

Report to: East Sussex Strategic Partnership (ESSP)

Date: 18 September 2008

Title: 2nd East Sussex Local Transport Plan (2006-2011): 2008 Progress Report to Government

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Purpose: To provide ESSP members with an overview of progress in delivering the 2nd East Sussex Local Transport Plan (LTP2)

Recommendation

That the East Sussex Strategic Partnership Executive Board:

1. Note the draft LTP2 Progress Report, and provide comments on the draft 2008 LTP2 Progress Report to Government as appropriate.

1. Introduction/Background

1.1. East Sussex County Council's 2nd Local Transport Plan (LTP2) is integral to the achievement of many of the objectives of the Sustainable Community Strategy for East Sussex, Pride of Place. East Sussex County Council (ESCC) also sees the East Sussex Strategic Partnership as the most appropriate forum to report on LTP developments. The ESSP, of course, helped to define LTP2 during the initial stages of its development at a Board meeting in January 2005.

2. Purpose of Report

2.1. This report provides ESSP with an overview on progress in delivering LTP2, and gives partners an opportunity to comment on the draft 2008 Progress Report to Government.

2.2. The LTP2 2008 Progress Report is due to be submitted to Government in early November 2008, but before it is formally approved by the Lead Member for Transport & Environment Councillor Matthew Lock, ESCC would welcome any comments that ESSP partners might have on the draft Report.

2.3. The report can be found on the County Council's website from 18 September via www.eastsussex.gov.uk/transportplan, but we would ask that any comments are received by no later than Friday 3rd October 2008. Comments should be sent to penny.bentley@eastsussex.gov.uk.

2.4. In general, delivery of the Plan is progressing well. Three of the targets in LTP2 have been adopted as part of the new Local Area Agreement for East Sussex, namely:

- NI 47 – number of people killed/seriously injured
- NI 175 – access to services by public transport, and
- NI 198 – mode share to school travel.

2.5. Progress to date on each is set out in the appendix.

3. The 3rd Local Transport Plan (2011-2016)

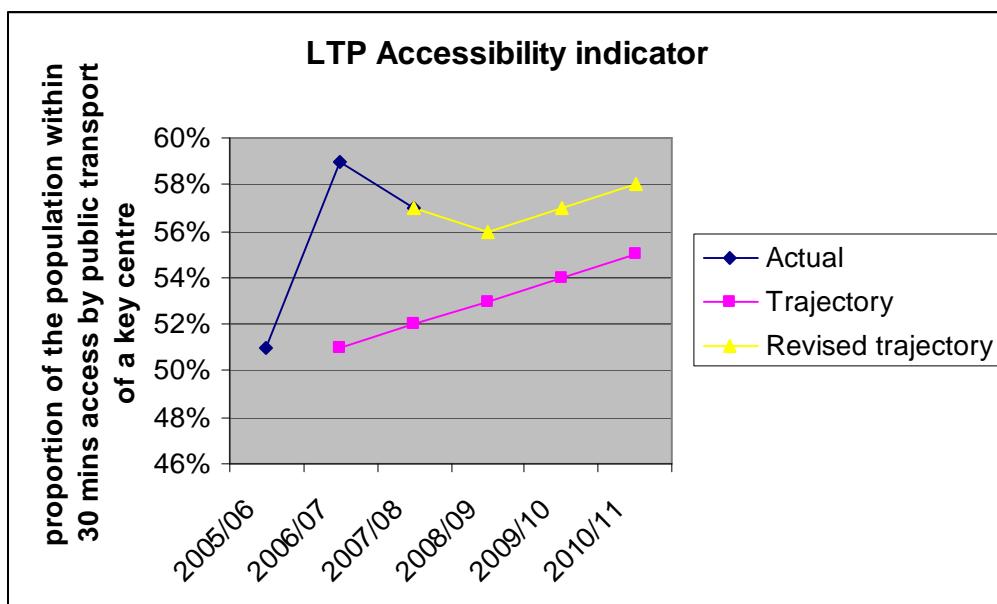
3.1. ESCC will be starting work on developing the 3rd LTP during 2009/10. Whilst it is clear that synergies exist between LTP2 and the Sustainable Community Strategy, ESCC feels this can be strengthened further and would welcome the opportunity to work with the East Sussex Strategic Partnership in developing the 3rd LTP thus ensuring it continues to contribute to the delivery of the Sustainable Community Strategy in terms of the specific and cross-cutting impact transport can have.

Appendix

NI 175 – Accessibility

ON TRACK

Target: To increase the proportion of the total population within 30 minutes access by public transport for an arrival at a key centre by 9.00 to 55% by 2010/11.



Original LTP2 target:

Proportion of the total population within 30 minutes by public transport of a key town centre						
	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
Outturn	51%	59%	57%			
LTP2 target		51%	52%	53%	54%	55%

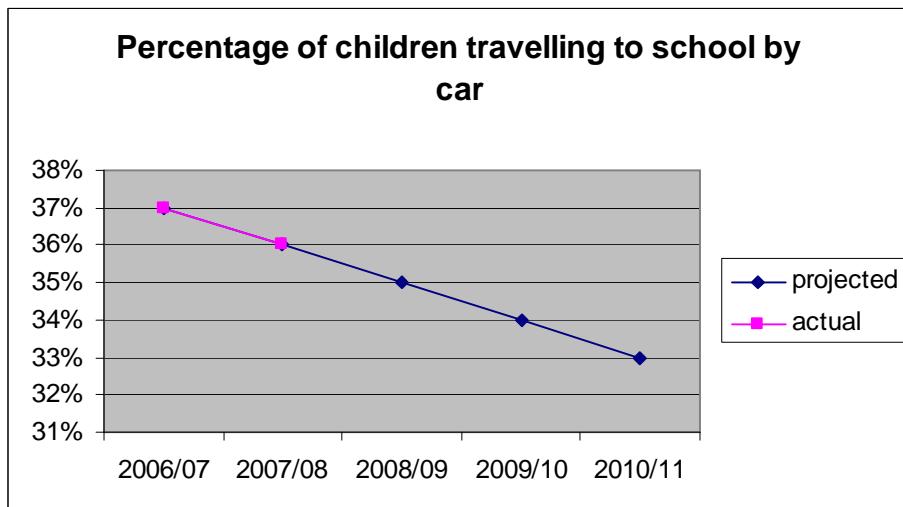
The outturn for this indicator for 2007/08 shows a slight decrease (of 2%) in performance when compared with 2006/07. It still demonstrates a significant improvement from the baseline of 51%. It is likely that the increase is a result of a number of factors, including the ongoing review of bus services and timings in East Sussex (both commercial and supported services) with improved targeting of services to key centres in peak hours, and improvements in public transport timetable data (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 to bring it into line with the LAA target for this indicator. This target will be adjusted again later in 2008/09 to incorporate a return journey element.

Adjusted LTP2 and LAA target:

	2007/08	2008/09	2009/10	2010/11
Outturn	57%			
Target	57%	56%	57%	58%

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



	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.

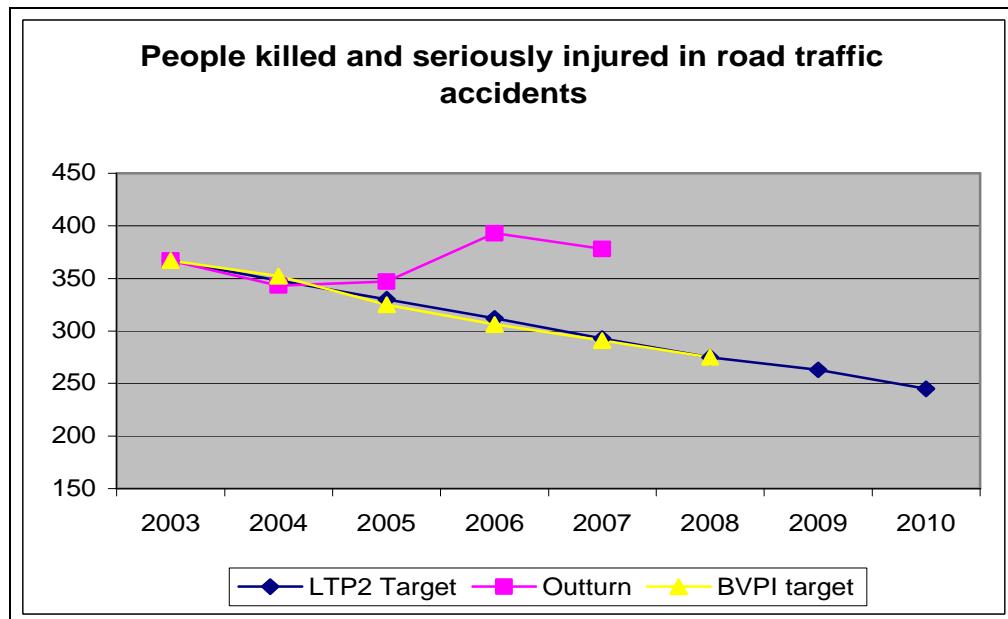
We are currently providing cycle training to 2,500 pupils annually and around 3,500 pupils receive practical child pedestrian training through our Footsteps programme. There are currently 30 walking bus schemes operational at East Sussex schools, utilised by around 300 pupils each day.

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.

NI 47 - Number of deaths and seriously injured (all ages) NOT ON TRACK

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



	2003	2004	2005	2006	2007	2008	2009	2010
Outturn	367	343	353	393	378			
LTP2 Target	367	348	330	312	293	275	263	245
BVPI target	367	352	325	306	291	275		

When this indicator was included in LTP2 the target trajectory was aligned with the BVPI target levels at the time. Since then the BVPI target levels have been adjusted and the County Council would have taken the opportunity at this juncture to realign the LTP2 target trajectory. However, the new performance framework of National Indicators (NI) has now replaced BVPIs and it is therefore more appropriate to align the LTP2 target with NI47.

The East Sussex Strategic Partnership included NI47 into the LAA (2008 – 11) and the agreed target levels are set out below. It will measure and compare three year rolling averages rather than a single yearly figure.

	2004	2005	2006	2007	2008	2009	2010	2011
Outturn	343	353	393	378				
Proposed calendar year targets					354	331	307	300

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

The outturn figure for this indicator is regrettably some way off the target. This is a significant set back and may well mean that the County Council will not meet its current LTP2 targets. 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). The inclusion of this target into the LAA ensures a more collaborative approach to achieving this target than has previously been the case. The County Council will work in partnership with the Highways Agency to bring a fresh approach to tackling the barriers to achieving the reductions needed.

Analysis of East Sussex data shows that key factors in the numbers of killed and seriously injured 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.