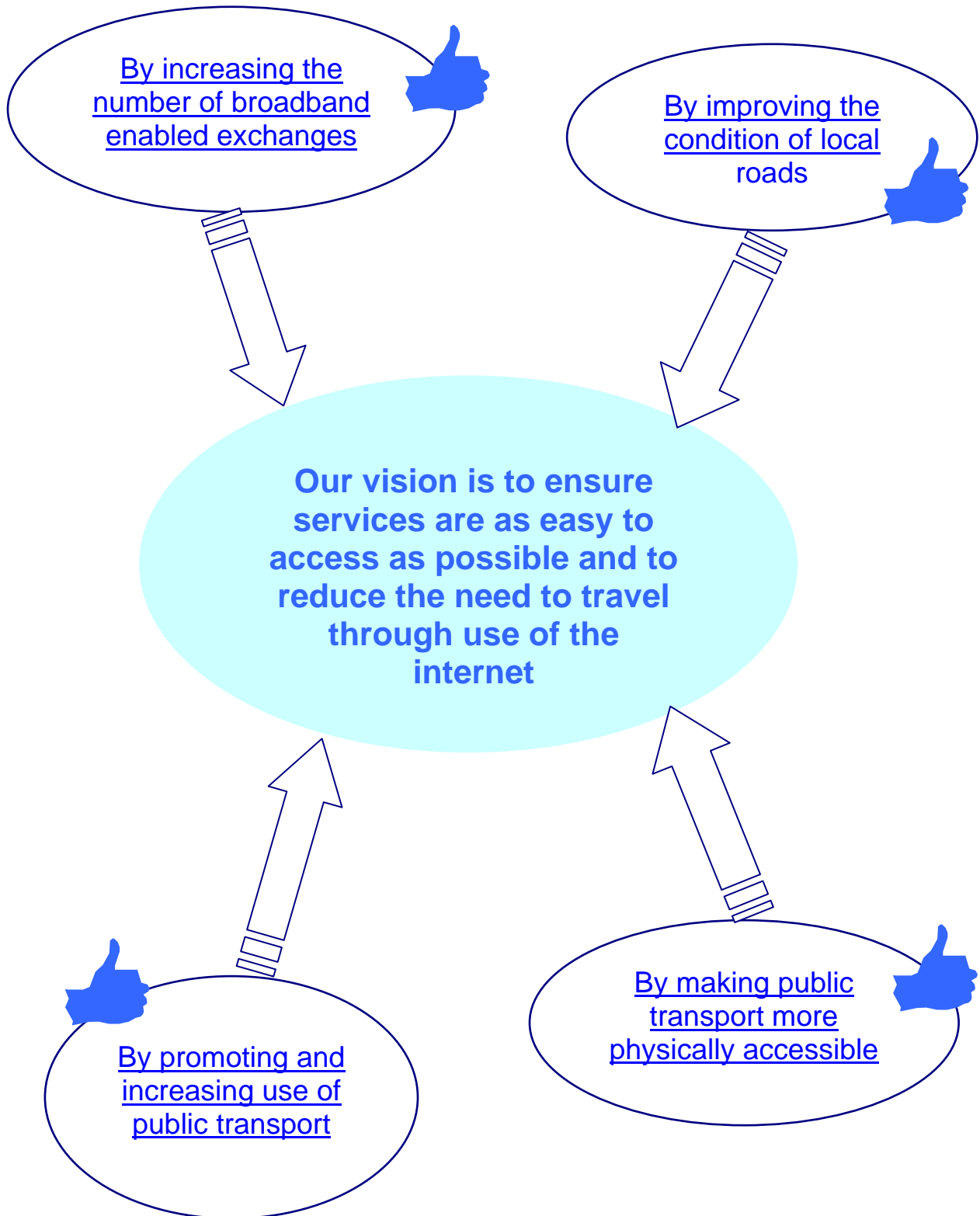





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-  On or exceeding target
-  Progress unclear
-  Not yet on target



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Target 1: Increasing the number of broadband enabled exchanges



What did we say we would achieve?

We said we would increase the number of exchanges that are broadband enabled from 13 to 55 by 2005.

How does this target help achieve our vision?

Much of East Sussex is rural and, consequently, access by public and private transport can often be relatively slow. The development of fast and reliable internet connections is very important for our many small and medium-sized businesses, reducing reliance on physical transport and enabling speedy communications and trading via the web.

What did we achieve?

64 of the county's 65 exchanges have now been broadband-enabled, meaning that we have exceeded our original target. Isfield, the one exchange not included in the upgrading programme, has been provided with a radio broadband service. This means that all residents in the County can now benefit from broadband. In addition to the core infrastructure, a network of wireless hotspots has been created to ensure that all residents, businesses and tourists are never more than 10 minutes away from a fast internet connection.

Grants of £100 have also been introduced to help businesses take up broadband and so far 280 applicants have been successfully connected. All approved applicants receive a tailored advice session to help them choose an appropriate solution for their business. Over 700 businesses have been assisted to use broadband and trade online. Businesses are also able to access quality and affordable ongoing ICT support once broadband is installed via a directory of approved ICT suppliers for the County compiled in partnership with the Buy With Confidence quality trading programme.

Is this a future focus for the East Sussex Strategic Partnership?

The East Sussex Strategic Partnership will be reviewing the East Sussex Community Strategy at the end of 2006 and will consider appropriate targets for transport and communications.

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Target 2: Improving the condition of local roads



What did we say we would achieve?

We said we would improve the conditions of local roads and reduce the percentage of roads needing structural treatment.



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How does this target help achieve our vision?

While we are trying to find ways to reduce the need to travel, it is important that our roads, when people do use them, are safe and reliable to drive along so that our services can be accessed easily.

What did we achieve?

The damage done by the long dry summer of 2003 had a widespread and diverse effect on the condition of the local road network. East Sussex was one of the worst hit areas in the country as the majority of roads are founded on clays and silts which are particularly susceptible to damage with widespread cracking and deformation to the road surface.

In light of this, we are particularly pleased that the percentages of non-principal unclassified roads and of non-principal classified roads in a poor state of repair at the end of 2005/06 – expressed as those having a negative residual life - were 11.4% and 14.1%, both being an improvement on our expectations for the year of 15% and 32% respectively. The percentage of principal roads in a poor state of repair was 14.4%, exceeding the expected 8.8%, but was still much better than last year's figure of 19.9%.

Is this a future focus for the East Sussex Strategic Partnership?

The East Sussex Strategic Partnership will be reviewing the East Sussex Community Strategy at the end of 2006 and will consider appropriate targets for transport and communications.

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Target 3: Promoting and increasing the use of public transport



What did we say we would achieve?

We said we would:

- Promote and increase the use of public transport
- Establish a sustainable policy and strategy for the provision of bus and rail services
- Further develop meaningful partnerships with commercial bus and train operators

How does this target help achieve our vision?

Public transport remains an important option for many people, especially young people and the elderly. In our towns, it can reduce congestion and in our rural areas provide vital access to services. While, due to the rural nature of much of the County the private car remains as a key mode of transport, we want to ensure that wherever possible public transport is developed as an option so that people can travel when they need to.



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What did we achieve?

Bus Punctuality stands at 85% and 75% of rural households now have access to an hourly bus service or better (as at 31 March 2006).

In 2005/06 there were 14.75 million bus journeys recorded, compared to an expected 14.99 million. The lower than expected passenger numbers were mainly on commercial bus services in the Hastings and Eastbourne urban areas and a particular complication was caused by a change in the way the bus operator, Stagecoach, calculates passenger numbers. It is expected that this decline will be reversed in future years with the advent of free fares to older people, which has been negotiated as part of a joint scheme covering East Sussex, Brighton and Hove and West Sussex.

Is this a future focus for the East Sussex Strategic Partnership?

The East Sussex Strategic Partnership will be reviewing the East Sussex Community Strategy at the end of 2006 and will consider appropriate targets for transport and communications.

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Target 4: Making public transport more accessible



What did we say we would achieve?

We said we would make public transport more accessible to people with disabilities or mobility problems.

How does this target help achieve our vision?

Public transport can be a key for many to accessing services. However, some may be excluded due to a disability or mobility problems. We want to make sure that as many people as possible can use public transport when they want it and thus get the services they need.

What did we achieve?

Of the 272 buses in the fleet servicing East Sussex, 162 now assist disabled access with such measures as reduced step heights, specially design grab rails and priority seats for the elderly and infirm. This is an increase of 30 accessible buses since 2004/05.

Is this a future focus for the East Sussex Strategic Partnership?

The East Sussex Strategic Partnership will be reviewing the East Sussex Community Strategy at the end of 2006 and will consider appropriate targets for transport and communications.

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