and which relate closely to the South East Plan and the Sussex Coast, Crawley - Gatwick and East Kent Sub-Regional strategy objectives to support economic activity.

Bexhill to Hastings Link Road

The Bexhill to Hastings Link Road (BHLR) is designed to benefit the economy in an area which includes particular pockets of deprivation by improving access to homes, jobs and essential services as well as to ease congestion, facilitate public transport and improve air quality on the A259. The construction of the Link Road is crucial to achieving this local priority objective. It will enable mixed development to revitalise the employment prospects of local residents

and provide improved reliability of journey time to support local businesses. Progress on taking forward the plans for the Link Road should ensure that construction begins in 2010 with final completion in 2012. It is only when the road is completed that the full benefits of the scheme on the local economy will be evident.

Accessibility Strategy

The County Council also seeks to address the county's narrow economic base and the size profile of employers through its LTP2 Accessibility Strategy. Access to employment is a key priority and the council works hard to provide greater travel choice, particularly by public transport, thereby increasing people's access to a wider employment base and enhanced job opportunities. Negotiations with bus operators, and the targeting of County Council supported bus services to increase the availability of buses to key centres in the morning peak hours has resulted in a higher percentage of the population able to access centres of employment, health services and learning.

Parking Schemes

The Civil Parking Enforcement (CPE) scheme in Hastings has been one of the factors enabling economic regeneration because it has allowed parking spaces to be utilised more effectively for businesses, shoppers and visitors. In Eastbourne the absence of CPE has frustrated plans for greater economic efficiency, as the effective management of parking and traffic management will contribute to the regeneration of the town centre.

In Lewes, the implementation of CPE has enabled improved efficiency in the use of limited roadspace, and has been a factor in increased retail activity in the historic core of the town and an improved experience for tourists. This is born out by a 12% increase in parking activity in the town indicating a greater turnover in parking spaces and improved arrangements for visitors arriving by coach. The general economic vitality of the town is demonstrated by the interest of major developers and the absence of empty or derelict retail premises.



Kings Road, St Leonards

In the Kings Road area of St Leonards we are delivering, with our partners, changes to the street scene and the public realm in tandem with the introduction of parking controls. The scheme which has been subject to wide-ranging consultation, is progressing well and will be a key element in the regeneration of the area.

Newhaven

The economic future of the town is highly dependent on the future regeneration of the port which has always been marginal in its viability. The County Council is working with its partners in the Newhaven Strategic Network to develop a plan for the regeneration of the town and surrounding area. Transport modelling is being undertaken to assess the transport impact of future development plans which will be incorporated into the Local Development Framework for Lewes District. This should identify what measures are needed to adapt the current transport infrastructure. It is likely that further development will entail extension of the A259 bus corridor to the east of the town, possible rail improvements and other sustainable transport improvements which will increase accessibility and social inclusion, as well as helping to regenerate the town.

Delivery of the 10 year Master Plan to improve prosperity in Newhaven is underway with delivery of five of the eight key priorities already achieved and additional delivery in place (including rebuilding Tideway Secondary School). The Newhaven/Dieppe ferry service has been successfully tendered and an enhanced service is in operation. Significant private sector investment in new riverside housing is being developed, (new homes planned by Oakdene Homes plc, with the first two phases at the Marina now 50% reserved) with a major application for additional residential and commercial development imminent.

This private sector investment is the result of previous Single Regeneration Budget (SRB) based work which created the right market conditions for private sector investment. We have created a significant funding pot to ensure we are able to 'pump prime' key strategic economic development investments and lever in significant external investment. To ensure the delivery

of access to Eastside, a key commercial site as part of the redevelopment of the port area, we have used our Compulsory Purchase Order (CPO) powers and secured the future development of the Port Access Road. We have also worked closely with Lewes District Council and SEEDA to secure £4m investment in the Enterprise Gateway building on Denton Island which was completed in October 2007 with 50% occupancy within the first three months.

Eastbourne / Hailsham Triangle Masterplan

A development plan for the Eastbourne/Hailsham area is underway and it is envisaged that whilst development of the area could have a significant transport impact it could also provide solutions to some of the travel issues in the area. For instance, there may be potential to investigate the viability of a Park and Ride scheme. Eastbourne has a fairly large catchment area for the commercial and retail services in the town and there are also well established events which attract large numbers of visitors (e.g. Eastbourne Airbourne) all of which could contribute to the economic viability of a Park and Ride scheme.

The potential for a new railway station at Polegate is also being considered as part of the Regional Assembly's Regional Funding Allocation process.

The Eastbourne-Hailsham area is a key area recognised in the South East Plan as a focus for economic regeneration and the area is expected to accommodate significant development over the next 20 years. A joint Project Board has been established comprising members and officers of East Sussex County Council, Eastbourne Borough Council and Wealden District Council and chaired by SEEDA. The four partner organisations have jointly commissioned consultants to prepare a masterplan aimed at accommodating development and achieving a step change

in economic performance. The masterplan is due to be completed in 2008 informing and feeding into the Local Development Framework Core Strategies being prepared by Eastbourne Borough and Wealden District Councils.

Uckfield Masterplan

Local transport and other improvements are needed in Uckfield town centre to deliver housing development identified for the town in the current Wealden Non Statutory Local Plan and to accommodate further housing development likely to come forward as a result of policies in the South East Plan.

The three local authorities with a community leadership role in Uckfield, Uckfield Town Council, Wealden District Council and East Sussex County Council, are co-operating to achieve the regeneration of the town centre through managed growth in ways which reflect the aspirations from Uckfield Town Council's 'masterplanning' exercise with the local community in 2007. The vision for the town centre set out in the masterplan has since been endorsed by the three local authorities and is of:

"A contemporary market town with an 'up-market' image known for its successful and varied shopping facilities and commercial, leisure and residential opportunities, offering an attractive, safe and welcoming environment, maintaining its own distinctive identity and acting as a hub for surrounding towns and villages."

The three authorities are co-operating with local stakeholders in developing a mix of uses for the town centre, including associated transport improvements, which will help achieve the vision. Public consultation on proposals will take place as these are developed.

Local Development Frameworks for Hastings and Bexhill

East Sussex County Council (ESCC), Hastings Borough Council (HBC) and Rother District Council (RDC) are working together to manage and review a Transport Assessment that will inform the preparation of both the Local Development Framework (LDF) Core Strategies for Hastings and Rother and the Local Area Transport Strategy (LATS) for Hastings and Bexhill.

The County Council is committed to updating its earlier Hastings and Bexhill LATS as an integral part of LTP2. Initial work was undertaken in 2006 towards producing 'part 1' of the LATS which will be the over-arching transport strategy for the area. This will be followed by 'part 2' which will comprise the specific schemes that fall within the Integrated Transport element of the LTP2.

A transport model for the study area exists, and considerable modelling work of the network over the next twenty years has been undertaken as part of the development and testing of the current proposal for the Bexhill to Hastings Link Road (BHLR).

Concurrent with the LATS, the Local Planning Authorities (LPAs) are preparing the 'Preferred Options' for their Local Development Framework (LDF) Core Strategies. The Rother District Local Plan provides for major growth to the north-east of Bexhill, which will be enabled by the Link Road. The LPAs now need to assess the implications of options for the further development required by the South East Plan.

Work to date has identified four strategic locations for major development, two on the western edge of Hastings and two on the edge of Bexhill. There is also the option of several smaller sites to consider. These

need to be tested in relation to their impact on the road network – both as it exists and with certain additional infrastructure/ services in place.

Stade Highway Works

East Sussex County Council and Hastings Borough Council have undertaken a collaborative feasibility study of the work required to relocate the current Stade Coach and Lorry Park to make way for the proposed Jerwood Gallery and the creation of extensive multi-use public space on the vacated site.

The feasibility study has fed into the work on both the Stade Masterplan and the Jerwood Gallery feasibility studies currently being undertaken by consultants. Consultation will take place in Autumn 2008

The study concentrated on producing illustrated, costed options for a number of elements:

- relocation of the coach parking in the town
- provision of a signal controlled junction with improved pedestrian crossing facilities at the A259/Rock a Nore Junction and redesign of the highway in the surrounding area to help address anti-social driving, in particular on Rock-a-Nore Road
- provision of sufficient coach pick up and drop-off points on both sides of the A259 at the Stade to retain footfall, and
- provision of a gyratory system between Breeds Place roundabout and a new coach turning provision in the Old Town allowing coaches to use these pick up/ drop-off points.

Consultation on the improvements to the A259/Rock-a-Nore junction was consulted on as part of the Stade Master Plan and proposed Jerwood Gallery in May 2008. Consultation on the other elements of the work will be undertaken later this year.

11 Progress against targets

The targets in LTP2 fall into three categories:

- Mandatory targets laid down by DfT in the Full Guidance on Local Transport Plans (Dec 2004)
- Best Value Performance Indicators (BVPs) and
- Local targets.

Below is a summary of achievement to date and a forecast of future delivery followed by a more detailed commentary on each individual indicator.

Summary of Performance and Risk for LTP2 targets (where appropriate against levels revised as part of this Progress Report)			
Ref	Target	Current RAG score	Anticipated outcome by 2010/11
	Mandatory		
LTP 1	Accessibility	G	G
LTP2	Area wide road traffic mileage	G	G
LTP3	Cycling trips	R	A
LTP4	Mode share of journeys to school	G	G
LTP5	Bus punctuality	G	A
LTP6	Peak period traffic flow (Eastbourne)	R	G
LTP8	Air quality - Hastings	G	G
LTP8	Air quality - Lewes	A	A
	BVPI		
	Bus satisfaction	G	G
	Bus passenger journeys	G	G
	Disabled facilities at pedestrian crossings	G	G
	Killed and seriously injured (all ages)	R	G
	Killed and seriously injured (children)	G	G
	Slight injury casualties	G	G
	Road condition: footway	G	G
	Road condition: principal roads	G	G
	Road condition: non principal roads	G	G
	Road condition: unclassified roads	G	G
	Street light faults	G	G
	Local		
	Cycling trips	R	A
	Bus patronage (Hastings)	G	G
	Bus patronage (Eastbourne)	G	G
	Road and footway repairs	G	G
	Traffic growth in Eastbourne	R	G
	Traffic growth in Bexhill / Hastings	G	G
	Traffic growth in Lewes	G	G
	Traffic growth in Southern Coastal towns	G	G
	Walking trips	G	G

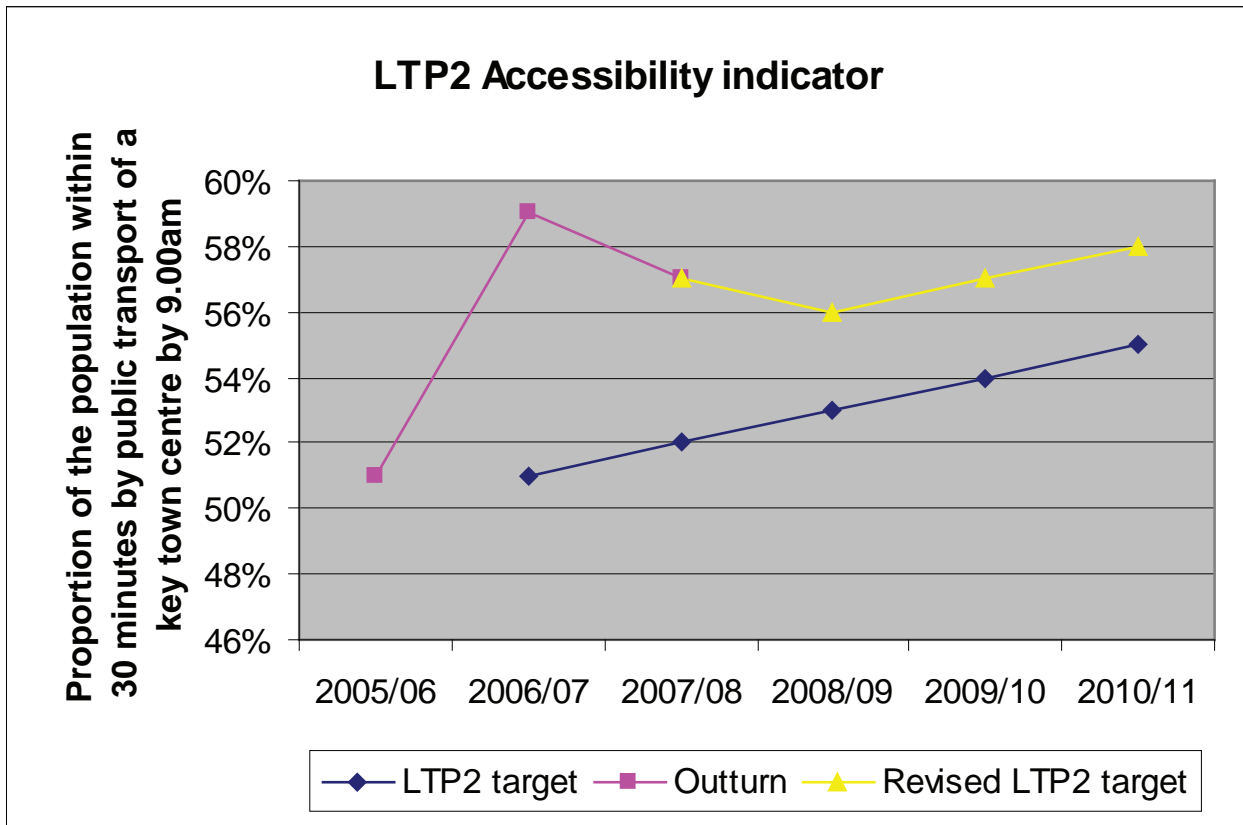
Mandatory targets

LTP1 Accessibility NI 175

Target: To increase the proportion of the total population within 30 minutes access by public transport for an arrival at a key centre by 9am to 55% by 2010/11

Revised target: To increase the proportion of the total population within 30 minutes access by public transport for an arrival at a key centre by 9am to 58% by 2010/11

ON TRACK



Proportion of the total population within 30 minutes by public transport of a key town centre by 9.00am

	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
LTP2 target		51%	52%	53%	54%	55%
Outturn	51%	59%	57%			
Revised LTP2 target			57%	56%	57%	58%

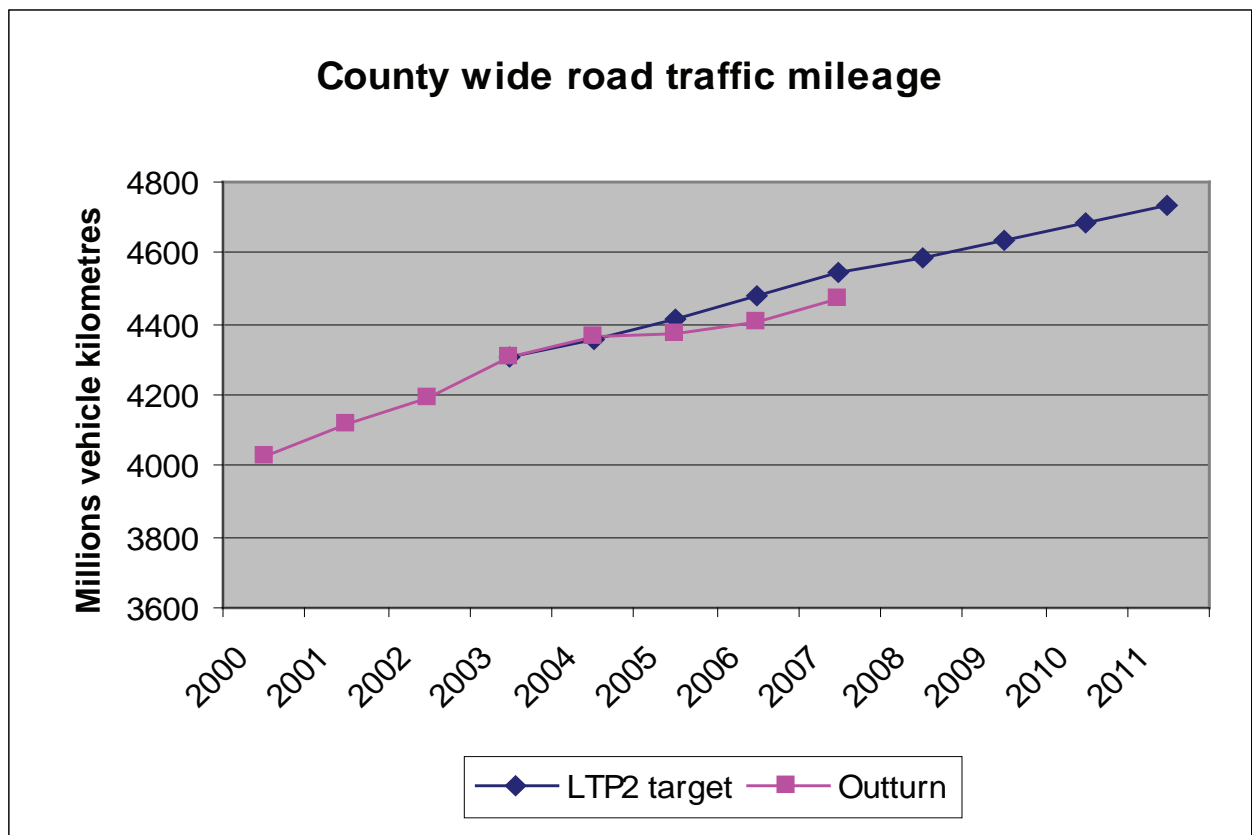
The outturn for this indicator for 2007/08 shows a slight decrease (of 2%) in performance when compared with 2006/07. However it still demonstrates a significant improvement from the baseline of 51%. It is likely that the increase is a result of a number of factors, including the ongoing review of bus services and timings of both commercial and supported services with improved targeting of services to key centres in peak hours, and improvements in public transport timetable information through the Traveline database.

This indicator, now part of the National Indicator Set, has been included in the new Local Area Agreement (LAA) for East Sussex. The definition of the indicator remains the same however the target has now been stretched and we will adjust the LTP2 target level to bring it into line with the LAA target for this indicator. We will also be working with partners during 2008/09 to develop a ‘return trip’ element to the target. Once a methodology has been designed and modelled it may indicate a further adjustment of the target which could be included in the LAA refresh in January 2009.

LTP2 Change in Area wide road traffic mileage

Target: Traffic growth across the county not to exceed 10% between 2003/04 and 2010/11

ON TRACK



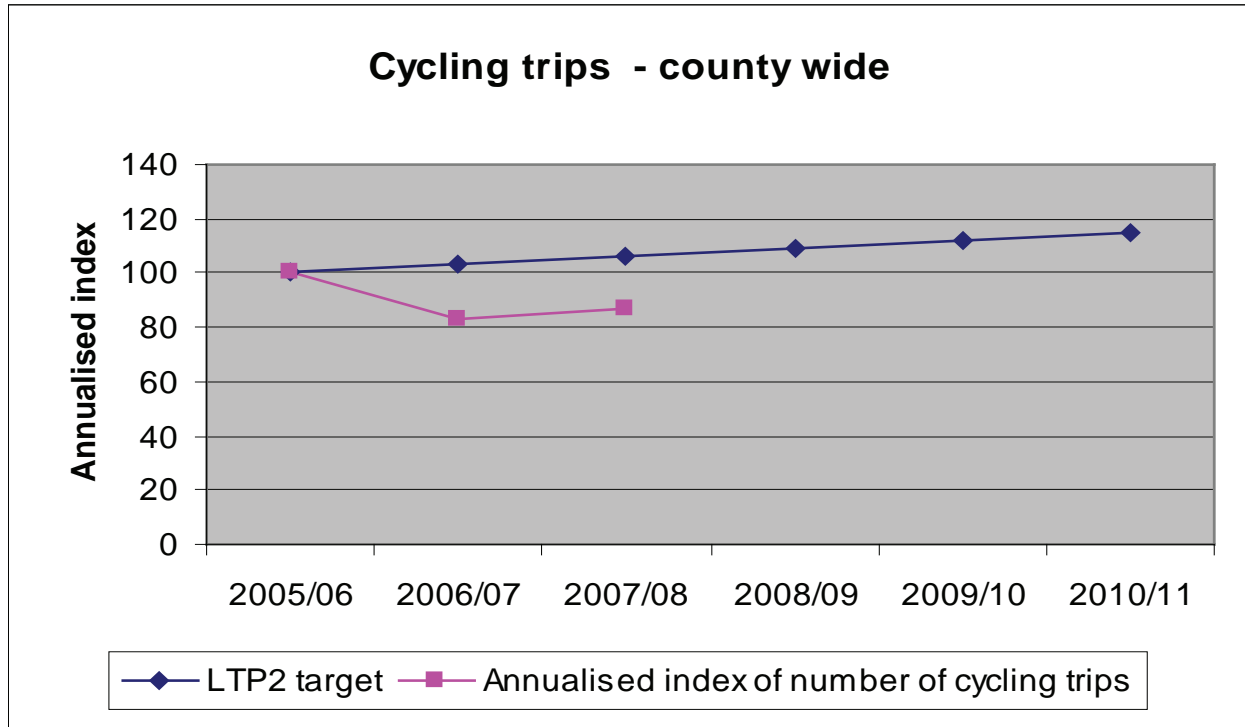
County wide road traffic mileage											
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Outturn	4,029	4,116	4,189	4,306	4,367	4,373	4,407	4,471			
LTP2 target				4,306	4,358	4,410	4,476	4,543	4,589	4,635	4,681
% growth					1.42%	1.55%	2.35%	3.83%			

The 2007 figures, collected via the National Road Traffic Survey (NRTS) for DfT, demonstrate that traffic has grown by 3.83% compared to the 2003 baseline. This is within the target trajectory and means that we are well on track to contain traffic growth within the 10% from baseline by 2010/11.

LTP3 Cycling Trips

Target: Increase the level of cycling trips in East Sussex to an annualised index of 115 by 2010/11

NOT ON TRACK



	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
Outturn	100	83	87			
LTP2 target	100	103	106	109	112	115

We have recently taken the opportunity to review our cycle monitoring procedures in conjunction with Sustrans. This review included an assessment of the suitability of our current monitoring locations and the functioning of the counters, a thorough analysis of the data collected, the effect of weather conditions on the number of cycling trips and benchmarking with national trends.

As a result of this report several issues have become clear.

- There is an extremely close correlation between the number of cycling trips and weather conditions, in particular the amount of rainfall.
- Taking data from only two months does not give a sufficiently robust outcome whereas data from twelve months would present a more reliable picture.
- In 2005, the baseline year, weather conditions were much better than in the subsequent two years (explaining the significant drop in trip numbers).
- Trends in 2006 and 2007 in East Sussex do not correspond with national trends which increased for the same period, possibly explained by localised weather conditions.

- Decreased level of counter functioning might be responsible for part of decline in figures.

In response to these findings we have improved our data collection regime to prevent lack of functionality in the counters. Using the entire year's data we have also recalculated the annual index for 2006 and 2007 and the results are shown in the table below.

Annualised Index	2005/06	2006/07	2007/08
Based on June and Sept	100	90	87
Based on entire year	100	83	87

Though this may at first appear worse than the results using data from June and September only, importantly the data based on the entire year shows an increase in 2007 over the 2006 figures when weather conditions were not dissimilar which could indicate a trend towards the target trajectory based on a real increase in cycling levels. This potential reversal of the decline seen over the previous year has been facilitated by the promotion of cycling through School Travel Plans, Road Safety Education programmes and the promotion of Travel Choice.

The data for the last quarter of 2007/08 demonstrates the extreme fluctuations that can occur in the number of trips. Compared with the respective month in the previous year, January '07 showed an overall increase in cycle trips of 12%, February an increase of 23% and March a decrease of 15%. These figures do not affect the annualised index as that is now calculated on the data for the whole year.

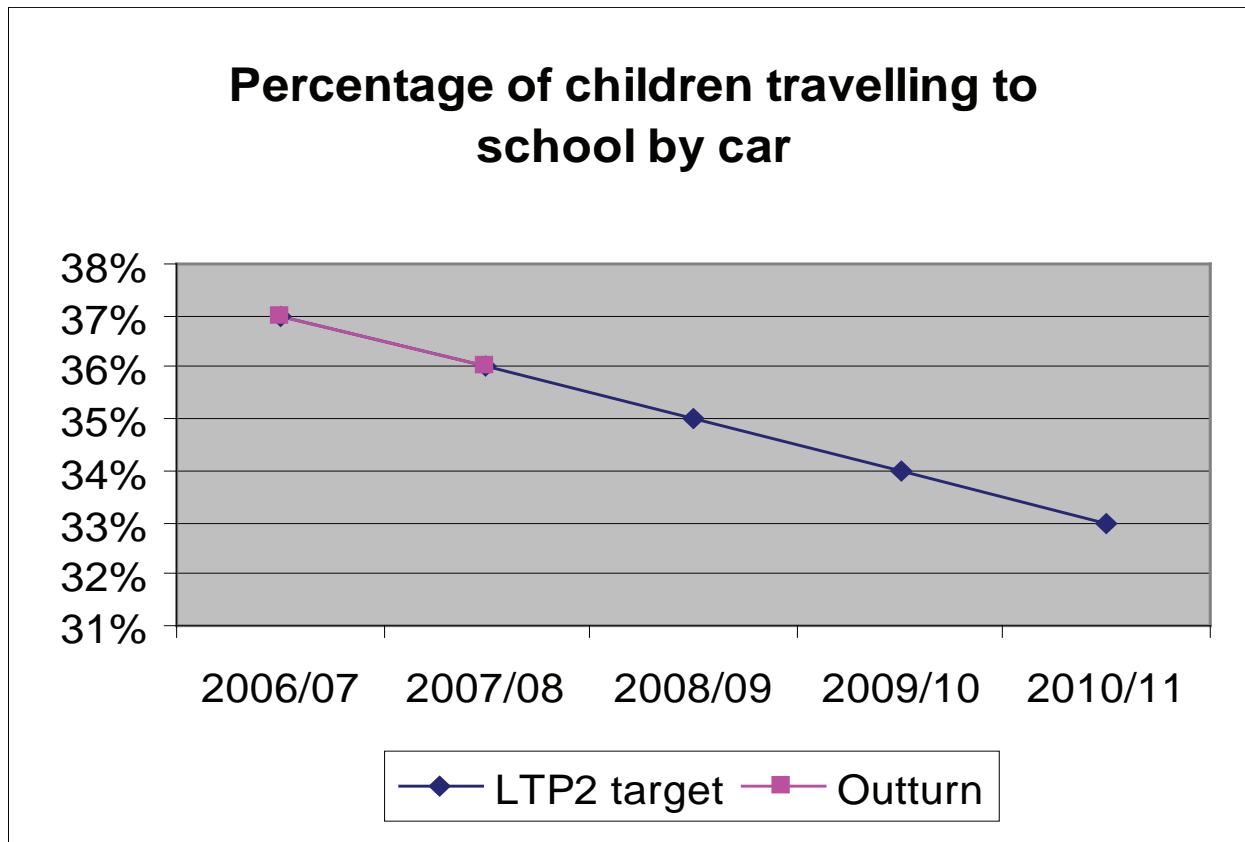
In 2007 a Scrutiny Review of cycling took place and its recommendations were approved by Cabinet in January 2008. This review resulted in a number of recommendations and clearly states the council's direction and commitment to promoting cycling. Most notably it also prompted a shift in emphasis in cycle policy towards utility cycling rather than leisure cycling as it is felt this has the greatest potential to contribute towards LTP2 targets. As a result of this, the Cycling Strategy will be revised in 2008 to reflect this approach.

The County Council's Integrated Transport Capital Programme was approved on 31st March 2008 and this included provision for a number of cycling schemes during the remaining years of LTP2 which should have a positive effect on increasing cycling levels across the County. This includes several new cycle paths and a scheme to provide high quality cycle parking at rail stations in association with Southern, the principle Train Operating Company (TOC) in East Sussex.

LTP4 Mode Share of journeys to school NI 198

Target: To reduce the percentage of children travelling to school by car

ON TRACK



	2006/07	2007/08	2008/09	2009/10	2010/11
Outturn	37%	36%			
LTP2 target	37%	36%	35%	34%	33%

This indicator has been included in the National Indicator Set (NI 198) and is part of the new Local Area Agreement for East Sussex. The definition of the indicator remains the same as do the projected target levels of a 1% reduction per year in the number of children travelling to school by car. This is still considered to be an appropriate and challenging target.

A 1% reduction equates to approximately 650 pupils switching to a sustainable travel mode in each year of the LAA. Currently 86% of East Sussex maintained schools have an approved School Travel Plan (STP), with 100% due to have completed their STP by 2010 providing the opportunity to influence approximately 9000 additional pupils.

We are currently providing cycle training to 2,500 pupils annually and around 3,500 pupils receive practical child pedestrian training through our Footsteps programme. There are currently 30 walking bus schemes operational at East Sussex schools, utilised by around 300 pupils each day.

Added to this many schools with STPs commit to campaigns with both pupils and parents to raise awareness of sustainability and health in relation to travel choices. They also show real commitment to incorporating these issues into the curriculum. These measures, together with the messages which are sent out by Government nationally regarding exercise and obesity in children, can contribute directly to the achievement of this target.

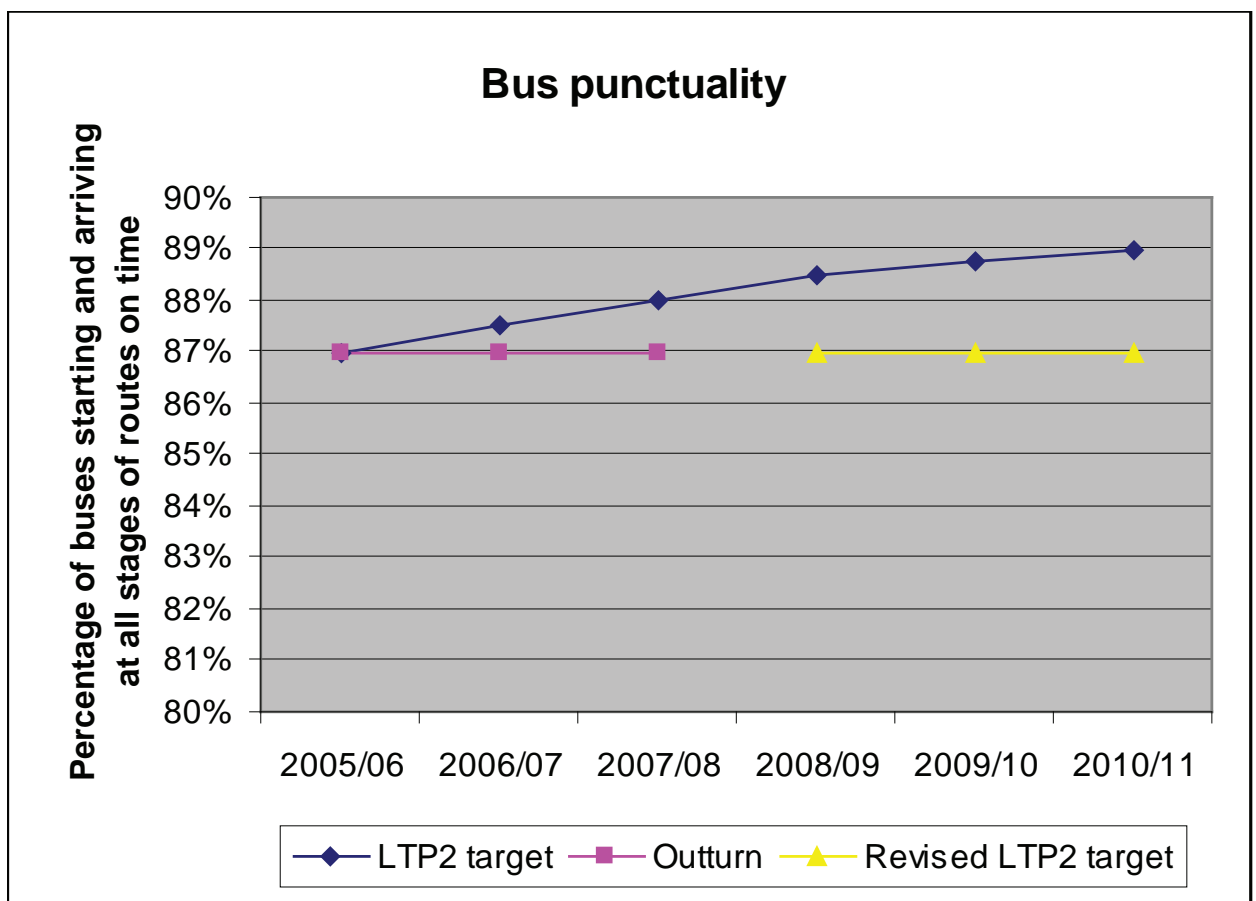
As part of the East Sussex Sustainable School Travel Strategy 2007-2011, an Assessment of the Travel and Transport Needs of Young People has recently been completed. An audit of the existing infrastructure supporting sustainable travel to school will be completed by 2010. These will feed into an action plan of capital measures to be considered through the balanced scorecard process to compete for funding through the Integrated Transport Capital Programme.

LTP5 Bus Punctuality NI 178

Target: Achieve 89% punctuality of timetabled services by 2010/11

Revised target: Ensure that at least 87% of buses arrive punctually at all stages of their journeys

ON TRACK



	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
LTP2 target	87%	87.5%	88%	88.5%	88.75%	89%
Outturn	87%	87%	87%			
Revised LTP2 target				87%	87%	87%

A full programme of bus punctuality surveys is undertaken each year and these have established that in the first two years of LTP2, we are on track to achieve the 87% of buses at all stages of their journeys within the acceptable punctuality threshold. Although there has been no improvement on the baseline figure established in 2005/06, there has been no slippage.

Analysis of the 2007 figures shows that the top five most punctual bus services are those in the Hastings and Rother area, each with at least 89% of buses running punctually on the days surveyed. By contrast, the survey sites in Eastbourne and Wealden (with the exception of Hailsham) each failed to achieve the bus punctuality target. Some bus timetables in the Eastbourne area have since been revised by the operators so as to improve punctuality.

Bus operators have frequently cited inappropriate parking as a key barrier to achieving punctuality targets. It is hoped that now that Civil Parking Enforcement (CPE) in Eastbourne has been implemented, the Quality Bus Partnership can become actively engaged in working to improve services in all respects but particularly on punctuality

Improvements in target performance should flow from the bus operators' better management of bus services and the sharing of punctuality performance data with operators.

Where bus services are contracted to the County Council, the Passenger Transport Group monitors punctuality performance and implements improvements. For example timetable changes were instigated on Service 304/305 in Robertsbridge to reduce delays at school finishing time. There will be positive contributions as a result of implementation of bus priority schemes particularly on the A259. Data quality should be improved as surveyors now consistently record timings to the second rather than the nearest minute.

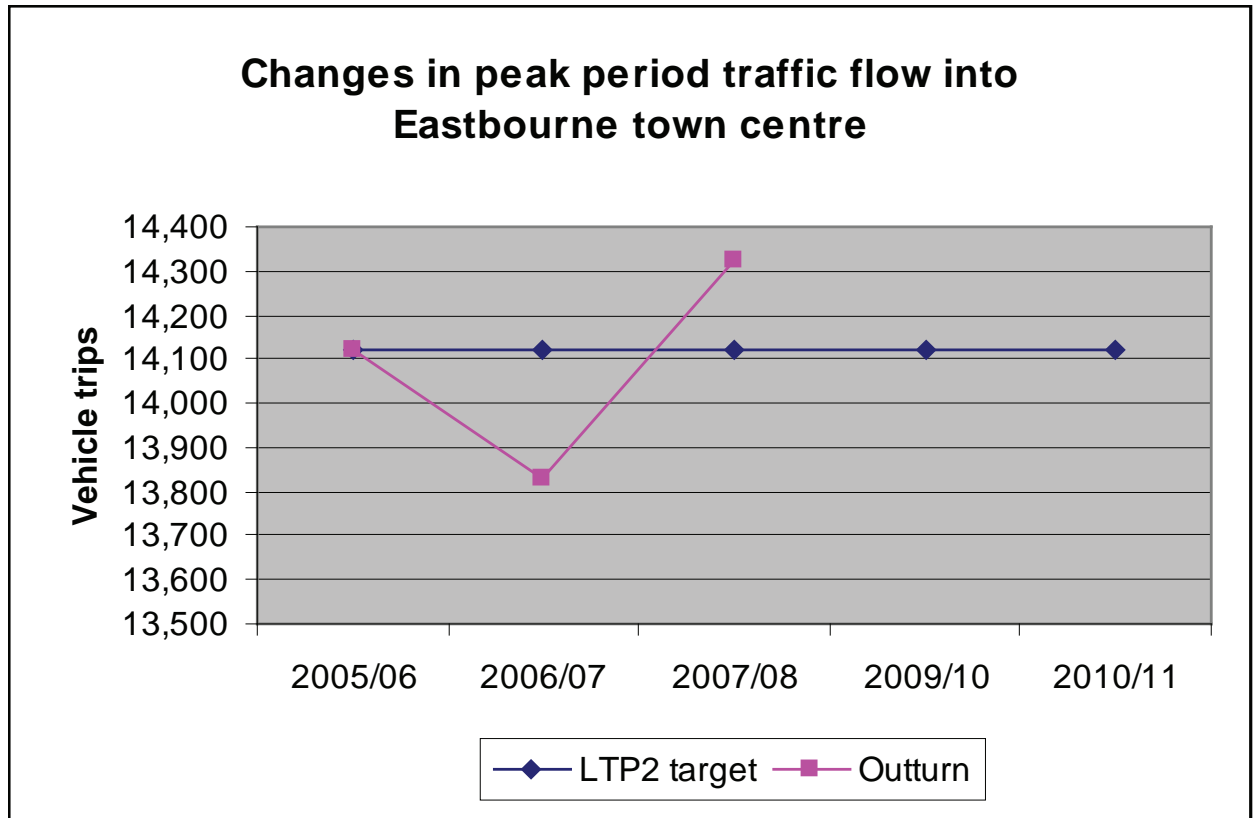
This target is included in the National Indicator Set and as such will continue to be monitored and reported on annually. The guidance has been amended to state that the majority of surveys must be carried out during peak hours. As this is when bus services are most affected by traffic volume, it will be more difficult to raise standards and therefore it has been agreed to revise the target to maintain the present level of punctuality which in real terms will equate to an increase in performance during peak times.

Our current performance of 87% compares very favourably with the figures for the South of England reported by DfT from the national bus punctuality survey carried out in May/June 2007. This showed an average of 77% of buses on time in the South of England.

LTP6 Changes in peak period traffic flow to urban centres

Target: no increase in AM peak period traffic flow (7am – 10am weekdays) towards Eastbourne town centre between 2005/06 and 2010/11.

NOT ON TRACK



	2005/06	2006/07	2007/08	2009/10	2010/11
LTP2 target	14,121	14,121	14,121	14,121	14,121
Outturn	14,121	13,832	14,326		

The data from the latest cordon survey in 2007 shows an increase in the number of vehicles entering the centre of Eastbourne during midweek peak hours which has taken the outturn over the trajectory for 2007/08.

As reported in the 2007 Delivery Report, the number of trips recorded in 2006 had fallen below the baseline level and it appeared that the various measures implemented by the County Council such as the Seaside Road quality bus corridor, the Travel Choice campaign and the introduction of the concessionary bus fares scheme for older and disabled people had contributed to the reduction in peak hour traffic.

The figures from the 2007 survey are likely to be a consequence of the negative impact that the further delay in the implementation of CPE in the town has had and the consequent lack of progress made through the Quality Bus Partnership for Eastbourne.

LTP8 Air Quality: Hastings AQMA

Targets:

- Maintain PM10 levels below the national air quality objective (50 µg/m³ not to be exceeded more than 35 times a year)
- Percentage reduction in traffic flows in the AQMA

ON TRACK

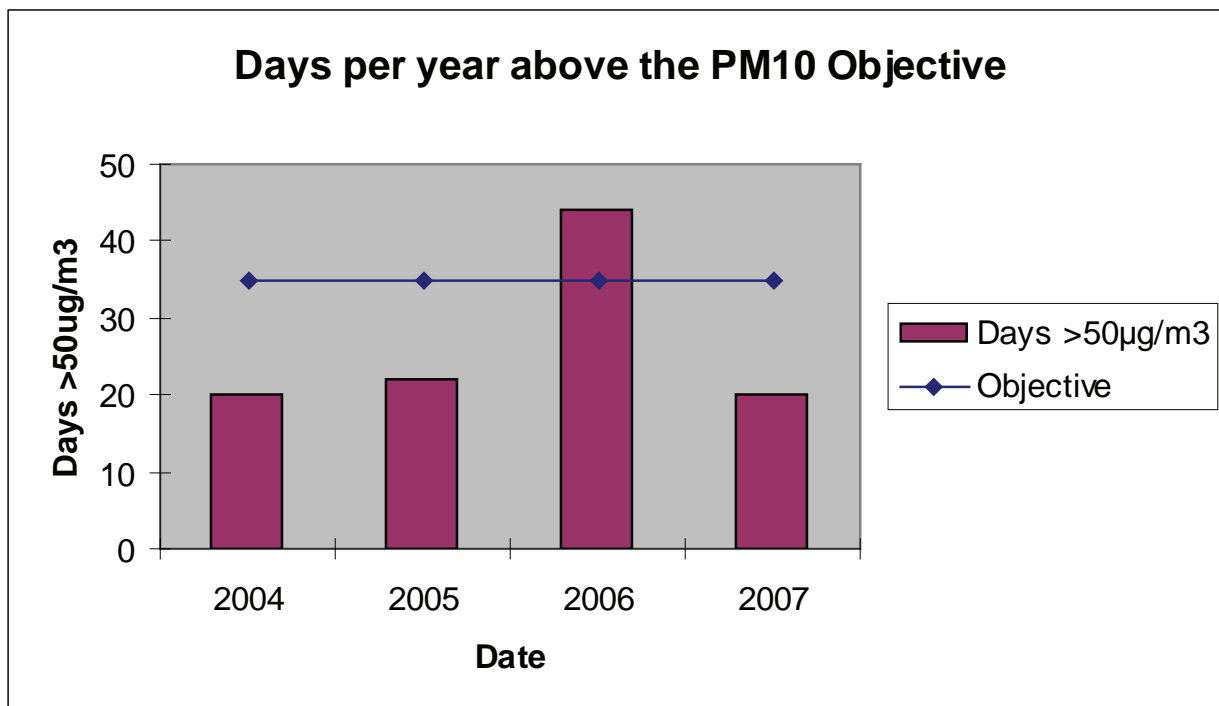
The A259 Bexhill Road is the busiest road in the Bexhill and Hastings area with an annual average daily traffic (AADT) flow of approximately 32,000 vehicles.

Air Quality

The 24-hour PM10 objective, which requires that a daily average of 50µg/m³ should not be exceeded on more than 35 days each year, was only exceeded in 2007 on 20 occasions. The data is based on the ratified monitoring results from a continuous monitoring station located at the roadside of the A259 Bexhill Road.

Results	2001	2002	2003	2004	2005	2006	2007
Target level				35	35	35	35
Outturn - Days >50µg/m ³	48	52	62	20	22	44	20
Annual data capture (%)	49	81	95	95	97	93	95

(Note: the 2001 figure has been extrapolated to the full year).



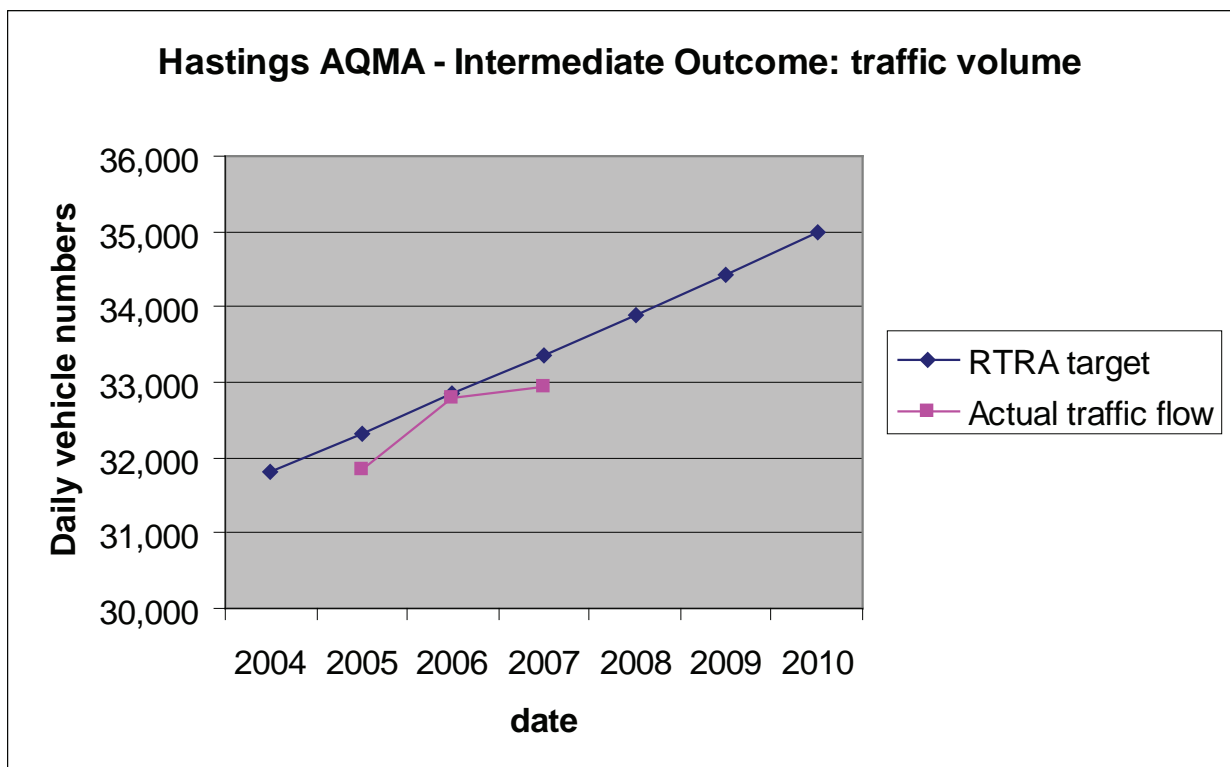
It remains unclear as to why the level of particulates fell significantly between 2004 and 2005 and why it increased again during 2006. As explained in LTP2, this is largely because there is considerable uncertainty surrounding the measurement of material emission rates and the mechanisms by which the process of re-suspension operates.

The 2007 data does not indicate that there is no longer an air quality problem, and may reflect natural meteorological variability.

In order to reduce this uncertainty the County Council secured developer contributions through a Section 106 agreement to install a continuous monitoring station along Freshfield Lane to help determine the relative contribution to existing PM10 levels from the local waste management facilities, as these are thought to be a significant component of local PM10. The new monitor went 'live' on 4th March 2008. This will be essential to helping to measure the extent to which the landfill site traffic and operations contributes to the PM10 levels along the Bexhill Rd when we measure the change that occurs during the temporary closure of the landfill from June 2008.

Traffic flow

The Bexhill Road had an annual average daily traffic (AADT) flow of 32,940 vehicles in 2007. This is an increase of less than 0.5% from the previous year, and is a 1% improvement on the Road Traffic Reduction Act (RTRA) stretch target.



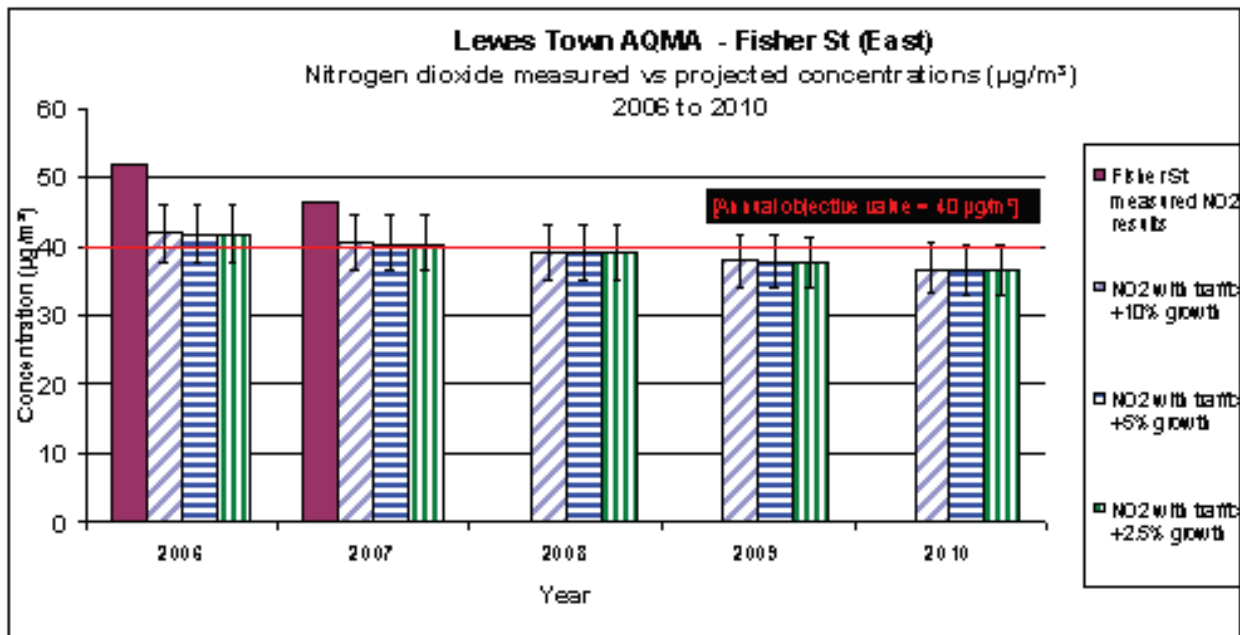
Year	RTRA target	Target (with action plan measures)	Actual traffic flow figure	% difference from target
2006	32,840	32,775	32,780	0.015%
2007	33,365	33,266	32,940	- 0.02%
2008	33,898	33,764		
2009	34,440	34,270		
2010	34,991	34,784		

LTP8 Air Quality: Lewes AQMA

Target: Reduce NO₂ concentrations within the Fisher Street Lewes Air Quality Management Area by 2010

NO CLEAR EVIDENCE

Below are the predicted modelled levels of NO₂ within the AQMA during the period covered by LTP2, based on the air quality impact of predicted traffic volumes through Lewes, and the actual monitored levels of NO₂ to date, using bias-adjusted data. 2006 has been taken as the baseline year.



NB

- No annual milestones have been set for this indicator because the annual assessment of pollutant concentrations could be affected more by meteorology than by the short term effects of AQAP measures.
- The modelling has looked at traffic-induced pollution only. This may explain the difference between the actual air quality levels monitored during 2006 and 2007 and the modelled air quality levels.

As advised in the guidance from DEFRA annual progress will be measured against other intermediate outcomes.

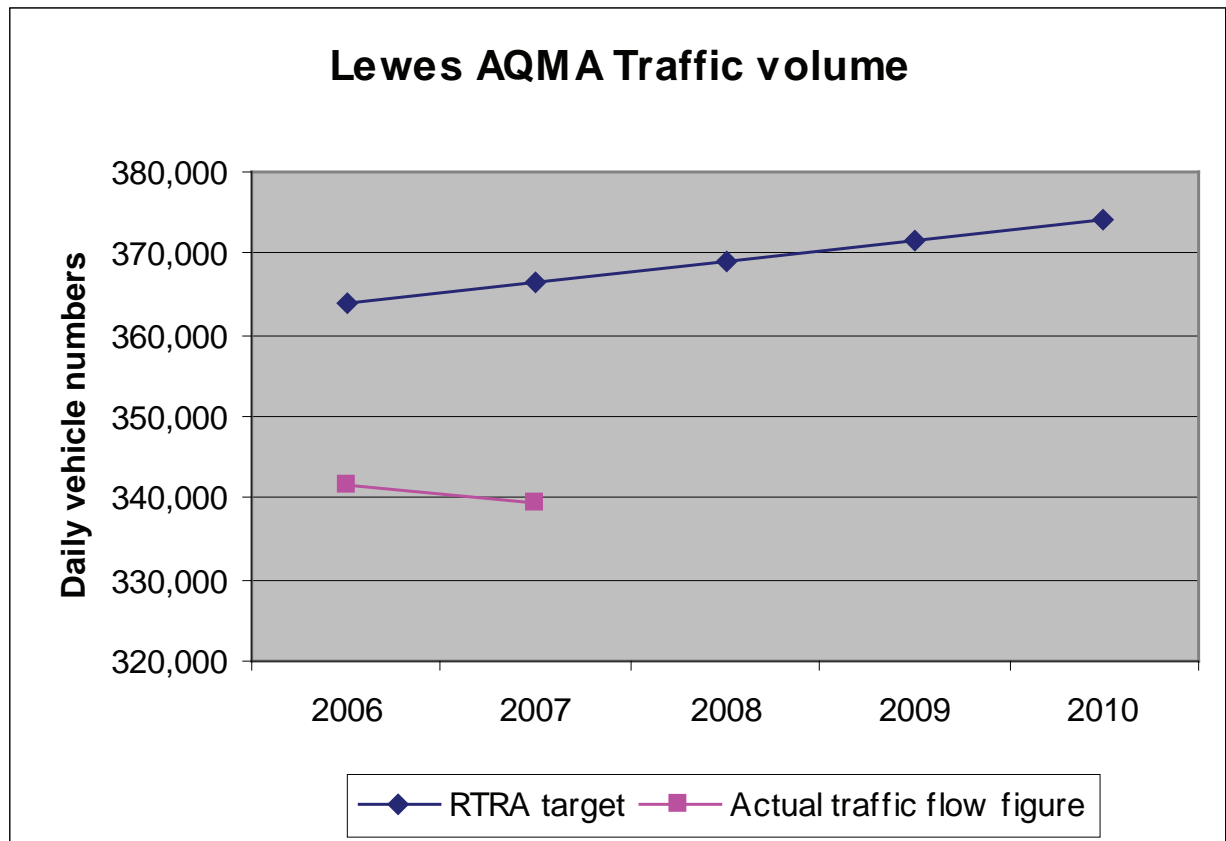
Traffic volume

This intermediate outcome has been selected because:

- a key objective of the transport measures in the Lewes AQAP is to manage the growth in traffic volume
- changes in the number of vehicles within the AQMA will directly affect local air quality
- it supports the overarching objectives of LTP2
- it is easily understood, and
- it can be monitored to assess progress on an annual basis.

The target reflects local traffic forecasting, and is based on what could be achieved through spending the 100% planning guideline figure.

The target traffic volumes through Lewes town during the period of LTP2 are shown below with 2006 as the baseline year and actual traffic volumes to date. This clearly illustrates that the target is being met and exceeded.



Year	RTRA target	Actual traffic flow figure	% difference from target
2006	363,935	341,650	-6.12%
2007	366,480	339,390	-7.39%
2008	369,025		
2009	371,570		
2010	374,115		

The following points need consideration.

- Yearly pollution levels are highly dependent on meteorology.
- NO₂ pollution is determined by looking at NO_x emissions derived from local sources and background influences, however a large number of different activities contribute to NO_x emissions.
- The relationship between NO₂ and NO_x is non-linear and determined by photochemistry that is highly location dependent.

- Recent studies show an increase in primary NOx emissions from road transport, including new vehicles and those fitted with diesel particulate filters. It is likely that modelling may be underestimating this component of NO2 pollution and levels will not decrease as much as expected by 2010.
- Diesel vehicles produce more NOx than petrol vehicles, and there is evidence of a significant increase in diesel vehicles, which the modelling does not take into account.
- Results from the existing monitoring network across Lewes do not show a significant reduction in NO2 over the last few years.
- A number of new developments, including the Phoenix Quarter, are being proposed and may have a significant impact on the AQMA.

Monitoring of NO2 in Lewes town has shown that the air quality objective continues to be exceeded, although monitoring of traffic volumes shows a considerable decrease of over 7% from 2006 to 2007.

It's not possible to calculate the impact on air quality from the majority of actions within the AQAP and it's still too early to discern the long-term trend for NO2. Therefore, ESCC and LBC will continue to deliver the actions in the AQAP and assess the data from the expanded air quality monitoring network, and will continue to report on progress against the air quality Objectives in future LTP Progress Reports.

BVPI targets

BVPI 104 Bus Satisfaction

Target: Increase bus satisfaction levels to 65% in 2009/10 from 55% in 2003/4

ON TRACK (Local information only – see below)

This indicator was a BVPI target measured every three years through the county wide User Satisfaction Survey. This was last carried out in 2006 and due to changes in the Performance Framework and the demise of BVPIs this will not be undertaken again. The satisfaction score for bus services in East Sussex in the 2006 User Satisfaction Survey was 54%, only slightly below that achieved when last measured in 2003/04 (55%). The target of 60% set for 2006/07 was only met by three County Councils nationally.

Local surveys of passenger satisfaction have been carried out since 2006 and the feedback contributes to revised services and allows particular issues to be addressed with operators. A passenger satisfaction survey undertaken in summer 2007 for Hastings shows an increase in satisfaction from 59% in 2005 to 76% in 2007 reflecting recognition of genuine progress on the ground as a result of the Quality Bus Partnership.

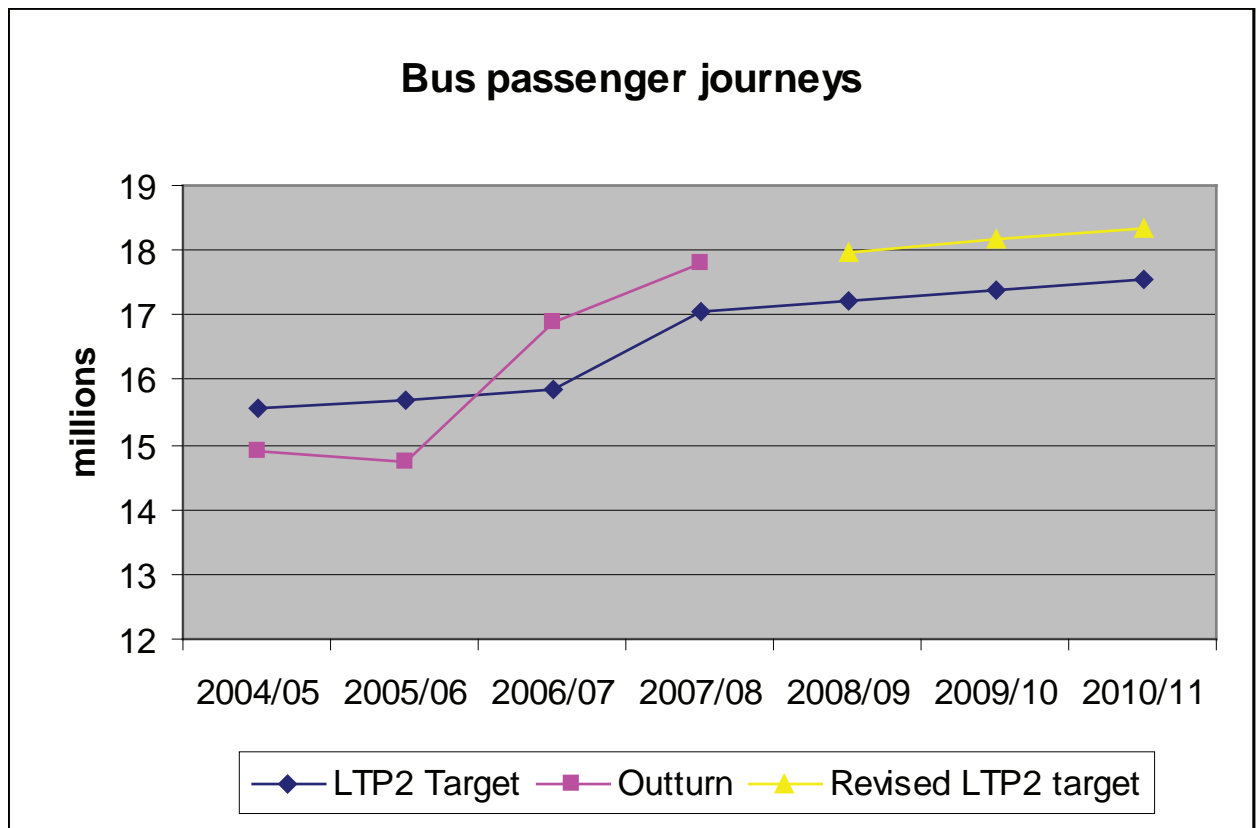
This indicator is not included in the National Indicator Set and therefore will continue to be monitored on a local basis where Quality Bus Partnerships are in existence but will not be monitored on a county wide basis as the mechanism for doing that, the User Satisfaction Survey, is no longer being undertaken. The Place Survey, which will replace the User Satisfaction Survey, does not contain questions on bus satisfaction or bus information satisfaction.

BVPI 102 Number of Bus Passenger Journeys NI 177

Target: Increase the number of bus passenger journeys by 5% by 2010/11 to 15.74 million based on 2003/4 levels (14.93 million).

Revised target: Increase the number of bus passenger journeys by 23% to 18.34 million by 2010/11

ON TRACK



	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
LTP2 Target	15.55	15.7	15.85	17.04	17.21	17.38	17.55
Outturn	14.92	14.75	16.87	17.8			
Revised LTP2 target					17.98	18.16	18.34

The initial LTP2 target was to increase patronage by 2010/11 by 5% on 2003/4 levels. Since that target was set, the Government has introduced free off peak concessionary fares for older and disabled people on all local bus routes. East Sussex County Council co-ordinates this concessionary fares scheme so that eligible residents can travel free throughout East Sussex, West Sussex and Brighton & Hove. Prior to the scheme being expanded nationally, this facility significantly exceeded the Government's statutory minimum requirement for free concessionary travel within local district areas. This has resulted in a greater than expected increase in the number of bus journeys being taken. The growth in bus patronage has exceeded all predicted growth figures, including those set by central government.

For the purposes of NI 177 and the Council Plan, the target levels have been adjusted in light of the increased outturns and we would take the opportunity of this review to bring

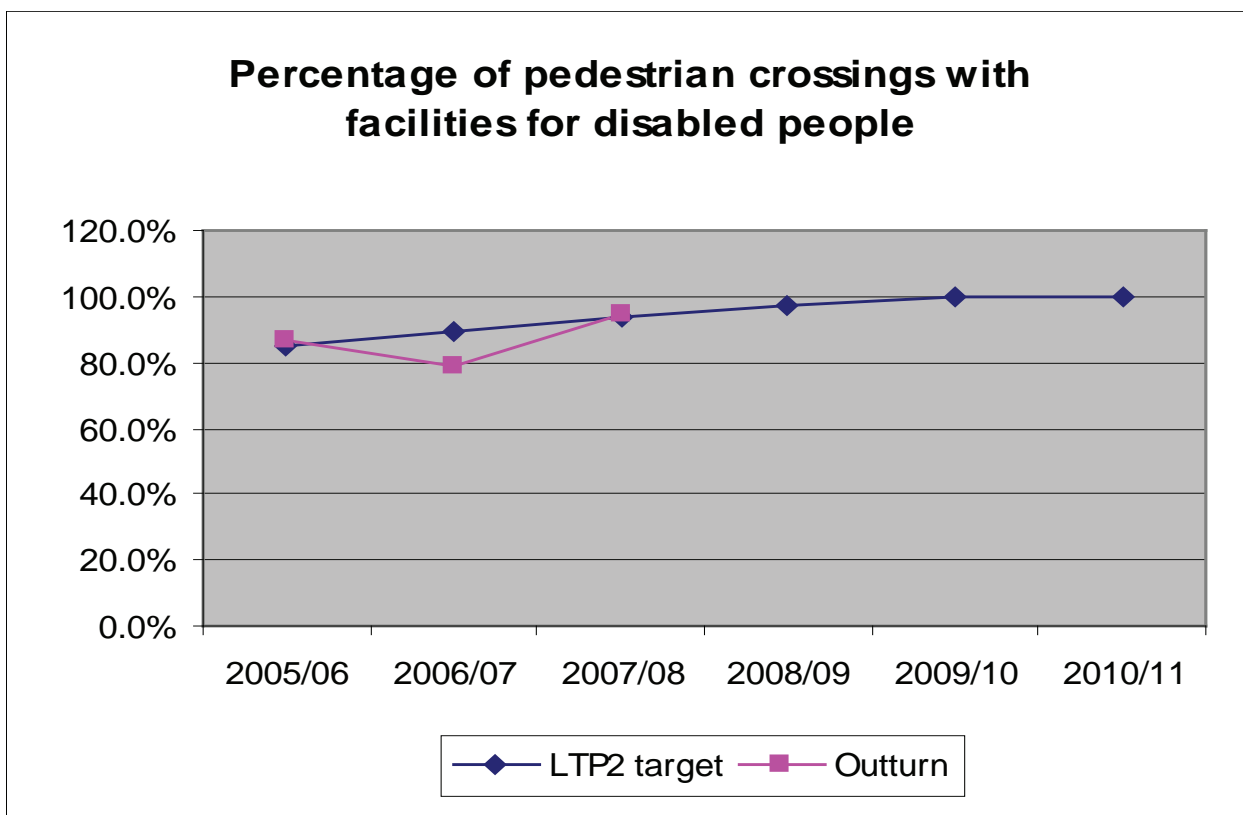
the LTP2 target levels into line with those for the national indicator and the County’s Council Plan.

The increase in bus passenger numbers is also attributed to improved bus service frequencies. In particular, the Hastings area is benefiting from the positive outcomes of the Hastings Quality Bus Partnership, through the continuing improvements to bus operations and the implementation of bus priority measures, enhanced bus stop facilities, and a higher frequency bus network.

BVPI 165 Facilities at Pedestrian Crossings for Disabled people

Target: All pedestrian crossings to be fully compliant with facilities for disabled people by 2010.

ON TRACK



	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
Outturn	86.4%	78.6%	94.4%			
LTP2 target	84.8%	89.2%	93.4%	97.4%	100%	100%

The trajectory has been exceeded in 2007/08 and those crossings that do not currently have the full disabled facilities have been identified for upgrading through the implementation of improvements within the adjacent road. This programme of improvements is predicted to achieve 100% compliance by 2009/10.

This BVPI target has been reviewed following an audit of the sites undertaken in September 2007 by the Audit Commission. The measure for pedestrian crossings with facilities for disabled people requires ‘flush’ crossing facilities which are difficult to

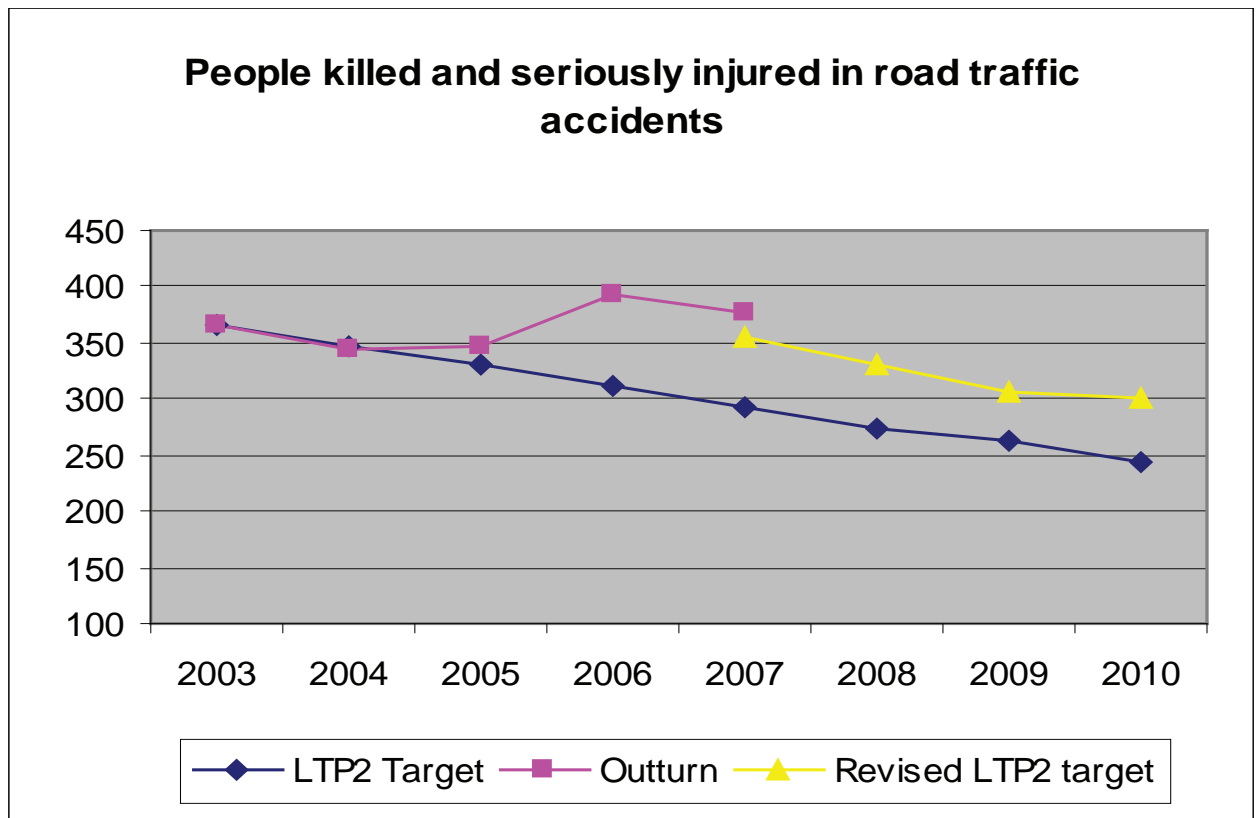
maintain due to road material movement or 'settlement'. However the County Council's programme of installing audible and tactile signals and tactile paving at all signalised crossings is on track to achieve full compliance.

BVPI 99 a i Number of deaths and seriously injured (all ages) NI 47

Target: A 40% reduction from 1994-1998 average by 2010 (from 458 to 245 casualties)

Revised target: A 35% reduction from the 1994-1998 average by 2010/11 (from 458 to 300)

NOT ON TRACK



	2003	2004	2005	2006	2007	2008	2009	2010
LTP2 Target	367	348	330	312	293	275	263	245
Outturn	367	343	347	393	378			
Revised LTP2 target					354	331	307	300

The Road Safety Strategy for East Sussex continues to be based on the guidance given in the former Department of the Environment, Transport and the Regions' (DETR) document, 'Tomorrow's roads: safer for everyone' published in 2000. That document set out the Government's casualty reduction targets for the year 2010 based on the average for the five year period 1994 to 1998.

This target was the subject of a Local Area Agreement (LAA) in 2006/07 in which the County Council committed to meeting the national Killed and Seriously Injured (KSI) target two years early, ie. by 2008 rather than 2010. It was that stretched target which was included in LTP2.

The outturn figure for this indicator is regrettably some way off the target despite all the activities and initiatives undertaken by the County Council in the first two years of the LTP2 period. This is a significant set back and means that the County Council will not meet its original LTP2 target. It should be noted that in 2006 11% and in 2007 14% of the KSI total occurred on the trunk road network for which the County Council is not responsible (the trunk road network makes up about 3% of the total road network in East Sussex). In fact you are nearly six times more likely to be killed or seriously injured on a trunk road than you are on a local highway authority road.

The introduction of the National Indicator Set (NIS) and the inclusion by the East Sussex Strategic Partnership of this target (NI 47) in the new LAA has allowed a renegotiation of more realistic target levels. NI 47 is required to be reported as a three year rolling average so the single yearly figures upon which these will be based have been used for the revised LTP2 target levels.

Rolling averages have been calculated based on existing outturns, provisional 07 outturns, and draft figures for 2008 to 2010.

2004 to 2006	363
2005 to 2007	375
2006 to 2008	375
2007 to 2009	354
2008 to 2010	331

This has resulted in an agreed set of targets for the LAA period:

	Baseline 05/06/07	06 to 08	07 to 09	08 to 10
	2007/08	2008/09	2009/10	2010/11
Number	375	375	354	331
Percentage change		-0.1	5.5	6.7

Analysis of East Sussex data shows that key factors in the numbers of KSI casualties include

- poor driver behaviour, i.e. drink driving and excessive speed
- crashes involving motorcycles as the number of licensed motorcycles increase and
- lack of dual carriageway, particularly in relation to the A27 Trunk Road.

Dual carriageways enjoy a far better safety record than single carriageways, e.g. the accident rate for the A27 Polegate Bypass which is dual carriageway is five personal injury accidents per 100million vehicles (per kilometre) compared to a rate of 26 on the A27 between Polegate and Lewes which is single carriageway. A programme of work to reduce the numbers of killed and seriously injured is promoted through the Sussex Safer Roads Partnership (SSRP), launched in April 2007. This is achieved by:

- educating the public through various marketing and educational campaigns with the aim of modifying driving behaviour and changing attitudes
- enforcing speed limits as speeding is a major contributory factor in road crashes and

- identifying specific sites that would benefit from engineering solutions.

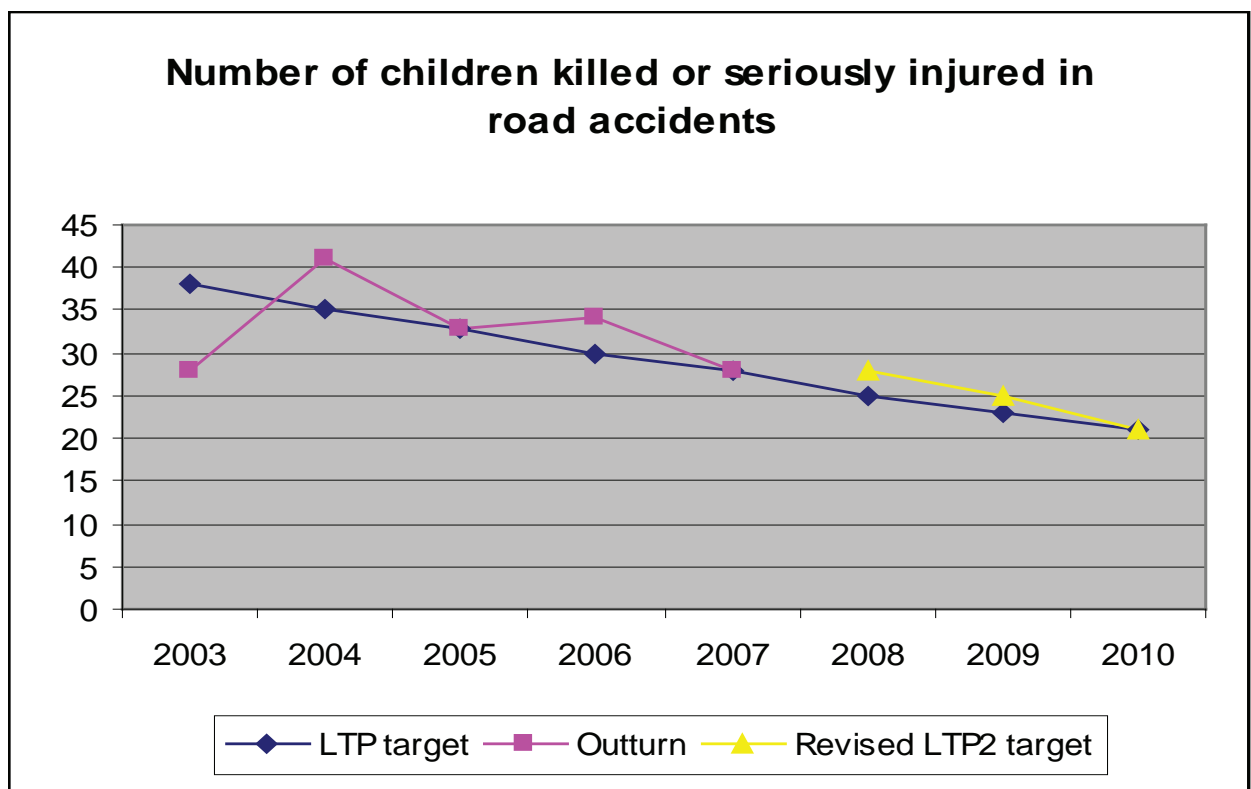
Additional funding for speed management has been made available from 2007/08 and will be used to support the introduction of lower speed limits across the county, especially in villages. This programme, together with the engineering and educational measures that the County Council delivers will be designed to achieve the target.

The County Council recommends that the LTP2 target is revised to bring it into line with that in the LAA.

BVPI 99 b i Number of children killed and seriously injured NI 48

Target: A 58% reduction from 1994 – 98 average by 2010 (from 50 to no more than 21 casualties).

ON TRACK



	2003	2004	2005	2006	2007	2008	2009	2010
LTP target	38	35	33	30	28	25	23	21
Outturn	28	41	33	34	28			
NI 48 target levels					28	25	21	

In the 12 months to 31 December 2007 there were 28 children killed or seriously injured on the county's roads. This represents a 44% reduction on the 1994-98 average of 50, and means that the County Council is well on its way to achieving the national target of a 50% reduction by 2010.

The achievement of the County Council in this area is considerable and can be attributed to the combination of traffic calming measures, safety schemes and the wide ranging programme of road safety education initiatives which aim to change the behaviour of both drivers and pedestrians. In particular the School Travel Plan (STP) team has supported over 86% of schools in the county in developing their travel plans. STPs emphasise the use of sustainable modes of transport to travel to and from school and encourage safe practices through the Footsteps child pedestrian training programme and the cycle training made available.

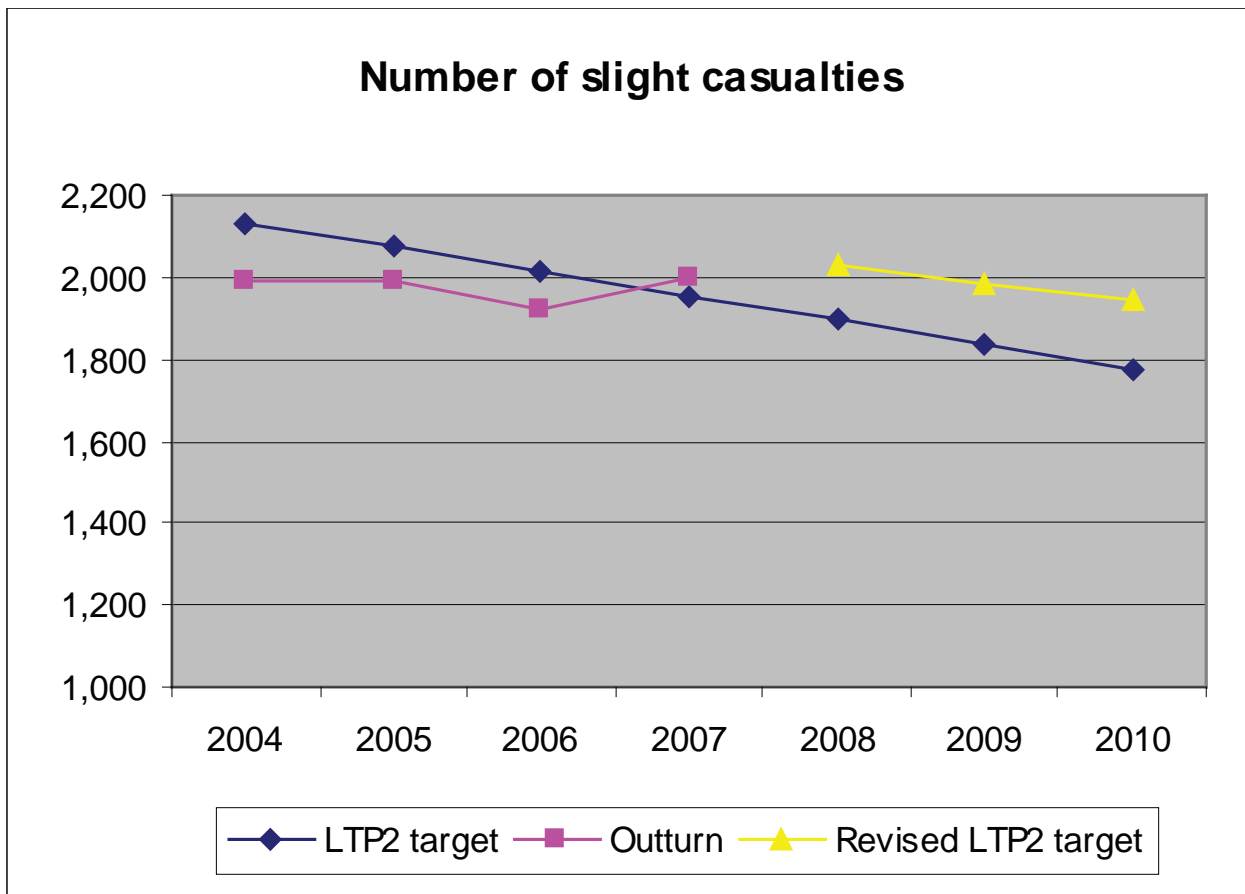
As with the overall KSI target discussed in the previous section, the target trajectories in LTP2 became misaligned from the BVPI target levels and have now been superseded by the National Indicators in the new performance framework. The County Council would like to take this opportunity to realign the LTP2 projected target levels with NI48 target levels though the 2010/11 final target level remains the same.

BVPI 99 c i Number of slight injury casualties

Target: A 25% reduction from 1994 – 98 average by 2010 (from 2,369 to no more than 1,775 casualties)

Revised target: An 18% reduction from 1994 – 1998 average by 2010 (from 2,369 to no more than 1,947)

ON TRACK (against revised target)



	2004	2005	2006	2007	2008	2009	2010
LTP2 target	2,134	2,074	2,015	1,955	1,895	1,835	1,775
Outturn	1,994	1,988	1,921	1,997			
Revised LTP2 target				2027	1987	1947	

As with the previous two targets, the BVPI target trajectory, which is a locally set target, was adjusted resulting in the LTP2 trajectory becoming misaligned. The County Council is revising the LTP2 target levels to rectify this discrepancy. The national targets for this indicator are currently under review and there are therefore no target levels set beyond 2010 as yet.

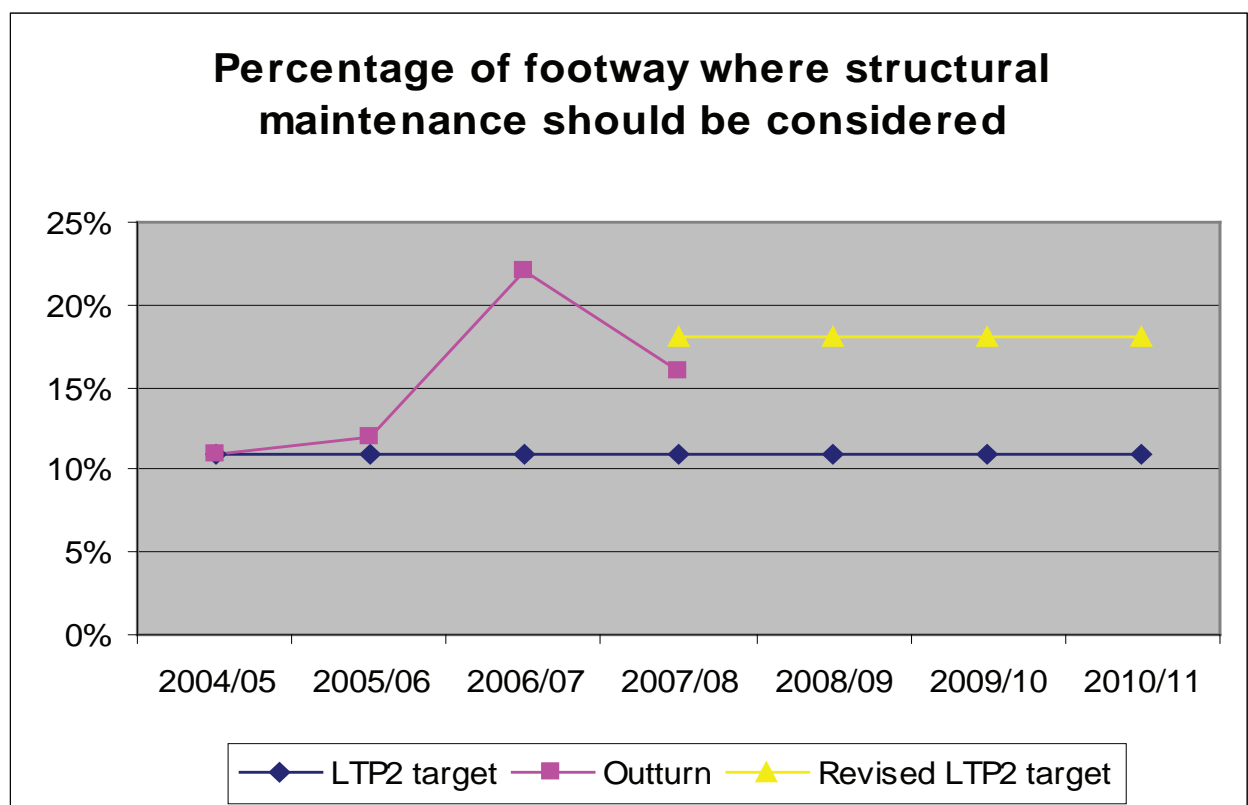
The data shows that there were 1,998 slight casualties on the county's roads in the twelve months to 31 December 2007. Although this represents a 16% reduction on the 1994-98 average figure of 2369, it has reversed the trend of the previous three years. This target should respond positively to both the engineering and educational initiatives carried out by the County Council working with Sussex Police and the Sussex Safer Roads Partnership.

BVPI 187 Road condition: Footway

Target: No overall deterioration in the condition of category 1,1a and 2 footways from baseline of 10.8% in 2003/4

Revised target: No more than 18% of footways in category 1,1a and 2 shall be in need of structural maintenance.

ON TRACK (against revised target)



	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
LTP2 target	11%	11%	11%	11%	11%	11%	11%
Outturn	11%	12%	22%	16%			
Revised LTP2 target				18%	18%	18%	18%
BVPI target	19%	18%	18%	18%			

The condition of the pavement network has improved in 2007/08 compared with the previous year through the effective deployment of a targeted maintenance programme. National comparison puts East Sussex in the median upper quartile of all counties, the national average being 22% of footway in need of maintenance.

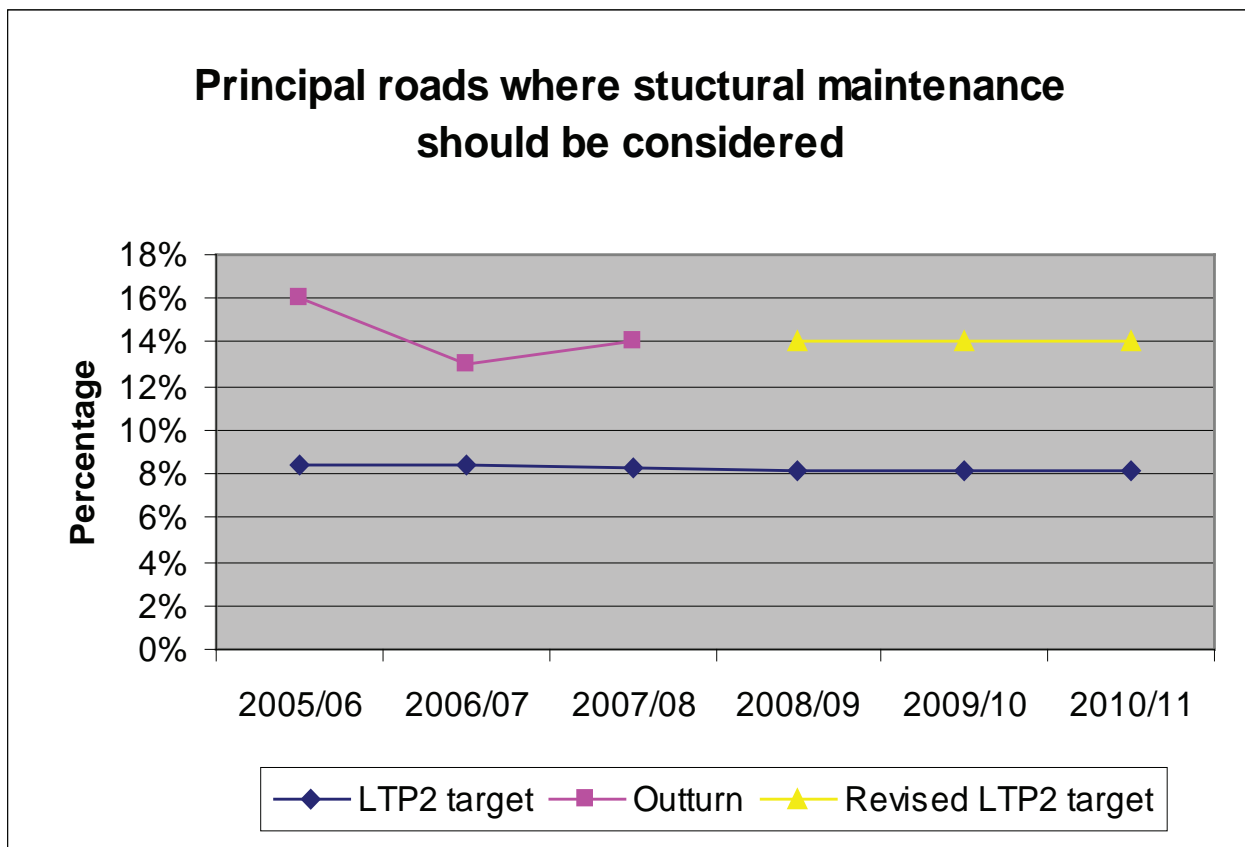
This target had been reviewed for the purposes of the BVPI and the County Council is taking the opportunity at this juncture to revise the targets in LTP2 and bring them into line with the BVPI targets.

BVPI 223 Road condition: Principal roads NI 168

Target: Reduce the percentage of principal roads where structural maintenance should be considered to 8.2% by 2010/11

Revised target: Reduce the percentage of principal roads where structural maintenance should be considered to 14% by 2010/11

ON TRACK



LTP2 target	8.4%	8.4%	8.3%	8.2%	8.2%	8.2%
Outturn	16.0%	13.0%	14.0%			
Revised LTP2 target			14.0%	14.0%	14.0%	
BVPI target	9.0%	9.0%	14.0%	14.0%	14.0%	

Estimated Revised Set of Weighting = 14%

Estimated Original Set of Weighting = 12%

The methodology for calculating this indicator has changed between the 2006/07 and the 2007/08 results. The Department for Transport (DfT) issued guidance to allow comparisons of performance between the years. The ‘original set of weighting’ has been produced to allow authorities to compare performance with the results produced in 2006/07. The ‘revised set of weighting’ is the performance calculated using the amended methodology and will be the published 2007/08 indicator results. In consideration of this there has been a slight improvement in performance when comparing the “original set of weighting” with the 2006/07 results.

There has been a conscious re-investment of resources into non-principal roads as part of the Public Service Agreement which resulted in improvements in the condition of non-principal roads. There was, however, a corresponding drop in the condition of principal roads. The severe weather experienced in recent years has made it more difficult to recover that position although improvements have been made compared to 2005/06. When the progress of the work programme has been adversely affected by wet weather, the programme has been reviewed and rescheduled to ensure completion by the end of the year.

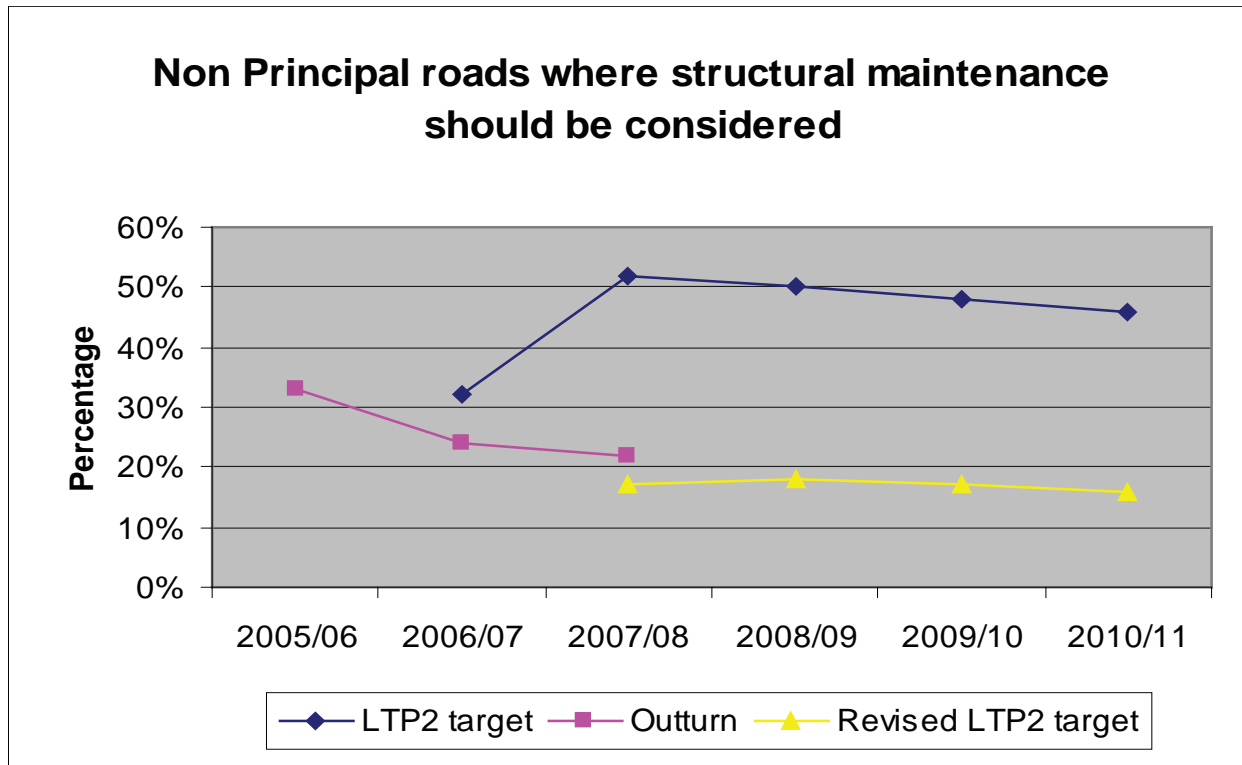
The County Council is bringing the target trajectories into line with the BVPI/National Indicator target levels.

BVPI 224a Road condition: Non Principal roads NI 169

Target: Reduce the percentage of non principal roads where structural maintenance should be considered to 12.6% by 2010/11

Revised target: Reduce the percentage of non principal roads where structural maintenance should be considered to 14% by 2010/11

ON TRACK



	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
LTP2 target		32%	52%	50%	48%	46%
Outturn	33%	24%	22% (orig) 17% (rev)			
Revised LTP2 target			17%	16%	15%	14%

07/08 outturn

Estimated Revised Set of Weighting = 17%

Estimated Original Set of Weighting = 22%

In 2005/06, after LTP2 was submitted, the BVPI definition for this target was changed with the data being collected by SCANNER (Surface Condition Assessment for the National Network of Roads) rather than by CVI (Course Visual Inspection). This resulted in an outturn of 54% for that year, an increase which was reflected across the country. This led to the BVPI target trajectories being recast so that the outturn of 24% for 06/07 was in fact within the recast target trajectory. The result of 24% exceeded the BVPI target for the year and represented a significant improvement over the previous year's results. The outturn for 2007/08 indicates a further improvement.

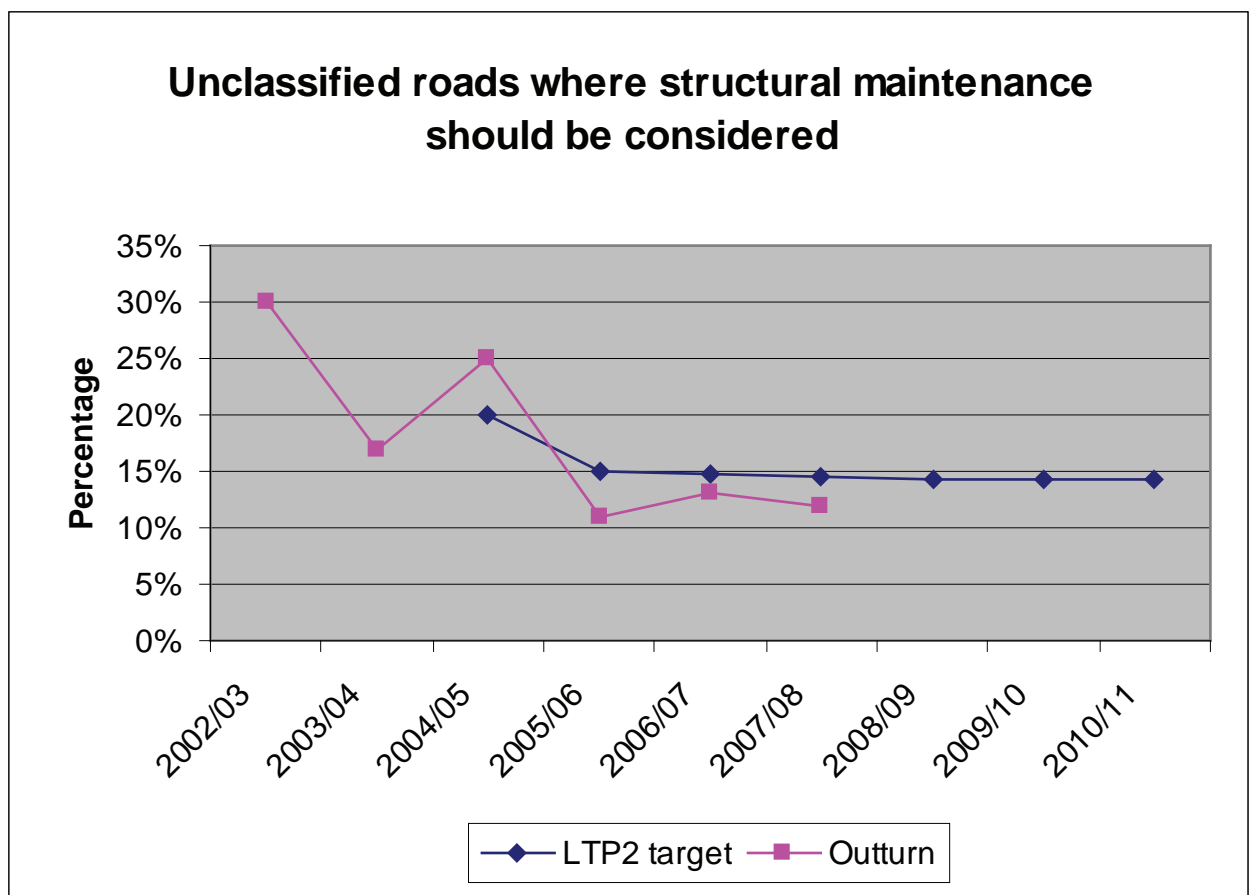
As with the indicator for principal roads, the methodology for calculating this indicator has changed in between the 2006/07 and the 2007/08 results. The Department for Transport (DfT) issued guidance to allow comparisons of performance between the years. The “original set of weighting” has been produced to allow authorities to compare performance with the results produced in 2006/07. The “revised set of weighting” is the performance calculated using the amended methodology and will be the published 2007/08 indicator results. In consideration of the guidance, there has been a slight improvement in performance when comparing the “original set of weighting” with the 2006/07 results.

Whenever the work programme has been adversely affected by the weather, the programme has been reviewed and rescheduled to ensure completion by the end of the year.

BVPI 224b Road condition: Unclassified roads

Target: Reduce the percentage of unclassified roads where structural maintenance should be considered to 14.3% by 2010/11

ON TRACK



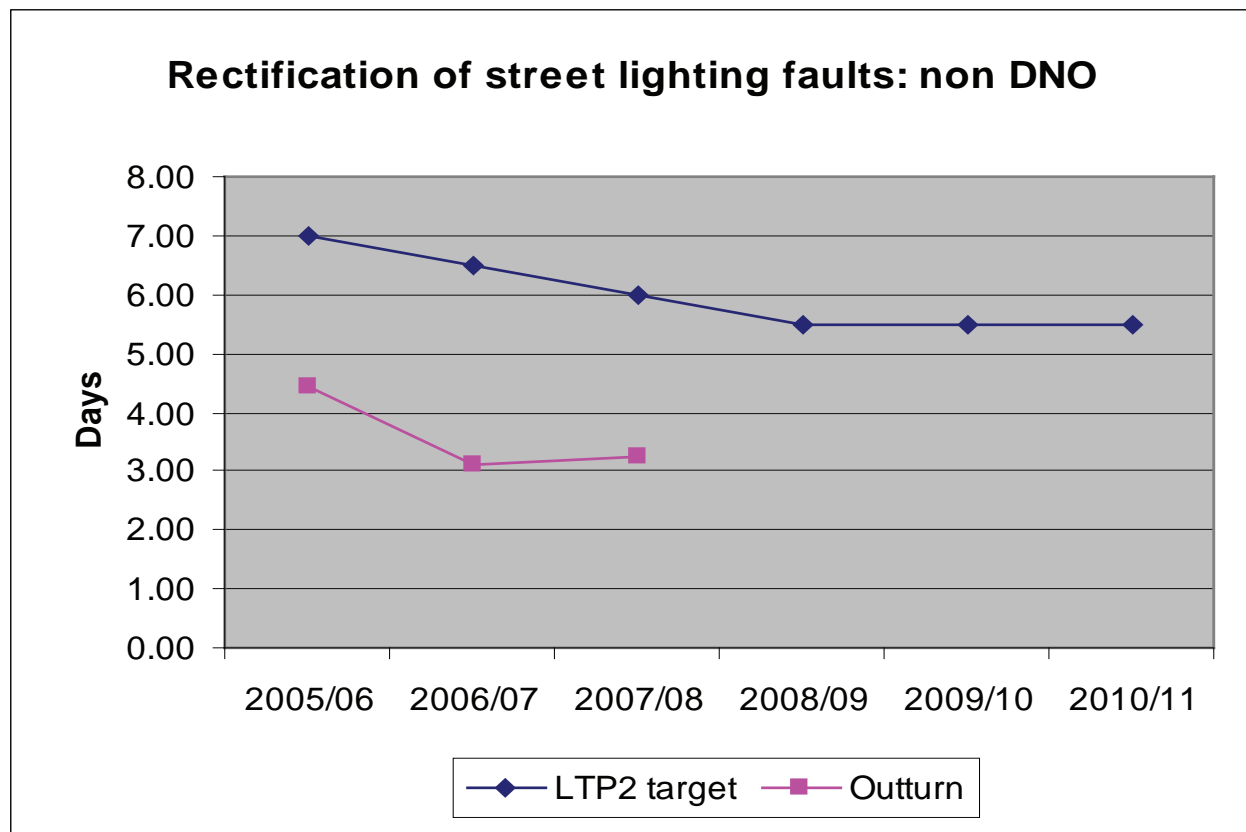
	02/03	03/04	04/05	05/06	06/07	07/08	08/09	09/10	10/11
Outturn	30.0%	17.0%	25.0%	11.0%	13.0%	12.0%			
LTP2 target			20.0%	15.0%	14.8%	14.5%	14.4%	14.4%	14.3%

The condition of unclassified roads continues to improve through the effective deployment of a targeted maintenance programme, strengthening the authority's position in the median upper quartile of all English counties.

BVPI 215a Rectification of street light faults: Non Distribution Network Operator (DNO)

Target: Reduce and maintain the average number of days taken to repair a street lighting fault which is under the control of the local authority to 5.5 days by 2010/11

ON TRACK



	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
LTP2 target	7.00	6.50	6.00	5.50	5.50	5.50
Outturn	4.45	3.11	3.25			

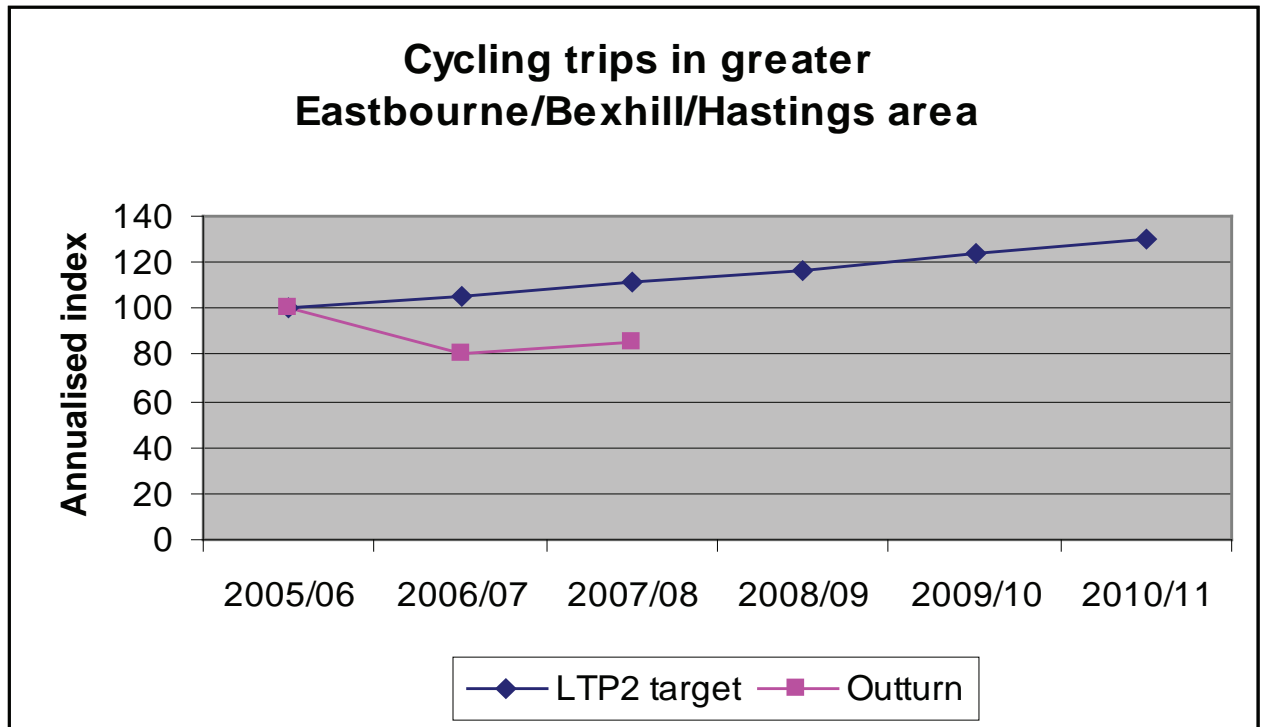
A review of the past year (2007/08) confirms that all street lighting faults were repaired, on average, within 3.25 days. This is an excellent result and although average repair times fluctuate from quarter to quarter, the overall trend is of continuous improvement and has remained well within the trajectory. The close working relationship with our contractor and an understanding of priorities supports achievement of this target.

Local targets

Cycling trips

Target: Increase the level of cycling trips in Greater Eastbourne/Bexhill and Hastings areas to an annualised index of 130 by 2010/11 compared with 2004/5 annualised index of 100

NOT ON TRACK



	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
Outturn	100	80	86			
LTP2 target	100	105	111	117	124	130

As described in the commentary for the county wide cycle indicator, we have now calculated the annualised index by using the data for the whole year rather than for two months. The same pattern is evident in both sets of figures; a significant reduction from the baseline in 2006/07 followed by a reversal of that decline in 2007/08.

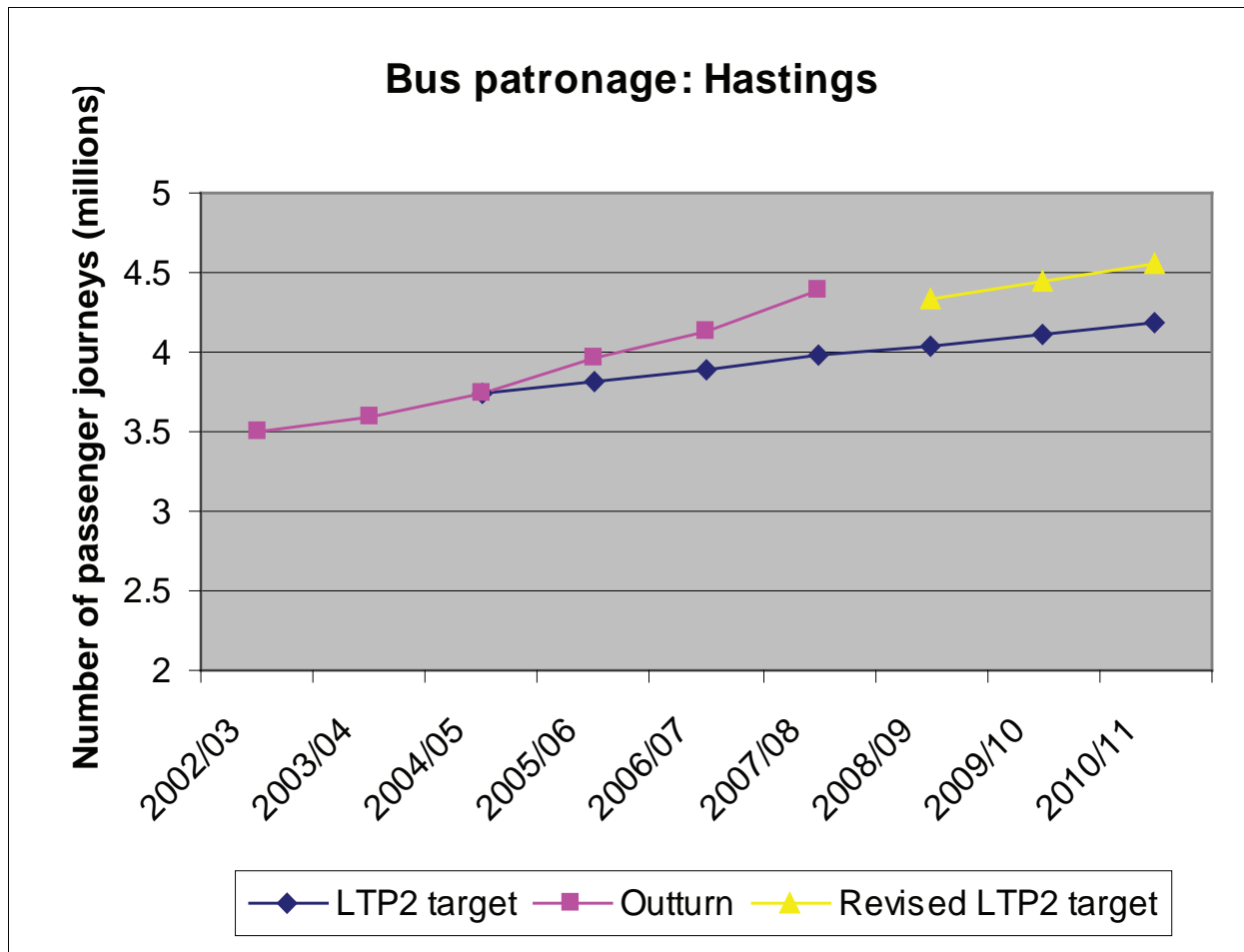
The County Council's Integrated Transport Capital Programme was approved on 31st March 2008 and this included provision for a number of cycling schemes over the next 3 years that will have a positive effect on cycling levels in the Eastbourne and the Bexhill / Hastings areas. This includes provision of new cycle paths in these areas and provision of high quality cycle parking at rail stations in association with the Train Operating Company (TOC). It is also anticipated that the extensive publicity associated with the successful Connect2 project in Bexhill and Hastings will have a positive impact on cycling levels in the area. In the Eastbourne area a study has been commissioned to look at the Sovereign Harbour Corridor between the Sovereign Harbour development and the town centre. It will look at all traffic in that corridor and a key part will be the investigation of new cycle routes. This will lead to a package of measures that will positively impact on this target.

Bus Patronage (Hastings)

Target: Increase bus patronage in Hastings by 12% between 2004/5 and 2010/11, from 3.74 million journeys to 4.19 million journeys

Revised target: Increase bus patronage in Hastings by 22% between 2004/5 and 2010/11, from 3.74 million journeys to 4.56 million journeys

ON TRACK



	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
LTP2 target	3.74	3.81	3.89	3.99	4.04	4.11	4.19
Outturn	3.74	3.97	4.13	4.39			
Revised LTP2 target				4.34	4.45	4.56	

The latest bus passenger figures reported by Stagecoach, the principal operator in the area, continue to show an encouraging upward trend. Patronage increased by 6.3% over the past 12 months to 4.39 million per annum, therefore exceeding the projected outcome of 4.19 million for 2010/11 three years early. Whilst a major contributory factor is the new availability of off-peak free fares for the over 60s, the growth also reflects:

- improved bus service levels (Routes 99 and 711)
- increased passenger satisfaction (Hastings Bus Users Satisfaction Survey August 2007**)

- improved bus stop facilities
- greater emphasis on marketing, and
- the improvement plan for bus priority measures.

The involvement of the Quality Bus Partnership (QBP) and new Bus Users Stakeholders Group has also had very positive effects (eg targeting parking control monitoring to bus stops).

**The bus user surveys undertaken by an independent consultant on behalf of the QBP Partners have shown that satisfaction in bus services in Hastings has increased from 59% in 2005 to 76% in 2007, exceeding the QBP target for 2007 of 62%.

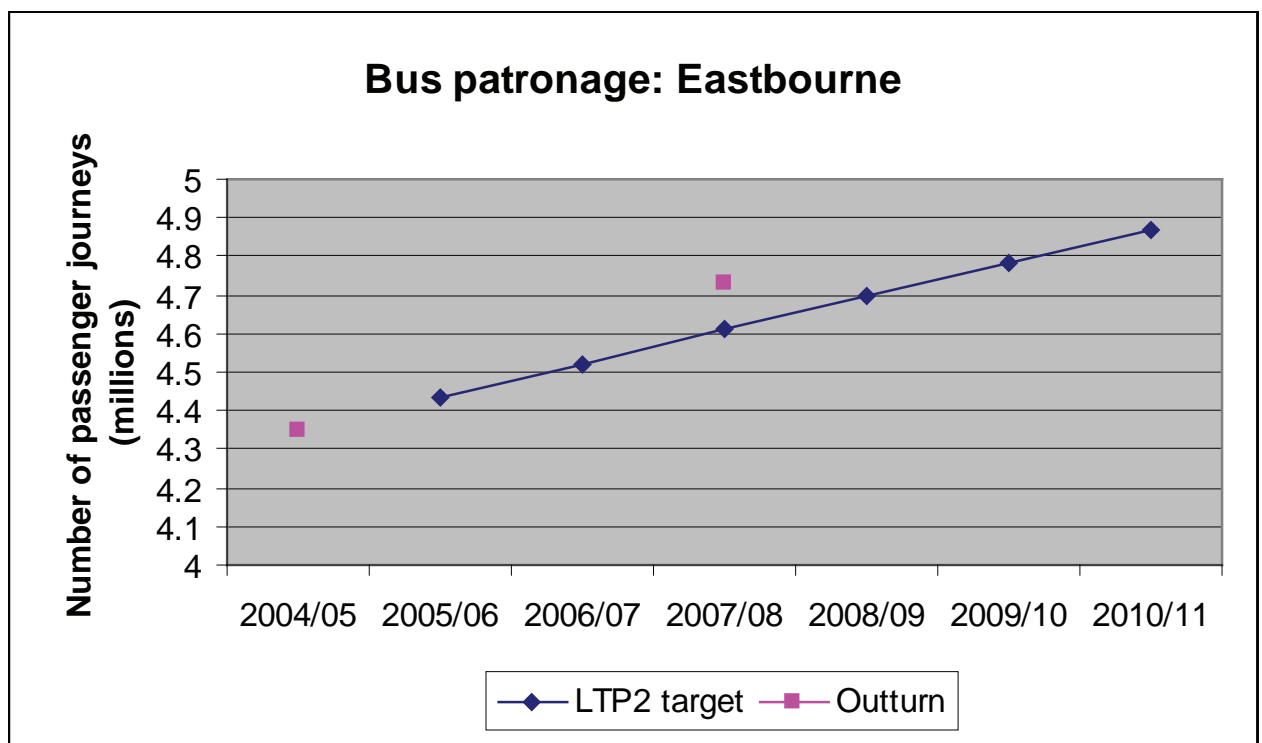
The Quality Bus Partnership has agreed an extended action plan and the introduction of a Punctuality Improvement Partnership (PIP). Progress will build on the excellent achievements made to date which have included the upgrading of 84 bus stops and the extension of bus priority lanes as well as other bus priority measures.

In light of the success to date, the County Council is stretching the target to bring it into line with the new target trajectory in the QBP.

Bus Patronage (Eastbourne)

Target: Increase bus patronage in Eastbourne by 12% between 2004/5 and 2010/11, from 4,349 million passenger journeys to 4,871 million journeys

ON TRACK



	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
LTP2 target		4.436	4.523	4.610	4.697	4.784	4.871
Outturn	4.349			4.733			

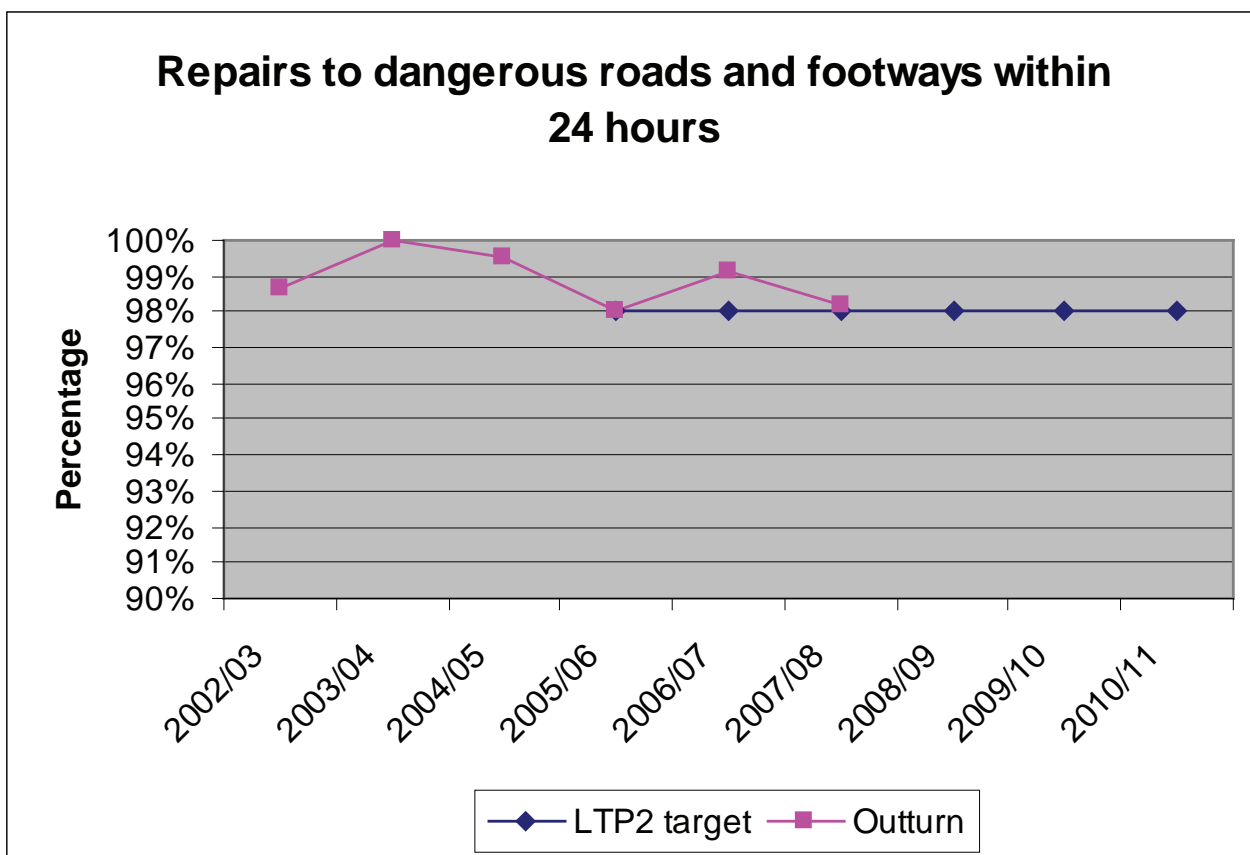
Significant reductions in bus services were made by Eastbourne Buses in March 2008. Some of these Monday to Friday services were taken over on a commercial basis by Cavendish Services, but gaps remain particularly at evenings and at weekends. The County Council was only able to take limited action to procure replacement bus services, due to constraints on its revenue budget, but this safeguarded journeys for school children and residents in Beachlands, Pevensey and Westham. Added to the bus passenger figure supplied by Eastbourne Buses is an estimate of passengers carried by Cavendish Services in Eastbourne. The Cavendish Services estimate is based upon a figure supplied by the operator of current passenger numbers. This combined figure of 4.733m confirms that there has been positive growth in bus passenger numbers.

Work on the introduction of the bus priority measures on Seaside Road is still progressing. Detailed design of the bus lane is complete. Consultation on the Traffic Regulation Order (TRO) commenced in March 2008. However, Planning Committee have asked for the application to be deferred until the outcome of the Sovereign Harbour Corridor Study reports in 2009.

Road and Footway Repairs

Target: Maintain above 98% of repairs to dangerous roads and footways carried out within 24 hours

ON TRACK



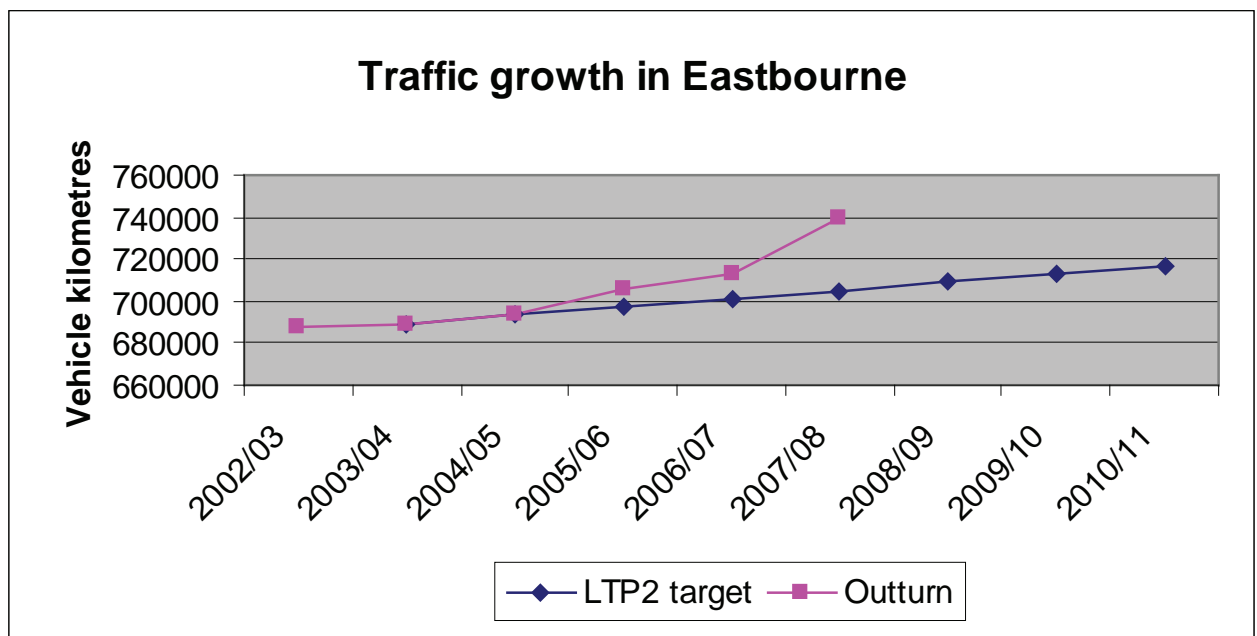
	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
LTP2 target			98%	98%	98%	98%	98%	98%
Outturn	100%	99.50%	98%	99.10%	98.17%			

These figures refer to action taken only on defined ‘category 1’ defects. Numerous other dangerous incidents including oil spills, trees down and flooding are dealt with but are not recorded in this indicator. In a typical quarter there are between 50 and 60 separate incidents of ‘Category 1’ defects which are entered on a monitoring system and almost all are made safe within 24 hours.

Traffic growth in Eastbourne

Target: Keep traffic growth in Eastbourne between 2003/4 and 2010/11 below 4%

NOT ON TRACK



	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
LTP2 target		689200	693138	697076	701014	704952	708890	712828	716768
Outturn	688200	689200	693900	706090	712515	739320			

Traffic levels in Eastbourne have increased ahead of trajectory from the outset and increased particularly sharply in 2007/08 to be already in excess of the 2010/11 target. This contrasts starkly with the patterns in other parts of the county where traffic growth has been successfully restrained or even reversed.

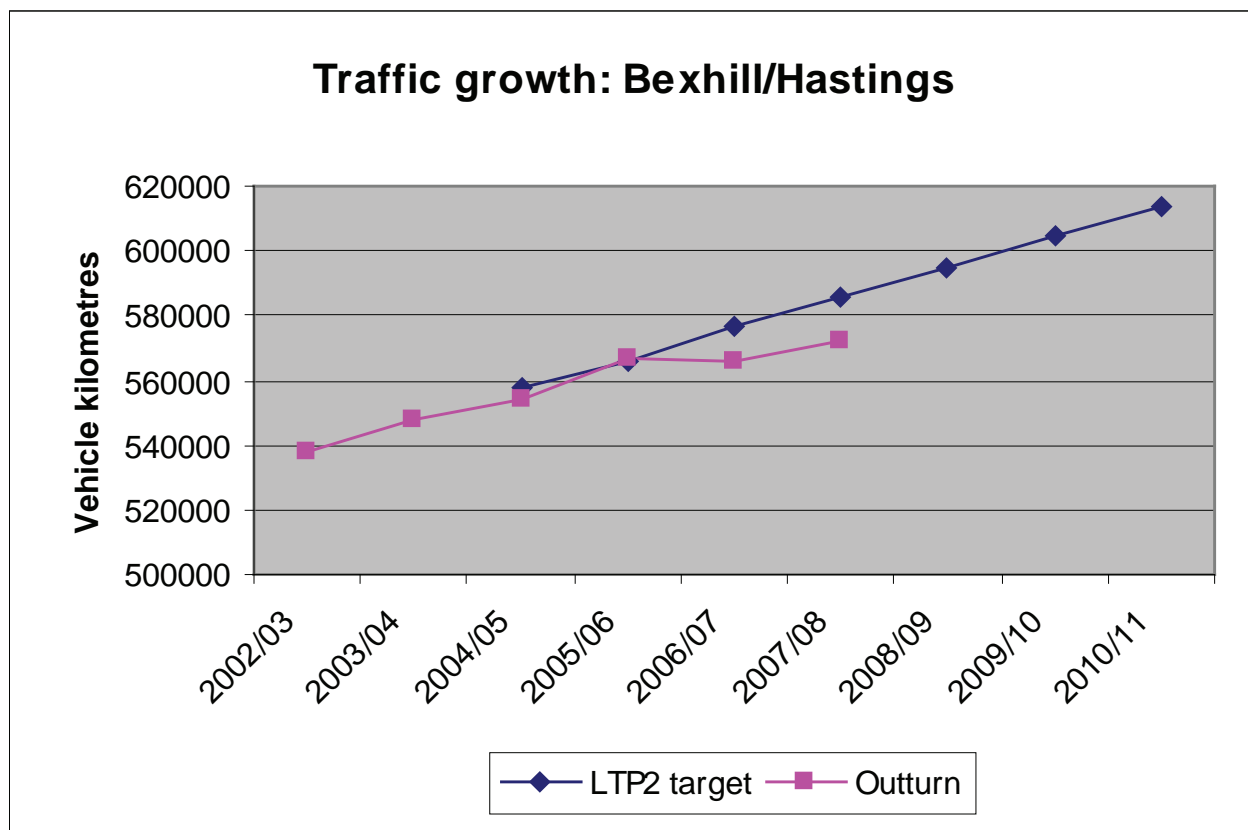
The principal factor to which this may be attributed is the protracted delay in the introduction of CPE across the borough and the extension of controlled parking, including parking charges, in the town centre. The “stalemate” that had been reached in 2007 severely constrained the County Council’s ability to enforce regulations and this has encouraged unrestrained car use and impeded the efficient operation of public transport. These factors, coupled with unrelated problems affecting the town’s main bus operator, have more than cancelled out the beneficial impact of the introduction of real time bus information and are the most likely explanation for the sharp increase in traffic levels in 2007/08.

It is likely that traffic levels will remain at their current high level in 2008/09 unless a general economic downturn is reflected in reduced traffic levels. However, now that the Secretary of State has approved the County Council's application for civil enforcement powers, the scheme can be implemented and it is anticipated that this will begin to reverse the upward trend in 2009/10, making the 2010/11 target still potentially achievable.

Traffic growth in Bexhill / Hastings

Target: Keep traffic growth in Bexhill/Hastings between 2003/4 and 2010/11 below 12%

ON TRACK



	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
LTP2 target			557,597	566,004	576,391	585,788	595,185	604,582	613,984
Outturn	538,100	548,200	554,000	566,800	565,430	572,240			

Traffic levels in Bexhill and Hastings, having broadly followed the target trajectory since 2003/04 have levelled off and very slightly dropped over the last two years.

This levelling off has been achieved despite the increase in activity, especially in Hastings town centre, as a result of regeneration initiatives. Hastings has the benefit of a well established CPE scheme which has provided the foundation for improvement to public transport which is considered to be the main factor contributing to the reduction in traffic levels.

The reduction is believed to be attributable to a combination of factors including:

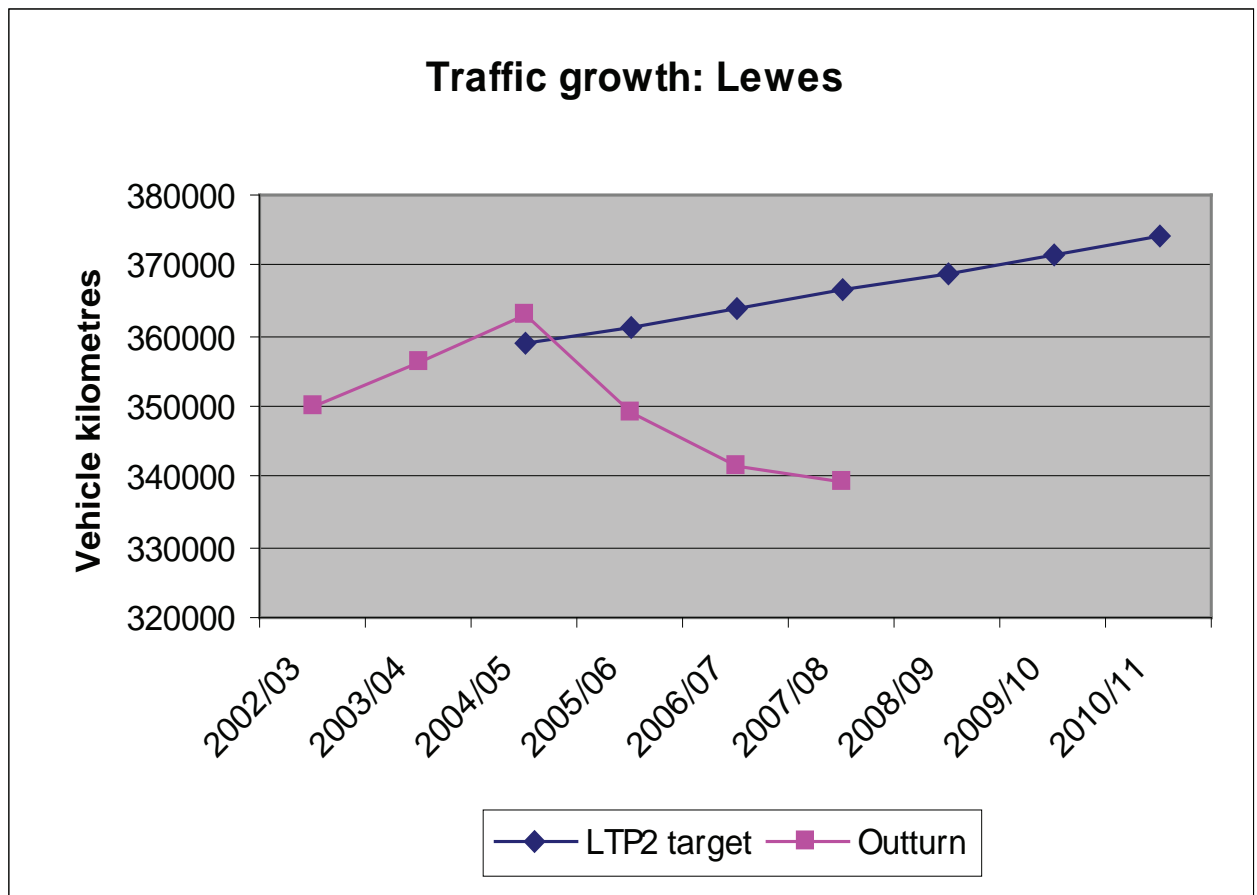
- effective parking controls
- previous decisions by the authorities to ensure that regeneration is located at sites with good accessibility by bus and train
- modal transfer as a result of the cumulative effect of a package of measures introduced through the Hastings Quality Bus Partnership (assisted by effective parking enforcement), and
- modal transfer by the substantial retired population, particularly in Bexhill, following the introduction of free concessionary travel.

We are, therefore, significantly ahead of target and, although regeneration in Hastings is likely to increase upward pressures, indications are that the target will be achieved.

Traffic growth in Lewes

Target: Keep traffic growth in Lewes between 2003/4 and 2010/11 below 5%

ON TRACK



	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
LTP2 target			358,845	361,390	363,935	366,480	369,025	371,570	374,115
Outturn	350,100	356,300	362,900	349,210	341,650	339,390			

Traffic levels in Lewes, which had been growing slightly ahead of trajectory, have dramatically reduced following the introduction of CPE and a comprehensive controlled parking scheme in September 2004. The sharp reduction in 2005/06, following the introduction of the parking scheme was consolidated in 2006/07 and maintained in 2007/08.

There is no evidence that the reduction in traffic is associated with any downturn in economic activity, on the contrary, following the introduction of the parking scheme, the number of cars parking in town centre car parks increased by some 10%. The reduction in traffic is believed to be attributable to a combination of factors including:

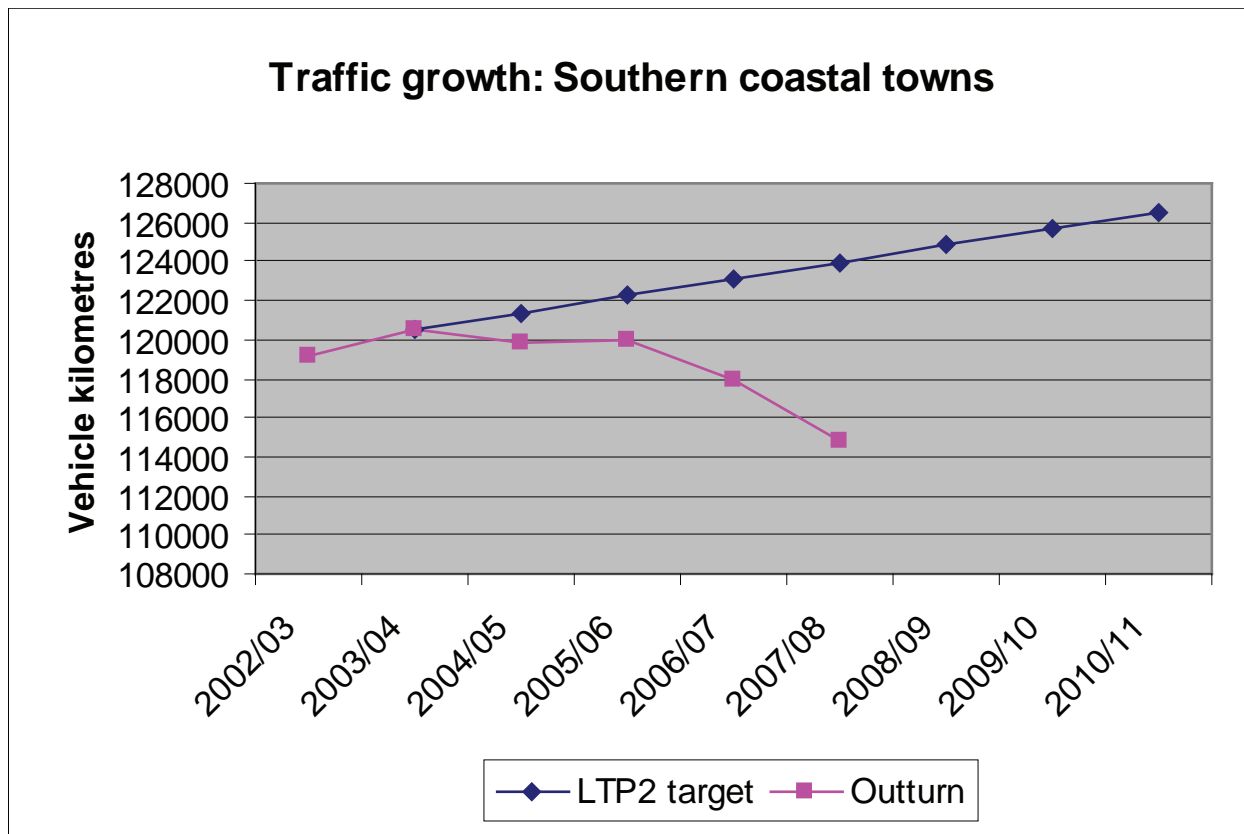
- a significant reduction in traffic “churning” in town centre streets (as a result of the parking scheme)
- modal transfer to rail and bus (as a result primarily of the parking scheme but assisted by policies and initiatives to make travel by public transport to Lewes, particularly from the Lewes coastal towns, more affordable), and
- more car sharing, walking and cycling (primarily as a result of the parking scheme but assisted by other Council promoted initiatives).

We are, therefore, well ahead of the target of restraining growth to 5% by 2010/11 and have achieved an absolute and sustainable reduction in traffic. Flows appear to be stabilising below the 2003/04 base at around 2000 levels.

Traffic growth in Southern Coastal Towns

Target: Keep traffic growth in the Southern Coastal Towns between 2003/4 and 2010/11 below 5%

ON TRACK



	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
LTP2 target		120,500	121,361	122,222	123,083	123,944	124,805	125,666	126,525
Outturn	119,100	120,500	119,800	120,000	117,920	114,770			

Traffic levels in the Southern Coastal Towns, having been virtually unchanged between 2003/04 and 2005/06, have fallen fairly sharply in the last two years.

This reduction is believed to be attributable to a combination of factors including:

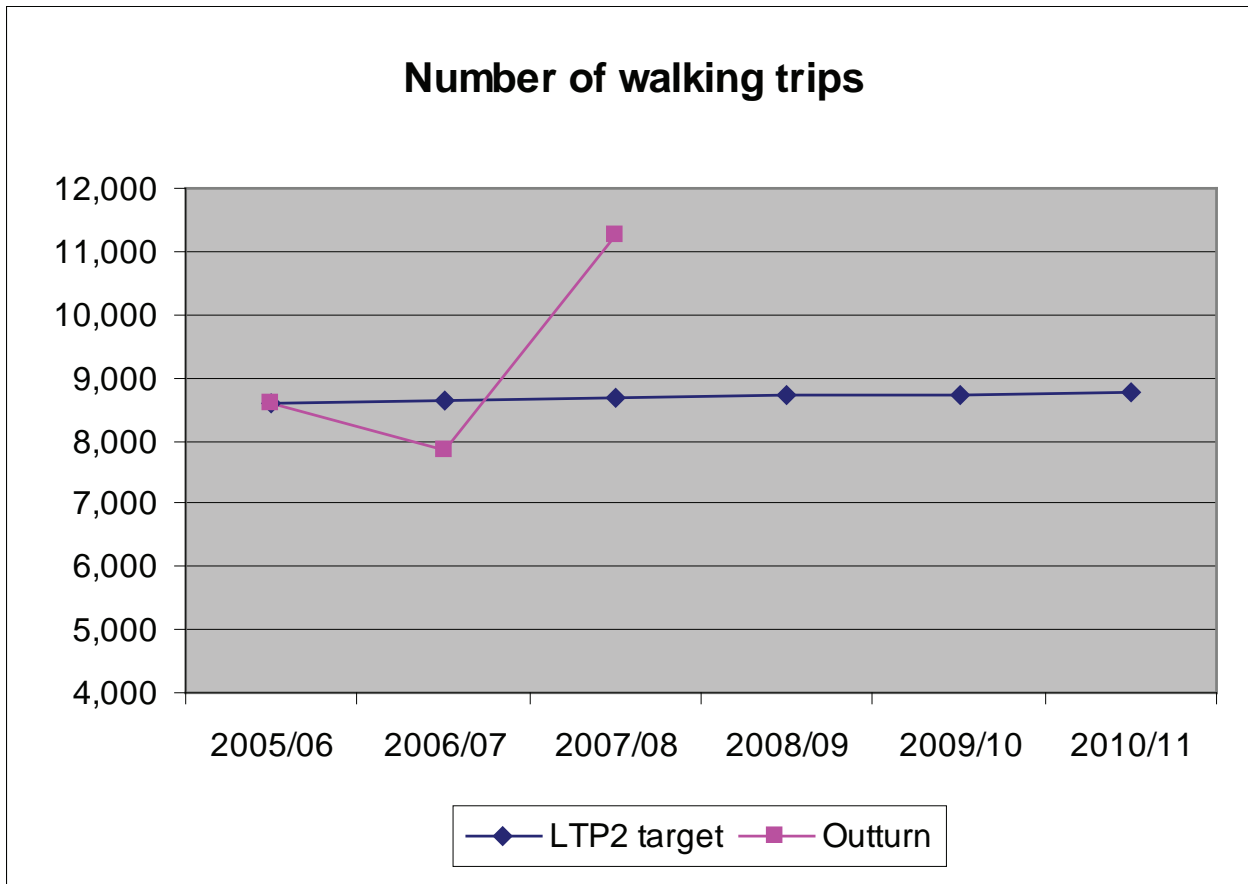
- the fragility of the local economy in contrast to the relatively buoyant economies of nearby Lewes and Brighton & Hove
- modal transfer by the substantial retired population following the introduction of free concessionary travel
- modal transfer to rail and bus for travel into Lewes (as a result primarily of the parking scheme in Lewes and initiatives to make public transport travel to Lewes from the coastal towns, more affordable), and
- improved and improving bus links along the A259 corridor to Brighton & Hove

Although we are well ahead of the target of restraining growth to 5% and have, in fact, achieved an absolute and sustainable reduction in traffic, this is considered to be only partly due to council initiatives. In the current economic climate, there is little immediate prospect of the trend of the last two years reversing. However, if plans for economic regeneration come to fruition, traffic pressures could increase in the longer term but the 2010/11 target should be achieved.

Walking trips

Target: Increase the proportion of journeys by walking by 2% by 2011

ON TRACK



	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
LTP2 target	8,598	8,632	8,666	8,700	8,735	8,770
Outturn	8,598	7,842	11,268			

The outturn for this indicator has demonstrated significant fluctuations in the first two years of LTP2, although the 2007/08 data is encouraging. A review of the methodology underpinning this indicator has been undertaken and it was concluded that the links between walking schemes and the current monitoring sites need to be strengthened, to determine the impact of the schemes.

Following the review, the methodology will be supplemented with scheme survey data for all Integrated Transport schemes which include pedestrian improvements implemented during the remainder of the LTP2 period. In this way a broader, more representative picture should emerge.

Relationship between LTP2 targets, national shared priorities and wider objectives

LTP2 target	Shared Priorities				Other LTP2 objectives			Wider objective/s
	Accessibility	Road Safety	Congestion	Air Quality				
Mandatory								
LTP1	Y							Social inclusion, Health and wellbeing
LTP2			Y	Y				Environment, Health and wellbeing, Climate change
LTP3	Y		Y	Y				Health and wellbeing, Climate change
LTP4			Y	Y				Health and wellbeing
LTP5	Y							
LTP6			Y			Demand management		
LTP8				Y				Environment, Health
LTP8				Y				Environment, Health
BVPI								
Bus Satisfaction	Y		Y					
Bus Passenger Journeys	Y		Y					Social inclusion
Facilities at Pedestrian Crossings for Disabled		Y				Asset Management		Equalities
Killed and seriously injured (all ages)		Y						Health and wellbeing
Killed and seriously injured (children)		Y						Health and wellbeing
Slight injury casualties		Y						Health and wellbeing

LTP2 target	Shared Priorities				Other LTP2 objectives			Wider objective/s
	Accessibility	Road Safety	Congestion	Air Quality				
Road condition: Footway		Y				Asset Management		
Road condition: Principal roads		Y				Asset Management		
Road condition: Non Principal roads		Y				Asset Management		
Road condition: Unclassified roads		Y				Asset Management		
Street light faults		Y				Asset Management	Fear of crime	
Local								
Cycling trips	Y		Y	Y			Health and wellbeing, Climate change	
Bus Patronage (Hastings)	Y		Y				Social inclusion	
Bus Patronage (Eastbourne)	Y		Y				Social inclusion	
Road and Footway Repairs			Y			Asset Management	Health and wellbeing	
Traffic growth in Eastbourne			Y	Y			Climate change	
Traffic growth in Bexhill / Hastings			Y	Y			Climate change	
Traffic growth in Lewes			Y	Y			Climate change	
Traffic growth in Southern Coastal Towns		Y	Y			Climate change		
Walking trips	Y		Y	Y		Demand management	Health and wellbeing	

12 LTP in the new Performance Framework

As part of its commitment to reducing the burden on local authorities, in 2007 the Government introduced a new performance framework to replace the Best Value performance indicators and to reduce the number of indicators against which authorities need to report. The new framework comprises a National Indicator (NI) set of 198 indicators replacing some three thousand separate indicators.

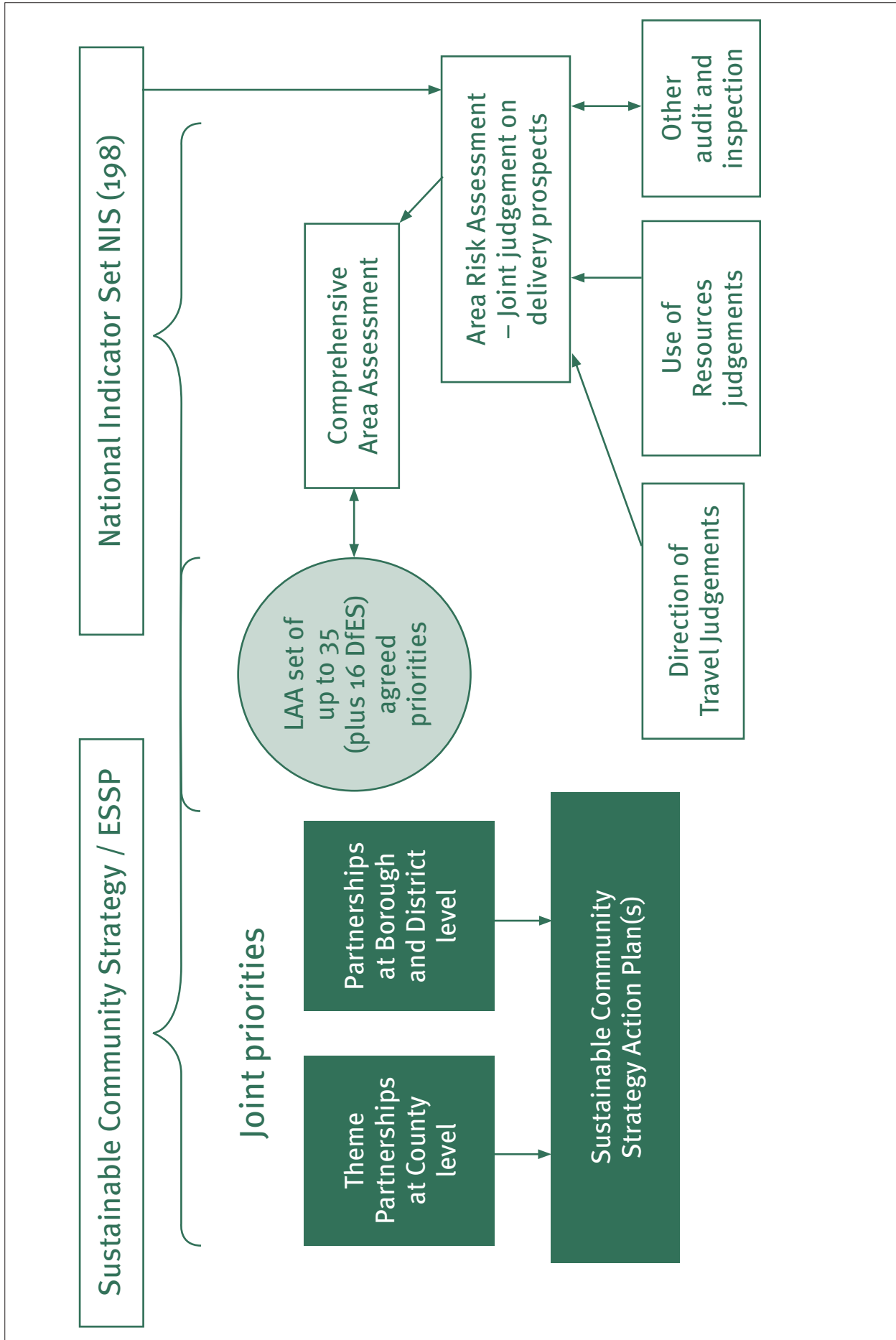
The County Council has worked successfully with all members of the East Sussex Strategic Partnership (ESSP) to negotiate the new Local Area Agreement (LAA) 2008 – 2011 which reflects the priorities identified in the East Sussex Integrated Sustainable Community Strategy, ‘Pride of Place’.

The LAA is the contract negotiated between central government and local government setting out the priorities for the local area and incorporating performance indicators from the National Indicator set. It is, in effect, an action plan for tackling those issues through strengthening partnerships and partnership working, pooling budgets and streamlining performance management systems.

The LAA includes thirty three performance indicators (plus sixteen mandatory education indicators) with specific targets for each, organised according to the themes in the Community Strategy. There are four

key targets related to transport focusing on the number of people killed and seriously injured on our roads, people’s ability to access services via public transport, reducing the percentage of children travelling to school by car and the reduction of carbon emissions from transport as part of the overall reduction of carbon emissions from all sources.

The success of the County Council and the Strategic Partnership in delivering the targets in the LAA will be assessed through a Comprehensive Area Assessment (CAA) carried out for the Government by the Audit Commission. This will be an assessment of how well people are being served by their local public services and replaces the Comprehensive Performance Assessment. The following diagram illustrates the process:



East Sussex LAA

There are four transport related NIs adopted by the East Sussex LAA as being the most appropriate for the county. The first three are also LTP2 targets.

- NI 47 – People killed and seriously injured in road accidents
- NI 175 – Access to services by public transport, walking and cycling (proportion of population within 30 minutes access by bus for arrival at a key centre by 9.00am)
- NI 198 - Children travelling to school – mode of travel usually used
- NI 186 – Per capita reduction in CO2 emissions in the LA area

People killed and seriously injured in road accidents - NI 47

The inclusion of this target in the LAA underlines the County Council's continuing commitment to reducing the number of people killed and seriously injured on our roads. The target is challenging because the number of deaths and serious injuries has not decreased in line with the target trajectory set in 2006 despite the numerous measures the County Council has taken over the past years.

The original target was to achieve a 40% reduction from the 1994 – 98 average, however while 2004 and 2005 produced a 25% and 23% reduction respectively, which gave rise to optimism in setting the target at the same level in LTP2, the results have since deteriorated, although 2007 did see some improvement on the 2006 position. Including this target in the LAA albeit at a lower target level has renewed the County Council's determination to make a positive impact in this area. We shall be working in close collaboration with the Highways Agency which is responsible for the 3% of the road network in the county which gives rise to a disproportionate number of casualties.

Access to services – NI 175

When including this indicator in the LAA, the ESSP has complied with the guidance from Communities and Local Government (CLG) to retain the definition that was used for LTP2. However in negotiations with GOSE it has been agreed that we will work with our partners to establish an improved definition that includes a return journey element.

Having set a realistic target trajectory in LTP2, the results for 2006/07 were significantly better than expected and therefore we have 'stretched' the target to keep it at a challenging level. We will be updating this target to take account of the return journey element in time for the January 2009 LAA refresh.

Mode share of travel to school - NI 198

This indicator measures the percentage of children of school age (5 to 16) in full time education who travel to and from school by car and aims to reduce that number by 1% per year. This equates to approximately 650 children choosing a more sustainable mode of travel each year eg. walking, cycling, car sharing or using public transport. As the current indicator in LTP2 is still thought to be challenging but realistic it has been included in the LAA without alteration. The information is gathered via the annual school census and sent to the County Council via DfT.

Per capita reduction in CO2 emissions from transport in the LA area – NI 186

This indicator has been included in the East Sussex LAA and indicative target levels set for the next three years. It will measure end user CO2 emissions from three sectors of activity, business and the public sector, domestic housing and road transport. The data will be published annually by DEFRA.

Through the delivery of measures designed to achieve modal shift and reduce car usage, the County Council will continue to work towards reducing carbon emissions from the transport sector.

The County Council is developing a county wide Climate Change Strategy which will link to the cross cutting priority of sustainability in our Community Strategy which contributes positively to the LTP2 objective of protecting, promoting and enhancing the environment.

Monitoring of LTP2 targets

During the period of LTP1, East Sussex County Council established a system for monitoring all LTP targets, which is linked to and runs concurrent with the wider Departmental and Corporate Performance Monitoring systems. A mechanism has been established whereby managers with responsibility for LTP2 target delivery areas are required to report on progress on a quarterly basis and to alert the Transport Policy Team and the Departmental Management Team to any areas of concern or issues relating to delivery. A risk assessment forms part of the reporting process and managers are also requested to consider the following issues:

- any significant achievements or awards gained
- any data quality issues together with any outstanding issues to be resolved or action taken, and
- details of any consultation.

In this way performance is constantly under review. Key service managers examine trends, identify risks and opportunities and develop alternative strategies or mitigating actions to ensure that targets are achieved.

The targets included in LTP2 are firmly embedded into both the Departmental Service Plan and the Council Plan to reflect the highest level policy steers.

National Indicators related to transport though not included in LTP2 or the LAA

NI 167 – Congestion – average journey time per mile during the morning peak

There are three definitions of this indicator offered by the Government. The most appropriate for East Sussex is the third; vehicle journey time per mile during the morning peak on all major ‘A’ roads across the local authority. The data for this indicator will be calculated and supplied by DfT and, if not considered sufficiently robust, we will be instructed to file a ‘nil’ return. The County Council will continue to pursue the LTP2 strategy to keep congestion across East Sussex to a minimum.

NI 176 – Working age people with access to employment by public transport (and other specified modes)

The return for this indicator is to be calculated and produced by DfT annually and provided to local authorities. East Sussex County Council welcomes the introduction of this indicator as it aligns closely with our accessibility strategy and reflects our Council Plan policy steer to support economic regeneration.

13 Risks and Opportunities (2008-2011)

Any significant changes to the assumptions or policies on which the Plan was based

The long-term strategy for transport in East Sussex which is embodied in LTP2 has not substantially changed since it was submitted to Government in March 2006. Whilst financial constraints have meant that the County Council is unable to fund the Integrated Transport programme at the levels set out in LTP2, the strategic policy approach remains unaltered.

The strategy has sufficient flexibility to take account of, and embrace, new opportunities being presented through the emerging Local Transport Bill. The County Council will take account of the new legislation proposed in the Bill (due to receive Royal Assent in Autumn 2008), together with the outcome of the Zero Based Review of Passenger Transport Services in East Sussex (see further details below) in the development of an updated Bus Strategy for the county.

In 2007/08 a Scrutiny Review of Cycling in East Sussex recommended that the existing Cycling Strategy be updated to focus more around the needs of utility cyclists, rather than recreational cycling. In the light of limited resources being available, this approach will help achieve relevant LTP2 targets and objectives.

Financial Constraints

In its Council Plan for 2007/08, the County Council acknowledged the severe financial situation it faced and declared its service strategy for the forthcoming three years to be one of maintaining assets currently in its care, rather than focusing on expansion or the creation of new ones. To that end, a greater proportion of the capital programme allocation for transport is geared towards maintenance of highways, pavements and street lights and a reduced proportion for new transport schemes which add to the maintenance burden. Despite adopting this approach it was recognised that maintaining performance on some LTP2 indicators, including road condition, would nonetheless be ambitious.

Updating the East Sussex Bus Strategy

The difficulties and financial pressures of supporting a viable, passenger transport network that is 'fit for purpose', in a county with a largely sparsely populated rural hinterland, prompted the County Council's Executive to undertake a Review of Passenger Transport services in East Sussex. This reported in September 2007 and made fourteen recommendations, progress against which will be monitored at six monthly intervals. One of the high level recommendations was to undertake a Zero Based Review of Passenger Transport Services, and an accompanying Community

Transport Strategy, to guide future policy direction. A draft new Bus Strategy will be produced following the review, which will take account of emerging new legislation, and will reflect financial constraints.

East Sussex Integrated Sustainable Community Strategy – ‘Pride of Place’

Since LTP2 was published, the County Council, with its partners in the East Sussex Strategic Partnership (ESSP), has produced a new Integrated Sustainable Community Strategy, ‘Pride of Place’. It emphasises the importance the County Council and its partners place on improving residents’ travel choices and access to services, consistent with the LTP2 strategy. Implementation of the strategy, through the new Local Area Agreement (LAA), has created opportunities for strengthening the links with our partners and working towards common goals. It also presents an opportunity to increase the overall resource base required to deliver the LAA targets.

Civil Parking Enforcement

In keeping with the LTP2 strategy and having followed appropriate processes of consultation and engagement with local residents and businesses, the County Council had hoped to implement Civil Parking Enforcement (CPE) in Eastbourne earlier in this plan period. The unforeseen difficulty in implementing CPE has inhibited the County Council’s ability to achieve several LTP2 targets, particularly those relating to Eastbourne.

Bexhill to Hastings Link Road

The Bexhill Hastings Link Road is due to be constructed and open to traffic during 2012. The scheme is complex and further information was required by the Planning Authorities, particularly on the environmental impacts of the scheme, prior to making a decision. The Statutory Environmental Bodies (SEBs) identified a number of issues where further information has been sought for clarification. A

supplement to the Environmental Statement to address those issues has now been completed. The time taken to undertake this additional work will ensure that the information which will inform the planning application and final planning decision will be particularly robust. This in turn will help to reduce the risk of legal challenge and the potential need for a public inquiry.

Plans for mitigating risk or exploiting opportunities for the remainder of the LTP2 period.

The County Council is currently restructuring the Transport and Environment Department to modernise the way it works to deliver services and respond to future challenges. The specific business principles driving the programme are:

- improved customer focus
- the need to achieve savings and efficiencies
- improved performance and accountability, and
- management of health and safety risks, our environmental footprint and equalities issues.

The focus is on delivering core services and ensuring best value for money so that even with fewer resources we can still provide an outstanding service to the people of East Sussex. We will continue to foster strong project management expertise in every area of service delivery and in particular in the management of major schemes.

In order to make the most of new opportunities we will continue to seek out new funding opportunities through such schemes as Interreg and various Government initiatives. We will also respond to the increased emphasis on partnership working which is integral to the new performance framework by welcoming and investigating partnerships in areas

of service delivery previously the sole responsibility of the County Council.

Management of both performance and risk will continue to be regularly monitored on a quarterly basis with key service managers taking responsibility for the targets in their service areas, identifying risks to delivery and formulating appropriate strategies and actions.

Aligning Developer Contributions with the Integrated Transport capital programme

The County Council has consciously made significant strides in aligning more closely development contributions with the LTP2 strategy. Whilst development contributions can only be required to mitigate the effect of development and should, therefore, have a neutral impact on target delivery, ensuring that they are spent on Integrated Transport measures ensures an holistic and complementary approach to the delivery of the LTP2 objectives. Also, early engagement with the Boroughs and Districts in respect of complex planning applications reduces the risk of failing to secure appropriate levels of contributions from developers.

Securing additional funding from other sources

In recognition of the financial constraints under which LTP2 must be delivered, the County Council continues to seek to secure funding from other sources. We have been relatively successful in this respect, notably from Lottery funding. In December 2007 we secured £380,000 via the Sustrans administered Connect2 programme. This will be used to construct a section of National Cycle Network Route 2 between Bexhill and Hastings. An additional £100,000 was secured from the Sustrans' Links to Schools funds. Other funding sources include:

- Interreg
- SEEDA
- Safer Roads Partnership, and
- Borough and District Councils

For more detail see Chapter 15 Use of Resources.