

**Brighton & Hove  
City Council**

# **POLICY & RESOURCES COMMITTEE ADDENDUM**

**4.00PM, THURSDAY, 19 MARCH 2015**

**COUNCIL CHAMBER, HOVE TOWN HALL**



# ADDENDUM

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<i>Contact Officer: Abraham Ghebre-Ghiorghis      Tel: 29-1500</i>	
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<i>Contact Officer: Michael Nix      Tel: 29-0732</i>	
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<i>Contact Officer: Andrew Renaut      Tel: 29-2477</i>	
<i>Ward Affected: All Wards</i>	



<b>Subject:</b>	<b>Alternative Local Taxation</b>		
<b>Date of Meeting:</b>	<b>19 March 2015</b>		
<b>Report of:</b>	<b>Monitoring Officer</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Abraham Ghebre-Ghiorghis</b>	<b>Tel: 29-1515</b>
	<b>Email:</b>	<a href="mailto:abraham.ghebre-ghiorghis@brighton-hove.gov.uk">abraham.ghebre-ghiorghis@brighton-hove.gov.uk</a>	
<b>Ward(s) affected:</b>	<b>All</b>		

**FOR GENERAL RELEASE**

Note: The special circumstances for non-compliance with Council Procedure Rule 3, Access to Information Procedure Rule 5 and Section 100B(4) of the Local Government Act 1972 (as amended), (items not considered unless the agenda is open to inspection at least five days in advance of the meeting) were that the report need input from different sources and due to work pressures was not possible to do this in time.

**1. PURPOSE OF REPORT AND POLICY CONTEXT**

1.1 At its meeting on 4<sup>th</sup> December 2014, the Committee considered a petition asking the Council to investigate the introduction of “a more progressive form of local funding that will support life for the many, not just the few.” The Committee instructed officers to bring a report to a future meeting and this report informs Members of the legal, financial implications of introducing a system of local taxation as proposed by the petitioners.

**2. RECOMMENDATIONS:**

2.1 That the Committee notes the report.

**3. CONTEXT/ BACKGROUND INFORMATION**

3.1 At its meeting on 24<sup>th</sup> October 2014, full Council received a petition signed by a total of 622 individuals calling for the Council to explore a modified form of Council tax to fund local services. The full text of the petition was as follows:

*“We call upon Brighton & Hove City Council to invest time and resources now into investigating all possible legal avenues to make those residents with the greatest housing wealth pay a greater contribution in local taxes, and do this with full engagement between the Council and residents. Furthermore, we ask Councillors from Brighton & Hove Green Party and Brighton & Hove Labour Party to do everything possible to support Council Officers in the development of a more progressive form of local funding that will support life for the many, not just the few.”*

*Lead petitioner – David Walker*

- 3.2 The petition was referred to the Policy & Resources Committee in accordance with Council Standing Orders and the committee, at its meeting on 4<sup>th</sup> December 2014 instructed officers to bring a report to a future meeting of the committee.
- 3.3 As the exact nature of the proposal was not clear, officers met with the Lead Petitioner and it was agreed that he would submit a written note outlining the proposals. This was received on 25 February and is attached as an appendix to this report.
- 3.4 The essence of what is proposed appears to be as follows:
- (a) To increase Council tax by a factor of 5 or 10 (i.e. five or ten fold increase.);
  - (b) Use the proceeds to stop the impact of reduction in central government funding, protect the most vulnerable and reduce inequality; and
  - (c) Introduce a refund or payment system based on property values based on a banding system or some other arrangement.
  - (d) P&R to authorise up to £20k for Counsel's advice

### **3.5 The Legal Powers**

- 3.5.1 The paper does not state what powers it is intended to use to implement the proposals. However, subject to the discussion regarding public law considerations below, there are, at least in theory, potential statutory provisions that are relevant as potential sources of vires (powers.) These include:
- (1) The Local Government Finance Act 1992 regarding setting levels of Council tax;
  - (2) Section 13A of the Local Government Finance Act 1992 (as amended by the Local Government Finance Act 2012) regarding reduction of Council Tax; and
  - (3) The general power of competence contained in section 1 of the Localism Act 2011.

The exercise of the above powers, even where a prima facie powers exist, is subject to public and administrative law principles and one should not read them in isolation.

### **3.6 The Local Government Finance Act 1992 (setting the Council Tax)**

- 3.6.1 The Local Government Finance Act 1992 gives the Council the power and duty to set levels of Council tax. There is no express limitation on the face of the legislation itself as to the level of Council tax the Council can set, except that, if the increase in any year exceeds what the Secretary of State designates as "excessive," then the Council tax increase has to be the subject of a referendum. The level of council tax is therefore for the council's discretion.
- 3.6.2 The exercise of discretionary powers by the Council in making a decision as to the level of increase in Council tax is subject to ensuring that those

powers are exercised for the purpose for which they are given, and should be **Wednesbury** reasonable, as well as complying with other public and administrative law principles.

- 3.6.3 The general power of competence under the Localism Act cannot be used to “supplement” the power in the Local Government Finance Act 1992 so as to avoid any express or implied limitations under the 1992 Act. Applying this and general administrative law principles, it seems there are some significant potential legal problems with what is being proposed:

***(a) Is purpose for which the power is being used a proper purpose?***

The practical impact of the proposal is, arguably, to effectively replace a one form of local taxation with something that is fundamentally different. To raise Council tax not just to cover the expected expenditure but to implement a significant level of income redistribution over and above what is envisaged in the 1992 Act, including the Council Tax Reduction Scheme, could be susceptible to challenge by way of judicial review for using a power for an improper purpose.

***(b) Is the exercise of the power reasonable?***

The proposal involves increasing the Council tax by 500 to 1000%. It also involves valuing all the properties in the city, which will involve a significant cost and logistical undertaking. Given this and the fact that this is a fundamental departure from the statutory national scheme, there is a significant risk and high level of probability that the court would find this an unreasonable use of discretionary power.

- 3.6.4 In considering the above public law principles, account should be taken of the usual approach of the courts to issues involving taxation and raising revenue by local authorities. As recently confirmed in the judgment of Mrs Justice Lang in the case of ***The Queen on the Application of David Atfield v London Borough of Barnet 2013***, the courts apply a strict interpretation when looking at revenue raising powers. An increase of the proportion proposed with the burden being shifted in the way proposed involving a radical departure from the national framework is not likely to be seen favourably by the Courts. Therefore it is likely that a court would strike down the proposed scheme as either an unreasonable use of power or use of power for an improper purpose.

### **3.6.5 General Power of Competence**

- 3.6.5.1 The general power of competence (GPC) in Part 1 of the Localism Act 2011 authorises local authorities to do anything that an individual could do. As individuals do not have the power to raise taxes and introduce a refund scheme, it is submitted that the general power of competence cannot be used to implement the new system.

### **3.6.6 Practical Considerations**

3.6.6.1 Even if the Council were minded to introduce the proposed scheme, there are significant financial and practical difficulties in addition to the legal ones outlined above. The undertaking to value every property, or, if an income based system is chosen, to ascertain every ones income will be prohibitively expensive. There is also a significant likelihood of people challenging the increased level of council tax or simply refusing to pay it reducing the collection rates.

### **3.7 ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS**

3.7.1 The Council has the option of commissioning further, more detailed work into the proposal. But, for the reasons set out in this report, it is unlikely that any review will come to a different conclusion.

### **4. COMMUNITY ENGAGEMENT AND CONSULTATION**

4.1 There has been no consultation undertaken with the public on these proposals. But the views of the Council's finance and legal teams have been sought and incorporated into the report.

### **5. CONCLUSION**

5.1 It is officers' view and conclusion that this option is not pursued.

### **6. FINANCIAL & OTHER IMPLICATIONS:**

#### Financial Implications:

6.1 There would be significant financial and resource costs in developing further work on this proposal. It would be very challenging to quantify the true and full cost of the scheme, but it is highly likely to be disproportionately expensive and, given the legal risks, not one the Council should embark on.

*Finance Officer Consulted: Rachel Musson*

*Date: 13/03/15*

#### Legal Implications:

6.2 The legal implications are incorporated into the body of the report.

*Lawyer Consulted: Abraham Ghebre-Ghiorghis*

*Date: 12/03/15*

#### Equalities Implications:

6.3 The proposals in the petition could have significant positive effect in term of finding more resources to support vulnerable groups and reducing inequality. However, the practical and legal problems associated with it do not make it a viable option.



Sustainability Implications:

6.4 None identified

Any Other Significant Implications:

6.5 None identified

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

Appendix 1: Notes on behalf of petitioners

### **Advice to Head of Law and March 2015 P&R**

#### **Re: New Deal for Brighton and Hove**

#### **Confirmation of what is being proposed**

Council Tax is proposed to be raised significantly (subject to a referendum), possibly by a factor of 5 or 10, in order to fund a programme of inequality reduction, as well as raising funds to stop cuts in services and support for vulnerable residents due to the current and ongoing austerity programme to 2020.

The method of inequality reduction is a matter for councillors at a later stage but I favour using current property value, probably by banding them.

#### **Next Step**

It was accepted by the Head of Law and the campaign that, technically, the proposal is legally possible. The issue is whether this could be overturned in court by a judge who deems Council Tax powers to have been contravened.

The prudent next step would be to seek advice from a QC as to how best to demonstrate the legal separation of the 2 components of the proposal, and seek a ruling that it is legally sound. This can be done by seeking a Declaration.

We ask that P&R authorise a suitable budget (possibly £20,000) to seek advice from a QC on pursuing a Declaration on the proposal.

#### **Justification**

Locally, people have already lost their lives due to the effects of 'austerity' and many have lost their homes and are more people in poverty are now in work than not. Those not employed, especially due to disability and sickness, have been acutely suffering and the moral imperative to address this is undeniable.

There is currently no other genuinely progressive proposal to tackle the funding crisis and growing inequality within existing legislation. We must 'leave no stone unturned' in the search for an immediate solution to the humanitarian crisis of a sizeable and growing impoverished section of the local population.

David Walker  
Campaign Co-ordinator

## **Supplementary Comments**

Following are my notes on your report. Please include these in the appendix as well.

### 3.6.2

As we discussed, and confirmed by DCLG, a council can create an independent benefit to reduce inequality and fund it from the General Fund. Council Tax can be used to fund General Fund expenditure.

The advice appears to me to be given on the whole proposal and not in relation to the 2 separate components. A judge may view them as combined and say they breach Council Tax powers.

The benefit itself is not dependent upon a Council Tax rise, but the level of the benefit is dependent upon sufficient funding. As it is legitimate expenditure, it can be funded by Council Tax rises for a higher level.

David Atfield v London Borough of Brent 2013

I believe it is Barnet and not Brent. It concerns the increase in resident permit charges. A particular type of scheme where the income should reflect the costs of the scheme, such as with 'bounced' bank penalties. We discussed this. Council Tax can fund the priorities and projects from the Corporate Plan of the council. The multi-year Corporate Plan includes as a top priority, reducing inequality. There is a good case to argue in court, that it is a legitimate use of Council Tax to address extreme inequality in the city.

### **Declaration**

You've not included advice on the option of seeking a Declaration to challenge it in court. Councillors need to be aware of all the options.

### **Practical**

You've commented on the practical aspect but we only discussed the valuations, which wasn't for every house. It would only probably require the top 20% of homes to meet my preferences. You've not acknowledged that the benefit is intended to be awarded automatically, so with no means testing and significant administration.

Kind regards,

David Walker

**Subject:** Education Capital Resources and Capital Investment Programme 2015/2016 – Extract from the Meeting of the Children & Young People Committee held on 9 March 2015

**Date of Meeting:** 19 March 2015

**Report of:** Head of Legal & Democratic Services

**Contact Officer:** Name: Lisa Johnson Tel: 29-1228  
E-mail: [lisa.johnson@brighton-hove.gov.uk](mailto:lisa.johnson@brighton-hove.gov.uk)

**Wards Affected:** All

**FOR GENERAL RELEASE**

***Action Required of the Policy & Resources Committee:***

To receive the item referred from the Children & Young People Committee:

**Recommendation:**

- (1) That the level of available capital resources totalling £18.383 million for investment relating to education buildings financed from capital grant, revenue contributions and reserves set aside for primary places be noted.
- (2) That the Committee agree the allocation of funding as shown in Appendices 2 and 3 for inclusion within the council's Capital Investment Programme 2015/16.

**BRIGHTON & HOVE CITY COUNCIL**  
**CHILDREN & YOUNG PEOPLE COMMITTEE**

**4.00pm 9 MARCH 2015**

**COUNCIL CHAMBER, HOVE TOWN HALL**

**DRAFT MINUTES**

**Present:**

Councillors

Councillor Shanks (Chair) Councillor Littman (Deputy Chair), Wealls (Opposition Spokesperson), Pissaridou (Group Spokesperson), Brown, A Kitcat, Lepper, Powell and Simson

Voting Co-Optees:

Ann Holt, Martin Jones and Amanda Mortensen

Non-Voting Co-Optees:

Ben Glazebrook, Sue Sjuve, Maram Takriti and Amy-Lou Tilley

**PART ONE**

**84 EDUCATION CAPITAL RESOURCES AND CAPITAL INVESTMENT PROGRAMME 2015/2016**

- 84.1 The Committee considered the report of the Executive Director for Children's Services, which informed the Committee of the level of available capital resources allocated to this service for 2015/16 and recommended a Capital Investment Programme for 2015/16. The report was introduced by the Head of Education Planning and Contracts.
- 84.2 Councillor Simson asked how the authority ensured that the Voluntary Aided schools received the same level of support as Community Schools for areas such as Health and Safety or use of solar panels etc. The Head of Education Planning and Contracts said the Authority worked closely with the Dioceses to agree programmes and provide support where needed.
- 84.3 Councillor Wealls referred to Appendix 2 and asked whether the provision of £10m for 'Additional Secondary Provision' would be sufficient. The Head of Education Planning and Contracts said that the table showed funding up to 2016/17 and that the £11.4m already announced for 2017/18 and further years' allocations would also be available mainly to provide additional secondary places.
- 84.4 Councillor Wealls noted that the programme included boiler replacement for a number of schools, and asked whether the Council would consider borrowing money to enable more schools to have a new boiler installed which, through energy efficiency, could lead to savings. He also suggested that schools could be lent money to enable them to

purchase solar panels. The Executive Director of Children's Services said that there was already an established scheme to lend schools money where necessary, and all requests would be considered.

84.5 Councillor Pissaridou noted the cost of expanding existing schools and asked if it would not be cheaper to build a new school. The Head of Education Planning and Contracts said that the issue with building a new school/s was finding the right location as well as the cost.

84.6 **RESOLVED:**

- (1) That the level of available capital resources totalling £18.383 million for investment relating to education buildings financed from capital grant, revenue contributions and reserves set aside for primary places be noted.
- (2) That the Committee agreed the allocation of funding as shown in Appendices 1 and 2 and recommend this to Policy & Resources Committee on 19 March 2015 for inclusion within the Council's Capital Investment Programme 2015/16.





<b>Subject:</b>	<b>Education Capital Resources and Capital Investment Programme 2015/2016</b>		
<b>Date of Meeting:</b>	9 March 2015 – Children & Young People Committee <b>19 March 2015 – Policy &amp; Resources Committee</b>		
<b>Report of:</b>	<b>Executive Director of Children’s Services</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Michael Nix</b>	<b>Tel: 29-0732</b>
	<b>Email:</b>	<a href="mailto:michael.nix@brighton-hove.gov.uk">michael.nix@brighton-hove.gov.uk</a>	
<b>Ward(s) affected:</b>	<b>All</b>		

By reason of the special circumstances, and in accordance with section 100B(4)(b) of the 1972 Act, the Chair of the meeting has been consulted and is of the opinion that this item should be considered at the meeting as a matter of urgency for the following reason that the Children and Young People Committee having considered and approved this programme on 9 March, approval is needed as soon as possible to enable the works envisaged in the programme to proceed in a timely manner.

**FOR GENERAL RELEASE**

**1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 In order to determine an overall Capital Programme for Brighton & Hove City Council, each service is asked to consider its capital investment requirements, within the level of allocated resources for 2015/16.
- 1.2 The purpose of the report is to inform the Committee of the level of available capital resources allocated to this service for 2015/16 and to recommend a Capital Investment Programme for 2015/16.
- 1.3 To allocate funding available in the capital programme under Structural Maintenance, Pupil Places and Condition investment for 2015/16.

**2. RECOMMENDATIONS:**

- 2.1 That the level of available capital resources totalling £18.383 million for investment relating to education buildings financed from capital grant, revenue contributions and reserves set aside for primary places be noted.
- 2.2 That the Committee agree the allocation of funding as shown in Appendices 2 and 3 for inclusion within the council’s Capital Investment Programme 2015/16.

### 3. CONTEXT/ BACKGROUND INFORMATION

3.1 The Education capital programme forms part of the Council's full Capital Investment Programme which was presented to Policy & Resources Committee on 12 February 2015 and Budget Council on 26 February 2015. This report was considered by the Children & Young People Committee at its meeting on 9 March 2015 and the Committee recommended the programme to this Committee for approval.

#### Capital Finance Settlement

3.2 In December 2013, the Government announced a two-year settlement for the education Basic Need capital allocations for 2015/16 and 2016/17. The settlement for Brighton & Hove amounts to £24.679 million over the two years.

3.3 On 12 February 2015 the Government announced a further one-year settlement for the education basic need capital allocation for the 2017/18 financial year of £11.445 million. This provides for Brighton & Hove a basic need capital allocation of £36.124million over the three year period.

3.4 On 9<sup>th</sup> February 2015, the Government announced the capital maintenance settlement and Devolved Formula Capital Grant for 2015/16, with indicative allocations for 2016/17 and 2017/18.

3.5 Both basic need and capital maintenance allocations are funded entirely through capital grant.

3.6 The table below shows the allocations of capital grant funding announced for 2015/16.

	<b>2015/16 Settlement £m</b>
Capital Maintenance Grant	4.909
Basic Need Funding	12.039
Devolved Formula Capital Grant*	0.535
<b>Total</b>	<b>17.483</b>

This table only includes funding allocated for building related work. It does not include budgets managed by others.

\*Devolved Formula Capital is passed directly to schools and therefore is not available for the Local Authority to spend.

3.7 Additional grant funding may be made available throughout the forthcoming financial year and will be reported separately if necessary.

#### Capital Resources

- 3.8 The level of projected resources must finance all capital payments in 2015/16 including existing approved schemes, new schemes and future year commitments. A summary of the resources available to finance these payments is shown in the table below.

	<b>£m</b>
Capital Grants	17.483
Revenue Contributions	0.900
<b>Total Capital Resources</b>	<b>18.383</b>

- 3.9 In addition to the resources identified above, the Department for Education will allocate funding for expenditure at voluntary aided schools in Brighton & Hove under several programme headings.

### **Capital Investment Programme**

- 13.10 Funding is now allocated under three headings only: revenue contribution for structural maintenance (under which £0.9 million is available for expenditure on schools and other educational establishments); Capital Maintenance Grant (under which £4.909 million, is available for expenditure on improving the condition of the school estate); and Basic Need Funding (under which £12.039 million is available for providing additional pupil places in the 2015/16 financial year).
- 3.11 Capital re-profiling and slippage arising from the 2014/15 capital programme will be incorporated into the 2015/16 programme when the capital accounts are closed in May 2015 and will be funded from existing resources carried forward.
- 3.12 An overall summary of expenditure for 2015/16 and 2016/17 is attached at Appendix 2 and a more detailed explanation of each item is shown below.

### **Structural Maintenance and other property related priorities**

- 3.13 Funding for structural maintenance consists of £0.9m from the transfer of revenue funding and £4.909 million from Capital Maintenance Grant from the government. This funding will be used to address the most urgent and important items highlighted by the condition surveys of school buildings as well as a number of programmes to address specific safety and improvement priorities as set out in paragraphs 3.20 – 3.23 below.
- 3.14 Central government used a different method to calculate the amount of maintenance grant this year which has resulted in a significantly higher settlement than we were expecting.
- 3.15 A major priority of the Asset Management Plan is to reduce the amount of condition related works required in schools. A rolling programme of works has been prepared which currently shows a backlog of £30 million. It is recommended that £2.906 million from the total funding available is allocated to carry out structural maintenance works in the 2015/16 financial year.

3.16 The proposed programme is prioritised using the Department for Education (DfE) condition criteria. The highest level of priority is attached to the renewal or replacement of building elements which fall within Grade D (as being in bad condition, being life-expired and/or in serious risk of imminent failure) and within the 'Priority 1' definition:

Priority 1 Urgent work, which will prevent immediate closure of premises and/or address an immediate high risk to the health & safety of occupants and/or remedy a serious breach of legislation

3.17 In the current year the total D1 priority work identified is approximately £2.642 million excluding fees (£2.906 million including fees). By allocating £2.006 million from Capital Maintenance Grant together with the £0.9m from the revenue contribution we will be able to address all the D1 priority works.

3.18 The extent of the work at each school will be determined by the condition survey and detailed investigation and scoping of the problem to be addressed. There will also be discussion with each school on the timing and scoping of the works.

3.19 A copy of the proposed structural maintenance programme is attached at Appendix 1 to this report.

3.20 Legislation on both the control of legionella and asbestos in buildings has given rise to the need to carry out works on a rolling programme to school buildings to achieve compliance with the new legislation. It is recommended that £0.150m each be allocated to legionella and asbestos work.

3.21 It is recommended that £0.150 million is allocated for works identified by the Fire Risk Assessments that are the responsibility of the Local Authority.

3.22 Issues regarding compliance in relation to ventilation in school kitchens have been raised for a number of years. Inadequate ventilation in a kitchen environment leads to very hot and humid conditions which raise the risk of accidents, hygiene problems and potential poor health of staff. It is recommended that £0.150 million is allocated for this purpose.

3.23 It is also recommended that £0.1 million is allocated to carry on with the rolling programme of surveys of school premises, £0.150 million is allocated for advanced design of future projects, and £0.150 million is allocated for adaptations to schools to accommodate pupils with special mobility or sensory needs.

3.24 The above allocations identified in paragraphs 3.15 – 3.23 will leave approximately £1.903 million of the available resources for structural maintenance uncommitted. This is as a result of the larger than expected settlement. We will consider the next most urgent condition related works and prepare a further programme which will be brought back to the next available committee meeting.

3.25 In addition to the Local Authority responsibility for maintenance the schools also retain responsibility and funding for some maintenance items. This funding

includes Devolved Formula Capital which the council receives from central government to pass on to schools according to a formula. There is also an element in schools' delegated budgets relating to building maintenance.

- 3.26 On 9 February 2015 the council was also notified that our bid to replace the HORSAs kitchen and dining facility at Hove Park Upper School had been successful in getting onto the Priority Schools Building Programme 2. At the present time we have no indication when within the programme (which runs from 2015 to 2021) the work will fall or what the value of the works will be. We are expecting an update from the DfE in autumn of this year and will update this committee at that time.

### **Basic Need Funding**

- 3.27 Basic need funding is provided to authorities who are experiencing increasing school rolls. The funding is provided to ensure that the Local Authority can meet its statutory obligation to secure a school place for every child that wants one.
- 3.28 At its meeting on 13 October 2014 the Children and Young People Committee agreed to the permanent expansion by one form of entry of Saltdean Primary School. This project was included in the capital report last year as 'An additional primary form of entry for Brighton from September 2015' since the proposal was at a very early stage in its development.
- 3.29 In the 13 October 2014 report the cost of the scheme was reported as being £2.7million. However now the design is nearing completion it is apparent that this sum will need to be increased by £0.2 million. This is partly because as part of the scheme we are replacing some out dated temporary classrooms and partly as a result of building cost inflation which is currently running at approximately 18% when compared to 2012 figures (which is when the previous similar scheme at Aldrington was priced). This additional funding would bring the overall cost of the scheme to £2.9 million.
- 3.30 At its meeting on 13 October 2014 the Children and Young People Committee agreed to the permanent expansion by one form of entry of St Andrew's CE Primary School. This project was included in the capital report last year as 'An additional primary form of entry for Hove from September 2015' since the proposal was at a very early stage in its development.
- 3.31 The cost of this scheme was initially estimated at £2.5 million. However, now the design is nearing completion it is apparent that this sum will need to be increased by £0.2 million. This is due to the fact that building cost inflation is currently running at approximately 18% when compared to 2012 figures (which is when the previous similar scheme at Aldrington was priced). This additional funding would bring the overall cost of the scheme to £2.7million.
- 3.32 These two projects are on track to provide the accommodation needed for an additional reception class in September 2015 and to be fully completed in Spring 2016. They will provide high quality new places which will help to meet the demand which continues to grow for school places in Hove and Saltdean.

- 3.33 All new school buildings are designed to high sustainability and energy efficiency standards. Solar panels are a sustainability feature which the Council wishes to encourage. £50 000 has been identified within basic need funding to support this commitment.
- 3.34 The increase in pupil numbers that has been affecting primary places is now starting to impact on secondary numbers. A strategy for meeting this need has been developed with the Cross Party School Organisation Working Group and the Secondary and Continuing Education Partnership consisting of the ten secondary schools, the three colleges and the two universities. Projects to fulfil this strategy are now being worked up through consultation with these groups and will be funded from basic need capital grant, subject to approval through further reports to this Committee and the Policy & Resources Committee.
- 3.35 Appendix 2 shows an indicative expenditure on secondary school places in 2015-16 of £5 million. Further options that arise during the year will be presented to this Committee and Policy & Resources Committee so that the financial implications can be considered

#### **4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS**

- 4.1 The only option available would be to not make use of this funding to improve or extend the education property portfolio. This is not recommended as it would limit our ability to maintain, modernise and improve our school buildings property portfolio and to secure sufficient school places.

#### **5. COMMUNITY ENGAGEMENT & CONSULTATION**

- 5.1 There has been no specific consultation regarding the content of this report. When an individual project is developed the necessary consultation is undertaken and reported to the relevant committee.

#### **6. CONCLUSION**

- 6.1 The proposed capital Investment programme will enable us to continue to ensure that we secure school places in areas of the city where they are required and to improve the condition of our education property portfolio.

#### **7. FINANCIAL & OTHER IMPLICATIONS:**

##### Financial Implications:

- 7.1 The report sets out the allocation of capital resources included in the Capital Investment Programme 2015/16 as approved by Budget Council on 26 February 2015 that were announced as part of the capital finance settlement in December 2014 and February 2015. The schedule of investment for basic need includes works associated with primary schools and additional secondary school provision of up to £5.0 million for 2015/16. Any uncommitted resources will be reported back to this Committee with detailed plans in due course. The revenue implications of any capital investment will be met from existing revenue budgets in 2015/16 and future years' budgets.

Finance Officer Consulted: Rob Allen

Date: 12/02/15

Legal Implications:

- 7.2 There are no direct legal implications arising from this report. Individual projects may give rise to specific issues which will be covered by the individual reports referring to them.

Lawyer Consulted: Serena Kynaston

Date: 03/02/15

Equalities Implications:

- 7.3 There are no equalities implications arising from this programme which would impact disproportionately on any defined groups. New and refurbished buildings will conform to all relevant regulations and be fully accessible.

Sustainability Implications:

- 7.4 There are no direct environmental implications arising from this report. The detailed planning of projects at educational establishments will take account of the implications of Brighton & Hove's policies in relation to sustainability issues generally.

Any Other Significant Implications:

- 7.5 None

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Structural maintenance programme
2. Summary of allocation of funding streams in Section 3 of this report

### **Documents in Members' Rooms**

1. None

### **Background Documents**

1. None



Crime & Disorder Implications:

- 1.1 The detailed planning of projects will take account of security issues

Risk and Opportunity Management Implications:

- 1.2 There are no risk issues in terms of resources or risks to children as a result of this proposal

Public Health Implications:

- 1.3 There are no public health implications arising from this report

Corporate / Citywide Implications:

- 1.4 The Capital Maintenance Grant identified in this report is evidence of the government's continuing support for the Council's work as a Local Education Authority. The Basic Need Funding is indicative that the DfE understands the issues of primary and secondary places we face in the city.



**Item 161A): Education Capital Resources and Capital Investment Programme  
2015/16**

**Appendix 1: Structural maintenance programme**

<b>Property</b>	<b>Description of works</b>	<b>Budget estimate</b>
<b>Electrical Works</b>		<b>£8,000</b>
Hertford Junior School	Replace electrical switchgear	
<b>General</b>		<b>£587,000</b>
Carlton Hill Primary School	Remedial works to retaining wall (phase)	
Longhill School	Repair spalling concrete to Block A & Block 3	
St Luke's Primary School	Masonry repairs	
Carden Primary School	Replace structural glazing to 1no stairwell	
Bevendean Primary School	Replace wall ties to dining hall (east)	
Bevendean Primary School	Demolish water tower	
Hangleton Primary School	Install surface water drainage at bottom of rear access road outside boiler room	
Hove Park School	Drainage repairs (lower School)	
Moulsecoomb Primary School	Drainage repairs	
Queens Park Primary School	Take up slabbed area outside rear classrooms & tarmac	
Woodingdean Community Centre	Cladding replacement & timber repairs (phase 2)	
Downs View School	Replace ramp to mobile in Ash Cottage garden	
Stanford Junior School	Repointing work to single storey rear elevation (phase 2)	
Stanford Junior School	Damp proofing works to rear classrooms/reception	
Woodingdean Primary School	Repair 10nr lintels to infants classroom south elevation	
Longhill School	Structural repairs to curtain wall	
West Hove Junior School	Toilet Refurbishment	
Jeanne Saunders Centre	Corroded lintels/repointing	
Royal Spa Nursery	Render repairs to Portico	
<b>L8 Works</b>		<b>£335,000</b>
Carden Primary School	Replace heating pipework & hot & cold water pipework under floor. Phase 2	
Fairlight Primary School	Replace hot & cold water services	
Patcham Junior School	Replace pipework	
Rudyard Kipling Primary School	Replace hot & cold water services	
Saltdean Primary School	Replace hot & cold water services	

**Mechanical Works****£871,000**

67 Centre	Heating distribution pipework below floor corroded, replacement advised. Allocated for year 2102 / 2013
Brackenbury Primary School	Replace heating to annexe
Hangleton Primary School	Install new boiler plant & convert to gas.
Rudyard Kipling Primary School	Replace boilers
Downs Park School	Replace boilers
Westdene Primary School	Replace fan coil units
Carden Primary School	Replace boiler
Surrenden Pool	Renew plant
Goldstone Primary School	Replace boilers
Hangleton Primary School	Upgrade H/C water services
Longhill School	Replace fan coil units
Somerhill Junior School	Replace Heating Controls
Woodingdean Community Centre	Replace external gas pipe

**Resurfacing****£54,500**

Moulsecomb Primary School	Resurface car park
Woodingdean Primary School	Resurface car park
Longhill School	Resurfacing of tennis courts

**Roofing****£786,500**

Balfour Primary School (Junior)	Replace tiled roof above library and classrooms (phase 2)
Cedar Centre, Lynchet Close	Replace x11 roof lights to roof
Hertford Infant School	Replace flat roof phase 1
Middle Street Primary School	Flat roof replace (phase 3; playground toilets and entrance porch) + external wall repairs & redecoration
Patcham House School	Recover flat roofs to rear.
Patcham Junior School	Recover pitched roof to rear
Royal Spa Nursery	Replace main roof lights
Saltdean Primary School	Renew flat roof above head teachers office
Somerhill Junior School	Recover roof above staffroom
St Georges House ACE	Recover pitched roofs phase 2
St Peters Infant School	Replace asphalt covered roof
Stanford Infant School	Replace flat roof and cladding/asbestos removal
Elm Grove Primary School	Corridor flat roof
West Hove Junior School	Replace the roof to Caretaker's House

Nett Total

**£2,642,000**

Fees

**£264,200**

Nett Total with fees

**£2,906,200**

## APPENDIX 2

	CAPITAL MAINTENANCE			BASIC NEED			Previous years	2014/15	2015/16	2016/17	Scheme Totals
	2014/15	2015/16	2016/17	2014/15	2015/16	2016/17					
2014/15	£2,862,976			£3,960,650							
2015/16		£4,909,255			£12,038,759						
2016/17			£4,909,255			£12,640,697					
Revenue Contributions	£900,000	£900,000	£900,000								
Borrowing				£142,000							
Targeted Basic Need				£493,448							
Reserves set aside for Primary School investment				£1,500,000							
<b>TOTALS</b>	<b>£3,762,976</b>	<b>£5,809,255</b>	<b>£5,809,255</b>	<b>£6,096,098</b>	<b>£12,038,759</b>	<b>£12,640,697</b>					
<b>Condition related works</b>								<b>£3,500,000</b>	<b>£3,906,200</b>	<b>£4,000,000</b>	<b>£11,406,200</b>
Legionella	£150,000	£150,000	£150,000					£150,000	£150,000	£150,000	
Asbestos	£150,000	£150,000	£150,000					£150,000	£150,000	£150,000	
Fire Risk Assessments	£150,000	£150,000	£150,000					£150,000	£150,000	£150,000	
Ventilation in Kitchens	£150,000	£150,000	£150,000					£150,000	£150,000	£150,000	
Condition works	£2,500,000	£2,906,200	£3,000,000					£2,500,000	£2,906,200	£3,000,000	
Advanced design on future schemes	£150,000	£150,000	£150,000					£150,000	£150,000	£150,000	
Surveys (condition gas etc)	£100,000	£100,000	£100,000					£100,000	£100,000	£100,000	
Individual Pupil needs	£150,000	£150,000	£150,000					£150,000	£150,000	£150,000	
<b>Proposed new school for Hove</b>							<b>£1,500,000</b>	<b>£2,000,000</b>			<b>£3,500,000</b>
Police station refurbishment (2014)	£100,000			£1,900,000			£1,500,000	£2,000,000			
<b>Connaught Expansion (2014)</b>				£500,000			<b>£500,000</b>	<b>£500,000</b>			<b>£1,000,000</b>
<b>Dorothy Stringer Improvements</b>				£142,000				<b>£142,000</b>			<b>£142,000</b>
<b>Bulge Classes</b>							<b>£30,000</b>	<b>£230,000</b>	<b>£140,000</b>		<b>£400,000</b>
Hove for September 2014				£100,000				£100,000			
Brighton for September 2014				£100,000				£100,000			
Furniture for bulge classes as children move through school				£30,000	£10,000		£30,000	£30,000	£10,000		
Queens Park additional accommodation required from 2012 bulge					£30,000				£30,000		
Somerhill additional accommodation from 2012 bulge at Davigdor					£100,000				£100,000		
<b>Aldrington Primary School Expansion</b>							<b>£1,400,000</b>	<b>£1,340,000</b>			<b>£2,740,000</b>
Extension project				£1,100,000				£1,100,000			
Contribution towards Blatchington Mill improvement project				£240,000				£240,000			
<b>Fund to assist with Solar PV</b>				£50,000	£50,000			<b>£50,000</b>	<b>£50,000</b>		<b>£100,000</b>
Additional Form of Entry at St Andrew's C E Primary				£1,250,000	£1,450,000			<b>£1,250,000</b>	<b>£1,450,000</b>		<b>£2,700,000</b>
Additional Form of Entry at Saltean Primary				£1,250,000	£1,650,000			<b>£1,250,000</b>	<b>£1,650,000</b>		<b>£2,900,000</b>
<i>Additional secondary provision</i>				<i>£1,675,000</i>	<i>£5,000,000</i>	<i>£3,325,000</i>		<b>£1,675,000</b>	<b>£5,000,000</b>	<b>£3,325,000</b>	<b>£10,000,000</b>
<i>Carry forward from previous year</i>				<i>-£365,649</i>	<i>£1,875,253</i>	<i>-£1,873,506</i>		<i>-£365,649</i>	<i>£1,875,253</i>	<i>-£1,873,506</i>	<i>-£363,902</i>
Total Commitments	£3,600,000	£3,906,200	£4,000,000	£7,971,351	£10,165,253	£1,451,494	<b>£3,430,000</b>	<b>£11,571,351</b>	<b>£14,071,453</b>	<b>£5,451,494</b>	<b>£34,524,298</b>
Outstanding balance	£162,976	£1,903,055	£1,809,255	<b>-£1,875,253</b>	£1,873,506	£11,189,203					

## Notes

Figures in italics are not confirmed at the present time they are included as an indication only



<b>Subject:</b>	<b>Local Transport Plan</b>		
<b>Date of Meeting:</b>	<b>19 March 2015 – Policy &amp; Resources Committee</b> 26 March 2015 - Council		
<b>Report of:</b>	<b>Executive Director Environment, Development &amp; Housing</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Andrew Renaut</b>	<b>Tel:</b> 29-2477
	<b>Email:</b>	<a href="mailto:andrew.renaut@brighton-hove.gov.uk">andrew.renaut@brighton-hove.gov.uk</a>	
<b>Ward(s) affected:</b>	<b>All</b>		

The special circumstances for non-compliance with Council Procedure Rule 3, Access to Information Procedure Rule 5 and Section 100B(4) of the Local Government Act 1972 (as amended), (items not considered unless the agenda is open to inspection at least five days in advance of the meeting) were that the LTP is required to be approved by full Council, following its consideration by this Committee, and this report has been released as soon as it was finalised, following consultation with elected members.

## **FOR GENERAL RELEASE**

### **1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 Local highway authorities have a statutory requirement to have a Local Transport Plan [LTP]. The document outlines how the council plans to manage and deliver transport in the future and, in doing so, where it intends to invest available funding, including the grant funding it receives from the government in the Local Transport Capital Settlement. The current LTP (known as LTP3) was approved in 2011 and therefore it is considered to be an appropriate time to review and update the plan.
- 1.2 The LTP should include a long-term Strategy and short-term Delivery Plan, including a capital investment programme of schemes and measures to maintain, manage and improve the city's transport network and assist in meeting much wider local and policy objectives to grow the economy, protect and enhance the environment, and improve the safety, equality and health of the city's residents, communities, businesses and visitors. The new document has been developed with due regard for key policy documents such as the council's Corporate Plan and City Plan; the city's Community Strategy and the Coast to Capital Local Enterprise Partnership's Strategic Economic Plan. It will therefore provide robust evidence and a clear indication of the City Region's and council's strategic and local needs and priorities when submitting bids for additional funding to invest in the city's Transport infrastructure, especially where additional investment will support the delivery of sustainable economic growth or measures that will protect public health within communities and support environmental sustainability within the city's local built and natural environments.
- 1.3 The Environment, Transport & Sustainability [ET&S] Committee considered a report about the development of the new LTP, known as LTP4, which included

an outline of the proposed framework and content of the final document, and explained the public engagement and discussion that has taken place to assist in developing the draft plan. The ET&S Committee endorsed the framework and sought endorsement of the draft LTP4 from this Committee, prior to its consideration and approval at Full Council in March 2015.

## **2. RECOMMENDATIONS:**

- 2.1 That the Committee recommends Council to approve the draft Local Transport Plan [LTP4], as attached in Appendix 2 in March 2015.
- 2.2 That the Committee authorises the Executive Director for Environment, Development & Housing to make presentational and other minor changes to the Local Transport Plan and the report before its submission to full Council.
- 2.3 That the Committee approves the 2015/16 Local Transport Plan capital programme budget of £5.450 million for the Capital Renewal (Maintenance) and Integrated Transport work programmes set out in Appendix 3.
- 2.4 That the Committee approves funding for the LTP programme of £4.261 million from the LTP 2015/16 grant allocation as set out Appendix 3, and up to £1.189 million brought forward from the LTP 2016/17 grant allocation specifically to contribute towards the LTP capital renewal/maintenance block allocation to:-
  - a) complete the final phase of works on the King's Road Arches (east of the i360 site); and,
  - b) enable the Executive Director of Environment, Development & Housing to work with the Head of Property & Design and Assistant Chief Executive to identify and review the potential opportunities presented by the structural condition of the now vacant, former West Street Shelter Hall and develop designs to rebuild the structure and revise the junction layout, as set out at paragraphs 3.15 to 3.17 of this report.

## **3. CONTEXT/ BACKGROUND INFORMATION**

- 3.1 The government process which requires local authorities to have a Local Transport Plan [LTP] recommends that the plan should 'best meet the area's needs'. It no longer requires authorities to follow prescriptive guidance in terms of content and timescales, and allows discretion as to how this is approached. The development of the new LTP for the city builds on the previous plan (LTP3), and the success of schemes and measures that have been delivered. This includes the overall approach to developing the Strategy and the principles that feature within the Delivery Plan.
- 3.2 The creation of the Coalition Government in 2011 has led to a number of changes in local transport governance and funding, primarily based on decentralising and devolving power, decision-making and funding to more local levels. Although this has not directly affected the LTP process, it has altered the ways in which authorities have been able to access and secure additional funding for transport measures.



- 3.3 The principle focus of the government is to ensure that the country has modern transport infrastructure to support and grow a dynamic economy, as well as improve people's well-being and quality of life, and their local environments. This will be achieved by making the transport sector more sustainable, with tougher emission standards and support for new transport technologies. There is a particular emphasis on the role of sustainable travel in delivering local transport solutions, especially for some shorter journeys.

### The Strategy

- 3.4 The new LTP therefore includes a number of high level goals that reflect the broad range of outputs that the government expects local transport to support, enable and deliver in a variety of ways, especially when investing capital grant funding. These are similar to those included in LTP3, and are summarised as:-

- Grow the Economy
- Reduce Carbon
- Increase Safety & Security
- Provide Equality, Mobility & Accessibility
- Improve Health & Well-being
- Enhance the Public Realm
- Encourage Respect & Responsibility

- 3.5 These goals are supported by more detailed, strategic transport objectives which are consistent with or reflect the policies and aspirations of a significant number of local strategies that have been reviewed and/or approved by the council. A significant amount of data, statistics and surveys have also become available in recent years, such as the 2011 Census, the city's 2013 Joint Strategic Needs Assessment and results from the annual National Highways and Transport [NHT] Survey. This information and evidence has also been used to help inform priorities and issues that can be addressed through targeted investment. The LTP4 will outline a range of projects that will help achieve these objectives and goals by focussing on renewing roads, pavements, highway structures and street lights; increasing the choice and safety of transport choices for everybody; and using technology and information to reduce congestion and improve air quality, and therefore residents' health and well-being. The primary focuses of the planned investment are based on people, their local neighbourhoods, the places they want to travel to and from, and the different routes and forms of transport that they use to travel. Those three key themes are summarised as:-

- People and Communities
- Places and Destinations
- Links and Routes.

- 3.6 The long-term Strategy for delivering transport improvements looks ahead to 2030, in line with the City Plan. It includes the proposed Vision Statement, high level goals and their associated local, strategic transport objectives.

### The Delivery Plan

- 3.7 The LTP Delivery Plan is proposed to cover 4 years (2015/16 to 2018/19) and will set out plans and priorities for investing transport funds that will help to meet

the strategic transport objectives. Indicators will be developed to enable the progress made towards meeting objectives to be monitored. The indicators will assist in reviews of the Delivery Plan programmes, alongside consideration of the overall levels of funding available for Transport which will continue to be considered and approved annually by the relevant service committee, following approval of the council's overall budget. A full review of the Delivery Plan is proposed to begin in 2018, in order to inform the development of the next Delivery Plan and/or the overall Strategy.

- 3.8 The Delivery Plan will continue to be based around three simple themes - 'maintain, manage and improve' – which help to outline the broad approach taken to delivering investment in the city's transport network. They are outlined in more detail in Appendix 2. The broad principles that will also underpin the development and delivery of measures will include being innovative and creative; providing and using accurate/robust information; involving partners, stakeholders and communities; ensuring integration and co-ordination; and securing additional investment. The process by which investment is identified and planned is summarised in five separate steps, proposed as being: develop ideas and concepts; deciding on priorities; designing measures in more detail; delivering the project; and determining its success in meeting aims and objectives.
- 3.9 The overall 4-year LTP4 Delivery Plan will be structured in a way that will not constrain the council to delivering schemes, projects or programmes within a specified timeframe. It will provide flexibility in progressing schemes, in order to respond to the future levels of funding available to invest in transport, and changing or new local priorities. Combining LTP budgets with funding from other investment programmes, or using them to match-fund other investment will also help to achieve this, and the council has been very successful in doing this in recent years. Since 2009, more than £30 million has been secured to improve the city's transport network, over and above the capital grant from LTP settlements and the other sources of revenue funding available.
- 3.10 The Delivery Plan will continue to focus on achieving value for money and efficient working by delivering co-ordinated packages of maintenance works and transport improvements, wherever possible, that minimise disruption when being delivered and maximise benefits when completed. Its development and content will be informed by assessing locations and corridors against a number of different issues and identifying where a more comprehensive approach to addressing them could help meet a number of the objectives in the Strategy.
- 3.11 For example, consideration of factors such as local population statistics; indices of deprivation; the city's Air Quality Management Areas; locations of local shopping areas and other key destinations and the routes used to reach them; the amount of accessible infrastructure; areas in need of local regeneration; road safety problems; and maintenance requirements will help identify locations where investment will help mitigate or resolve problems. Suitable, affordable and co-ordinated packages of work can then be developed based on such factors and will be delivered alongside other ongoing specific work programmes of freestanding schemes that will include maintenance, sustainable transport, interchanges, traffic management and road safety, and urban realm improvements.

## 2015/16 LTP Capital Programme

- 3.12 The proposed allocation of funding to projects within the first year (2015/16) of the Delivery Plan for the new LTP is set out in Appendix 3. The level of LTP funding provided by the government for 2015/16 (£5.682 million) is significantly reduced compared to 2014/15 (£7.479 million) and therefore works on any new, major projects solely requiring LTP funds are unlikely to be able to be started during 2015/16.
- 3.13 The proposed allocation of funds enables investment to continue on committed and prioritised schemes, which are set out in two separate blocks of money for renewal/maintenance and integrated transport for 2015/16. However, the initial £5.682 million figure is reduced by approximately £1.421 million due to a repayment to reserves which was used to help fund the A259 King's Road arch strengthening works adjacent to the i360 site in 2014-15, as agreed by Policy & Resources Committee in March 2014.
- 3.14 Significant works to assess and strengthen highway structures across the city remain a high priority in order to ensure that they remain in a safe condition and are fit for purpose. This work requires a significant amount of investment to assess, maintain and renew structures which are a critical, but ageing, part of the seafront's infrastructure. This issue has been recognised, fully explored and was reported on by the council's Seafront Infrastructure Scrutiny Panel in 2014.
- 3.15 Therefore, the main priority within the LTP capital renewal/maintenance block in 2015/16 is a proposed allocation of £1.4 million to complete the final phase of strengthening of the A259 Kings Road Arches project, which was approved in January 2013. The arches are adjacent to the site of the i360 viewing tower which is now under construction. This proposed funding allocation includes a £1.189 million additional requirement from reserves to be replenished from the 2016/17 LTP allocation. The main benefits of applying forward funding to complete these works during 2015/16 will be financial efficiencies due to the contractor currently being, and remaining, on site and also enable the revised, co-ordinated plan for accommodating the i360 construction works programme to be implemented and complied with.
- 3.16 In addition, the condition of West Street Shelter Hall seafront structure, which was built in the 1880s and supports the upper promenade at the junction of the A259 (King's Road) and West Street, was assessed in 2013. Consequently, it was required to be vacated and has been temporarily, internally propped with scaffold using a complex, internal scaffold structure (at an approximate cost to the council of over £100,000 per year) and is the next priority for reconstruction within the council's seafront structures programme. The structure is directly adjacent to the proposed Waterfront Central site, and the A259/West Street junction which is a key part of the pedestrian and cyclist route to/from and along the seafront (especially from Brighton Station) and provides direct access to a number of city centre parking spaces, including Churchill Square.
- 3.17 The pressing need to rebuild this particular structure presents an opportunity to fully assess this section of the seafront and the associated highway structures, and the operation of the junction. The proposed funding allocation to this project (£250,000) will enable the site to remain safe and work to begin in earnest, with

due regard to the current status of the Waterfront project proposals. Progress would enable design options to be developed that would be considered as part of the two bidding processes that the council will be pursuing, either through the government's new Highways Maintenance Challenge Fund bid, or the development of a Business Case for LGF money from the LEP.

- 3.18 Within the Integrated Transport block of funding, it is proposed to give priority to delivering a number of existing, approved schemes, such as Brighton Station Gateway and 20mph speed limits. The proposed 2015/16 programme also includes local funding contributions as commitments required to support strategic Local Growth Fund projects. These include £200,000 for Phases I and 2 of the Valley Gardens project which has recently received final approval by the Coast to Capital Local Transport Body, on behalf of the LEP, to receive £8 million between 2015/16 and 2017/18, which will be matched by a total £1.6 million local contribution from the council over those 3 years. The project's development has been considered by the council's Environment, Transport & Sustainability Committee on a number of occasions; most recently on 17 March this year. Funds have also been identified to support other projects which are the subject of applications for other additional funding streams. Sums will only be allocated to certain projects if the results of, as yet, undecided bids are successful. The programme will also deliver ongoing local priorities and programmes for investment in improvements such as road safety schemes and pedestrian crossings.

#### **4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS**

- 4.1 Local highway authorities have a statutory requirement to have a Local Transport Plan [LTP]. The LTP therefore needs to be consistent with, and will help to deliver, other citywide strategies. It therefore needs to be up to date and include approaches to delivering transport improvements which will successfully help to address existing and forecast issues in the city.
- 4.2 Since 2011, the country has been experiencing the effects of the worldwide economic recession, although research has shown that the city has demonstrated a good degree of economic resilience. In that same period, a significant amount of progress has been made in the city to improve travel and transport as a result of securing and investing Transport funding and resources. New national, regional and local data and evidence have also been published and various strategies, policies, plan and priorities have been reviewed and updated. In that same period, the council has had to address ongoing reductions in government grants and support, and will have to continue to do so for the next few years. This requires consideration of the likely implications for budgets that support or deliver transport and travel options for the city, such as supported bus services and management and charging for parking.
- 4.3 New partnership working across wider areas, such as the establishment of the Coast to Capital Local Enterprise Partnership and the Local Transport Body, and the emergence of the Greater Brighton City Region as a result of the successful City Deal application has also changed the way in which transport needs to be considered and can be provided. More local initiatives, such as Neighbourhood Plans, have also helped identify issues within the city and its communities. The formal establishment of the South Downs National Park and the newly

designated Brighton and Lewes Downs Biosphere will materially influence the way in which the city is used and managed. It is therefore considered to be an appropriate time to update the LTP.

- 4.4 The content of the proposed new document, in terms of the overarching strategy and the majority of the measures that are being proposed or will be investigated, will not vary significantly from those included in LTP3. Therefore, other background studies or analysis underpinning that document still remain valid and have been taken into account in developing the new LTP.

## **5. COMMUNITY ENGAGEMENT & CONSULTATION**

- 5.1 As well as new data and survey results, the development of LTP4 has drawn on a considerable amount of consultation and evidence from current/recently approved strategies and plans. The new LTP has regularly been the subject of a number of active discussions during meetings of the city's Local Strategic Partnership's Transport Partnership, which have helped to shape and influence the new document. The Transport Partnership includes a wide range of interests, including those who use or provide transport within in the city.
- 5.2 Some specific LTP4 workshops have been held to help identify the needs of communities who have 'protected characteristics' (those against which discrimination is unlawful) as defined by the Equality Act 2010. These involved representatives from many groups including the Older People's and Youth Councils, the Fed(eration for Disabled People), and Speak Out (an independent charity which supports adults with learning disabilities).
- 5.3 Opportunities to further engage with a wider range of interests have also been taken such as a workshop for city councillors; a Community Works Network event; an Age-Friendly City Forum; a focused discussion with people with learning disabilities; a stakeholder event with representatives from the other Strategic Partnership themed partnerships; and meetings with Rottingdean Parish councillors and local bus company operators. The outputs and feedback from these events have helped to refine the overall approach to the LTP and confirm principles and priorities, as well as considering the relative merits of particular transport measures that could be used to achieve them.
- 5.4 The council also seeks public views in order to inform the development of specific schemes or projects through public consultation, and this process will continue in relation to any individual proposal that comes forward within the duration of the LTP4.

## **6. CONCLUSION**

- 6.1 The Committee is being requested to consider and endorse the current, draft LTP4 document. As the LTP4 will be a new council strategy document, it is also required to be approved by Full Council.

## 7. FINANCIAL & OTHER IMPLICATIONS:

### Financial Implications:

- 7.1 The LTP4 will provide the basis for outlining how future levels of Local Transport capital funding received from the government will be invested to deliver transport improvements in the city. This funding will be split between programmes of work for Maintenance and Integrated Transport schemes. The council has now been advised by the Department for Transport of the following agreed and indicative sums of Local Transport capital grant to be received over the LTP4 period.

<b>Allocation</b>	<b>Confirmed allocation (£'000) 2015/16</b>	<b>Confirmed allocation (£'000) 2016/17</b>	<b>Confirmed allocation (£'000) 2017/18</b>	<b>Indicative allocation (£'000) 2018/19</b>
Integrated Transport Block	3,059	3,059	3,059	3,059
Maintenance Block	2,623	2,404	2,332	2,110
<b>Total Grant Funding</b>	<b>5,682</b>	<b>5,463</b>	<b>5,391</b>	<b>5,169</b>
Repayment to Reserves	(1,421)			
<b>Total Funding Available</b>	<b>4,261</b>	<b>5,463</b>	<b>5,391</b>	<b>5,169</b>

- 7.2 The council's 2015/16 capital programme was agreed at Budget Council in March this year, and Appendix 3 of this report sets out the proposed use of the £4.261million available funding in 2015/16. The 2015/16 funding takes account of the repayment to the council's capital reserves for the forward funding in the 2014/15 LTP capital programme, as approved at Policy and Resources Committee in March 2014.
- 7.3 It is proposed that the 2015/16 LTP programme is funded from the approved LTP funding allocation of £4.261 million and £1.189 million of 2016/17 LTP funding. The £1.189 million would be forward funded temporarily from reserves which would be replenished from the 2016/17 LTP allocation. This will result in the 2016/17 LTP capital programme being reduced by £1.189 million and therefore could limit flexibility to allocate funds in that year. The confirmed allocation of LTP funding for 2016/17 from the government will be £5.463 million.
- 7.4 Future years' capital programmes will require Policy and Resources Committee approval.
- 7.5 The LTP capital programme will support bids for other funding opportunities such as the Local Highways Maintenance Challenge Fund and Local Growth Fund.

*Finance Officer Consulted: Monica Brooks*

*Date: 03/03/2015*

### Legal Implications:

- 7.6 The Transport Act 2000, as subsequently amended by the Local Transport Act 2008, introduced a statutory requirement for local transport authorities to consult on and produce a Local Transport Plan [LTP], to keep the LTP under review and to alter the LTP if considered appropriate. The LTP may be replaced as the local transport authority thinks fit.

7.7 The Local Transport Plan is required to be adopted by Full Council.

*Lawyer Consulted:*

*Elizabeth Culbert*

*Date: 24/02/2015*

Equalities Implications:

7.8 The consultation undertaken on developing the LTP4 has focused on securing, understanding and taking into account the views of people who are identified as having 'protected characteristics' (those against which discrimination is unlawful) as defined by the Equality Act 2010. They have been invited to attend and participate in a number of events in order to develop the LTP4.

7.9 In developing specific projects and programmes, the needs of these communities will also be prioritised from the outset, and wherever possible will be incorporated into projects and scheme designs in order to overcome barriers to movement that may be experienced. In doing so, this will ensure that the transport network is made accessible to all, irrespective of any protected characteristic. The development of the LTP4 has taken account of the council's Equality & Inclusion Policy, and an appropriate level of Equalities Impact Assessment has been undertaken in line with it.

Sustainability Implications:

7.10 Achieving continued and increased levels of sustainability through transport policies and strategies and investment in transport and highway infrastructure and initiatives is a principal aim of the council. The council's One Planet Living Sustainability Action Plan outlines key measures that are currently in place and will continue to be within LTP4. Examples include a focus on active travel – walking and cycling – which are zero-carbon forms of transport, and measures to reduce the need to travel which reduce levels of traffic and congestion and therefore related emissions. As part of the LTP4, a Transport Carbon Reduction Plan will be developed to help focus on and deliver the specific objectives within it. Sustainable techniques and practises are also used during construction and engineering works, such as recycling materials and improving the city's street lighting.

Any Other Significant Implications:

7.11 As the LTP is a strategic document for the city, and transport and travel have a significant role in supporting and helping achieve the city's and council's wider objectives across a number of service departments. These are set out in Appendix 1.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Other significant report implications
2. Draft LTP4 document
3. Proposed 2015/16 LTP Capital Programme

### **Documents in Members' Rooms**

1. None

### **Background Documents (include)**

1. 2011 Local Transport Plan
2. The Connected City – Sustainable Community Strategy for Brighton & Hove
3. Brighton & Hove City Plan - Part 1
4. Brighton & Hove Joint Strategic Needs Assessment 2013
5. Coast to Capital LEP Strategic Economic Plan
6. Policy & Resources Committee report – 20 March 2014 : 2014/15 LTP Capital Programme



***Other Significant Report Implications***

Crime & Disorder Implications:

- 1.1 The development of the LTP4 will reflect the aims of the council's Community Safety and Crime Reduction Strategy 2014-17, especially in helping to deliver measures that improve the physical environment, ensure communities are stronger, and help people feel safer. A key contribution will involve work to design, improve, manage and maintain public spaces and streetscapes so that people feel safe. The positive use of spaces will be encouraged to ensure that crime and antisocial behaviour are discouraged. The LTP4 will therefore have a focus on improving road safety and personal security.

Risk and Opportunity Management Implications:

- 1.2 Maintaining the seafront as an asset to the city is identified within the council's Strategic Risk Register. This incorporates the transport routes and highway structures that form part of this area/corridor and which would be included within the LTP4. There are no significant risks associated with the development and approval of the LTP4 itself. By ensuring that the Strategy is reviewed regularly; the Delivery Plan is sufficiently flexible; and that monitoring informs how much progress is being made against indicators, the need for risk management should be minimised.

Public Health Implications:

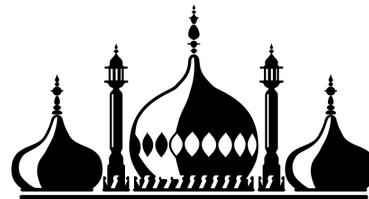
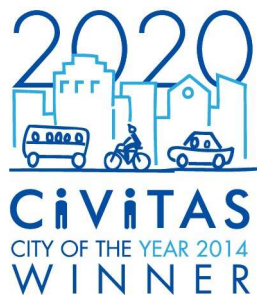
- 1.3 Transport and travel are critical to delivering the city's public health objectives as they contribute significantly to some of today's greatest challenges to public health, including road traffic injuries, physical inactivity, the adverse effect of traffic on social cohesiveness and the impact on outdoor air and noise pollution. However, the relationships between transport and health are multiple and complex. The city's Joint Strategic Needs Assessment sets out current data and understanding regarding the wider determinants of health and has been used to inform the strategic approach set out in LTP4. Improving people's and communities health and well-being is a key objective of the document.

Corporate / Citywide Implications:

- 1.4 The need for a review of the LTP is identified within the 'Creating a Sustainable City' section of the council's 2011-2015 Corporate Plan. The document also plays an important role in delivering the policies of the council's City Plan Part 1 submission, especially Policy CP9 on Sustainable Transport, and the schemes/projects identified within its associated Infrastructure Delivery Plan. The LTP will also reflect the current and emerging priorities and policies of the council and city, as established in other key strategies and policy documents.



# DRAFT LOCAL TRANSPORT PLAN 2015



**Brighton & Hove  
City Council**

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# FOREWORD

Wording to be confirmed.

# INTRODUCTION

Managing travel and transport and maintaining and improving transport infrastructure in Brighton & Hove - a city that is formed of highly valued, natural and built environments which are enjoyed and used regularly by residents, businesses, workers and visitors - requires a balanced, efficient and dynamic approach to tackling the daily challenges and needs that the city's many different communities have.

The emergence of the Greater Brighton City Region places greater focus on the role and influence of the city. The city, its hinterland and its transport infrastructure can unlock jobs and new housing and growth due to their ability to drive economic growth and performance. The development of a new dynamic city region for the Greater Brighton area will help generate greater density and higher wages if supported by good transport systems, both for the labour market and business-to-business access. In order to confidently consider and make major investment decisions, a robust understanding of the holistic view of a city region's needs is essential, and will inform how and where transport improvements are needed to deliver both strategic and local solutions. The cross-boundary working between local authority members and officers will be key to delivering the City Deal and ensuring that Greater Brighton succeeds in unlocking more than £170 million of investment to create 8,500 jobs. Renewed and improved Transport infrastructure will play a significant role in contributing towards enabling the area to fulfil its economic potential, and turn it from a mid-ranking economy into one of the highest performing urban economies in the UK.

It is important to recognise the strategic role of the city within the wider regional geography, and how important transport links are to enabling it to prosper and thrive economically, environmentally and socially. However, the city operates on many different levels and it is just as essential to develop and maintain an understanding of, and place equal priority on, the need for investment in improvements in local neighbourhoods within the city for those same reasons. Whether tackling issues of poor air quality and barriers to movement in the city centre, or making local streets easier to use and safer, significant investment is needed.

The Local Transport Plan is the core document that sets out the way in which the council's plans, priorities and programmes for transforming travel and transport will deliver change over time and across a range of different policy objectives geographic areas. Using creative thinking; making the best use of innovation and technology; and pooling resources can generate the capacity to continue to make more progress in addressing all the issues and impacts that travel and transport can create. But access to transport and travel can also help to mitigate or resolve problems by linking people and communities to places and destinations, or bringing services and activities to people and communities.

This LTP consists of a long-term Strategy to 2030 and a short term 4-year Delivery Plan (2015/16 – 2018/19) that explain how the council proposes to help achieve the city's planned growth and contribute towards wider objectives, such as those explained in:-

- the council's Corporate Plan, City Plan and Public Space Public Life Study;
- the city's Sustainable Community Strategy – The Connected City;
- the Brighton and Lewes Downs Biosphere Management Strategy;

- the South Downs National Park Partnership Management Plan; and
- Coast to Capital Local Enterprise Partnership's Strategic Economic Plan.

Developing appropriate objectives for travel and transport in the city and identifying ways of delivering them is not always possible, feasible or affordable for the council to achieve alone. During times of economic difficulty, austerity and associated reductions in available budgets or funding in a number of areas create even more of a challenge. However, resources, time, experience and willing can also individually, or in combination, constrain the ability to make improvements and therefore the council has always worked closely with many people to provide infrastructure, facilities and services that support the many activities undertaken in the city on a daily basis. This involves engaging with individuals, communities, partners, stakeholders and organisations at many different levels, formally and informally, both within and outside the city.

# CONTEXT & CHALLENGES

## INTRODUCTION

The city operates on many different levels. This requires a flexible and balanced approach to transport initiatives and investment. It also therefore involves many different agencies and organisations who are responsible for providing or managing the transport system. This is best illustrated on a geographic level together with the policy frameworks that apply to those areas, and the development and delivery of transport measures, services and priorities within them, whether they are environmental, social or economic.

### An international and national reputation

Having an international outlook and reputation as a popular visitor destination and economic centre for many businesses generates many benefits to the city as international activity helps build longer-term competitiveness through stimulating innovation and the exchange of knowledge and expertise. For example, these benefits can help maintain and expand the city's leading-edge universities, innovation centres and other centres of business and excellence that depend on close relationships with counterparts in other countries to maintain global status.

The city's closest transport connections to Europe and beyond are primarily facilitated by the movement of people and goods through Gatwick Airport, and Newhaven and Shoreham Ports. These international transport hubs are central to enabling leisure and business passenger traffic and goods to access the city and its wider hinterland, providing extremely easy access for visitors from London and overseas in particular.

The city has many key strengths, including its world-class architecture and heritage, including the Royal Pavilion and outstanding cultural offer. The city has a good UK profile with many significant events and benefits, and offers a wide choice of quality accommodation, dining, shopping and cultural and visitor attraction experiences and benefits from a successful conference and business tourism market.

It also continues to be successful in attracting English language students and recently welcomed the opening of one of Europe's largest and most modern English Language training facilities in the New England Quarter. The city also benefits from its young, tolerant and liberated culture, the fact it is so quick and easy to get around, the proximity of sea, Downs and the richness of attractions in its Sussex hinterland and finally but importantly from the close community of tourism stakeholders and businesses who work so well together.

Tourism and the growing and diversifying economy of the city also makes it an attractive place to do business. It has relatively good strategic accessibility and is in easy reach of a wide range of global, national, regional and local commercial markets.

### THE STRATEGIC SPATIAL CONTEXT



**The Local Enterprise Partnership economic sub-region**

The international and national reputations of the city underpin the role of the city within the south east region of the UK and the newly established economic sub-region which is known as the Coast to Capital Local Enterprise Partnership [LEP]. The Coast to Capital LEP area uniquely spans the UK’s two strongest economic regions – Greater London and the South East and connects two international cities, London and Brighton & Hove, whilst embracing West Sussex, Lewes District (within East Sussex) and East Surrey. Its economy contributed £38.9 billion of added-value to the UK economy in 2010 and is ranked 4th out of 39 LEP areas in England, demonstrating its exceptional competitive advantages and economic resources.



**The Greater Brighton City Region**

Brighton & Hove is at the heart of the Greater Brighton City Region [GBCR], which has been established following agreements reached with the Government as part of the City Deal process. The members of the GBCR include Adur & Worthing, Mid Sussex and Lewes District Councils and East and West Sussex County Councils, in addition to the city council.

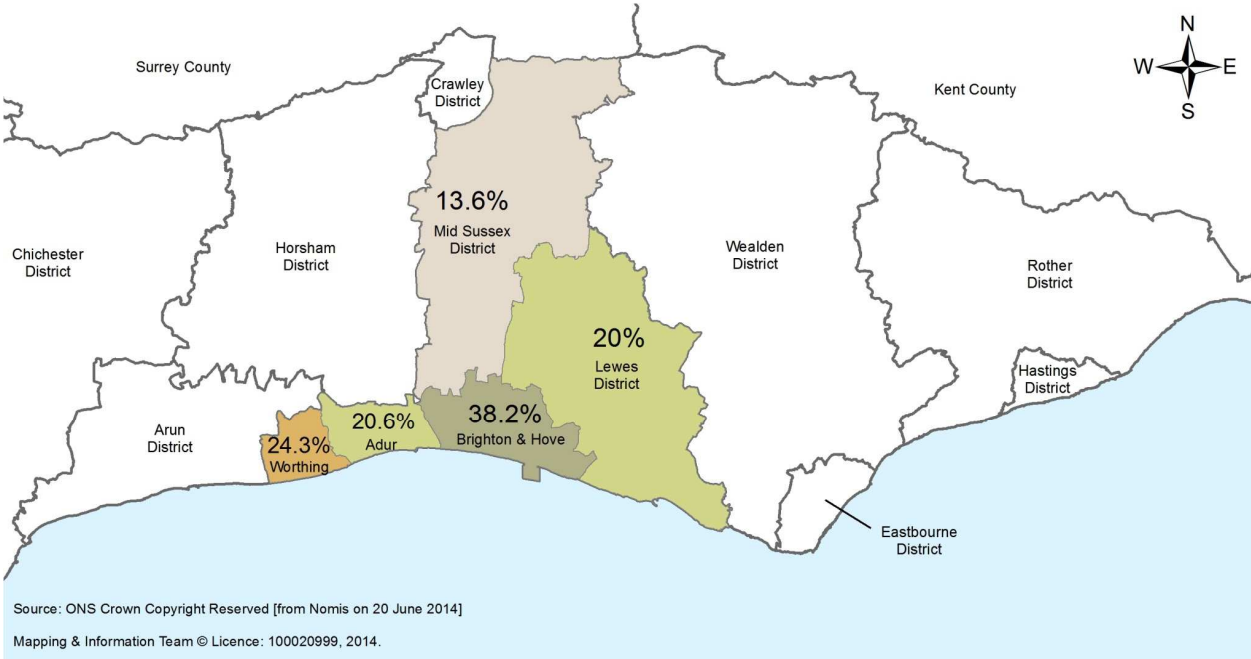
This newly established level of local authority working provides the basis on which to continue existing cross-boundary working relationships on transport planning, strategies and projects. In order to fulfil its influential role within the City Region, the city needs to address certain issues in its own right. Brighton & Hove is a tightly constrained, compact city situated between the South Downs National Park and the sea. With a limited legacy of derelict or vacant sites these ‘natural boundaries’ define and limit the outward expansion of the city. The spatial strategy for the city, set out in the City Plan, needs to achieve a balance between accommodating the city’s development needs, particularly for jobs and homes, with the continuing need to protect and enhance the city’s high quality environments and the nationally designated landscape that surrounds the city.

The city has needs to be able to identify and develop the capacity and availability of land/sites in the city to provide for the need to:-

- provide for a mix of homes to support the growth and maintenance of sustainable communities;
- provide land for other essential uses (such as employment, retail, health and education facilities and other community and leisure facilities); and
- respect, protect and enhance the historic, built and natural environment of the city.

The City is expected to continue to function as an economic growth hub for the wider sub-region and the council with its partners share an ambition to improve the city’s employment rate. Recent studies have consistently identified the shortage of employment premises and employment land supply as threats to business and employment growth in the city. Employment sites across the city need to be safeguarded and upgraded and through the regeneration of key sites new employment floorspace created.

**Car or van availability - households without a car or van**



**The South Downs National Park**

The South Downs National Park is a protected, working, special landscape that is enjoyed and respected by local communities and visitors. It has special qualities including its beautiful and diverse landscapes of ancient woodlands, heathland, rivers, iconic cliffs and coast. It contains distinctive towns and villages and the wealth of archaeology, history, both cultural and military, and agricultural traditions are valued and celebrated, telling a story of how people have shaped the South Downs.

Visitors are welcomed and benefit from being able to enjoy the National Park. There is a widespread understanding of and respect for the South Downs National Park as a special place including the relationships and interdependencies between town and countryside.

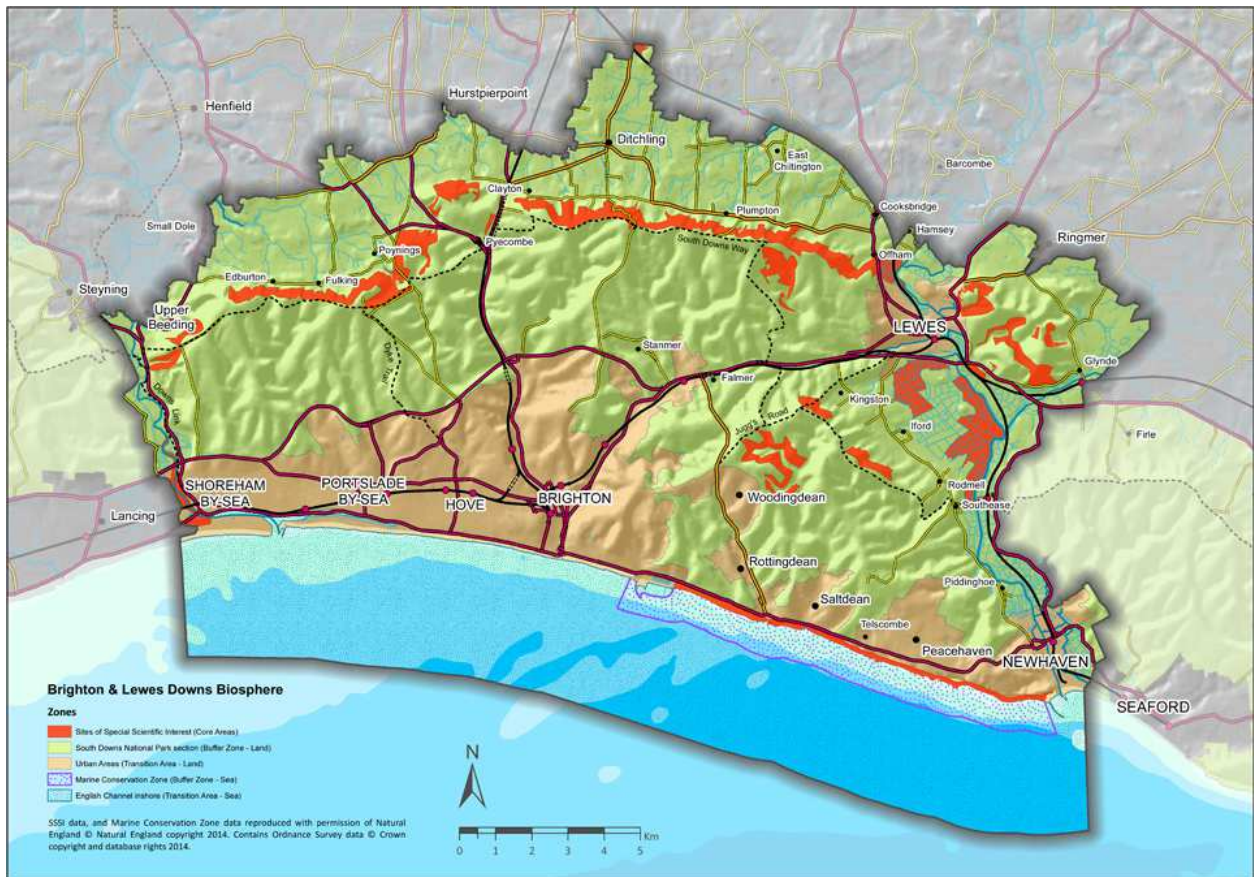
There is a thriving, dynamic economy that is sympathetic and responsive to the character of the area. It is important to ensure that people are working together for the benefit of the South Downs National Park to find solutions that meet the needs of the landscape, wildlife, people and businesses both now and in the future. Local people, businesses, visitors, farmers, land owners and managers, public and voluntary sector agencies and bodies are actively working in partnership together with the National Park Authority to meet local aspirations and the purposes of the National Park.

The South Downs National Park is an area of special beauty within the highly pressured environment of the southeast of England and also takes on the challenges of sustainable living in the 21st Century, especially the impacts of climate and population change.

However, its future is very interdependent with the areas and communities that surround it. Many settlements, including Brighton & Hove are within the National Park and it. Ensuring safe and sustainable access to and from the Park is therefore an essential part of the Partnership Management Plan for the Park. It can also help improve the health of all who simply enjoy fresh air, exercise and the tranquillity which can be found among its chalk downland, farms, heaths, villages, woods and river valleys.

### **The Brighton and Lewes Downs Biosphere**

These three main areas of the Downs, Town and Sea, together with other aspects of the wider natural built environment of Brighton & Hove, act as significant attractors and influences on people in terms of where they live in, why they visit and how they enjoy the city. Their interaction and role within the local area and sub-region has now been recognised as being of world significance as they have been designated as the Brighton and Lewes Downs Biosphere.



The Biosphere will work to further the three objectives common to all UNESCO Biosphere Reserves, based upon its Biosphere Management Strategy which covers the five-year period from 2014 to 2019. The strategy covers a diverse range of topics, spread across the three Biosphere objectives plus cross-cutting issues, which are being addressed by different local bodies. Sustainable transport is one of these issues.

1. Nature Conservation	2. Sustainable Socio-Economic Development	3. Knowledge, Learning & Awareness	4. An Interconnected Natural Environment
- <u>Key Habitats</u>	Carbon / Energy	Research (Physical, Living, Socio-economic Environments)	Landscape Connections
Rural: Chalk Grassland, Farmland, Woodland, Freshwater	Waste / Sustainable Materials	Monitoring (Environmental)	"Ecosystem Services"
Urban: green spaces (e.g. parks) & features (e.g. street trees)	Sustainable Transport	Environmental Education in Schools	"Green Infrastructure"
Coastal/Marine: vegetated shingle beaches, chalk cliffs & reefs	Local and Sustainable Food	Universities & Colleges	Climate Change (adaptation & mitigation)
	Sustainable Water (demand)	Environmental Education Centres	
- <u>Key Species Groups</u> : Birds, Butterflies/Bees, Plants	Culture and Community (e.g. Heritage)		Water Resources (Ground & Surface Waters)
	Local Economy (e.g. Ecotourism)	Public Awareness & Engagement	Flood Risk Management (freshwater & coast)
- <u>Geology</u> : chalk downs and cliffs	Health and Wellbeing (e.g. Recreation)	Professional Training (vocational)	Bathing Water Quality

As a new Biosphere, work is being focused on the best ways to add value to local activity, by realising new opportunities, plugging gaps in focus, bringing different organisations together to work in partnership, and engaging people in our local environment.

The Biosphere's top priorities for action, which are specifically relevant to Transport include:-

1. **Environmental awareness** – of local people, especially children and young people
2. **Tourism & Recreation** – by visitors and residents, to further economic & social development
3. **'Green Infrastructure'** – enhanced networks of greenspace from town to downs, which provide multiple benefits ('ecosystem services') from access to conservation to water management.

A number of current projects are being progressed including the 'Best of our Biosphere' tourism promotion, Biosphere signage at local rail stations, and a study of urban greening potential to reduce flood impacts.

### **The City of Brighton & Hove**

Brighton & Hove is a tightly constrained, compact city situated between the South Downs National Park and the sea with a population of nearly 273,000. These 'natural boundaries' define and limit the outward expansion of the city, and the built-up area is roughly half of the city's geographical area (8,267 ha).

The city is an attractive mix of distinct urban and suburban neighbourhoods and within the centre of the city, residential densities of between 60-200 dwellings per hectare are commonplace. The natural environment within and surrounding the city is of remarkable quality. One sixth of the city's area is covered by a nature conservation designation. The extensive chalk downlands, much of which fall within the South Downs National Park boundaries, are essential to the health of the city, in terms of its water supply (aquifer), biodiversity, and opportunities for leisure and recreation. The city's network of parks and open spaces plays an essential role for the city as a whole hosting community and cultural events as well as being places of relaxation and recreation for both residents and visitors to the city. There has been significant progress in sports-related regeneration and investment in sports facilities in schools and colleges.

With a strong regional and cultural influence, famous for its vibrant, cosmopolitan lifestyle, there is a clear commitment to the arts and thriving creative industries and digital media sector which attracts tourism and new businesses. The city's cultural heritage encompasses the internationally renowned and iconic Royal Pavilion and its Estate, regionally recognised museum collections, historic parks and gardens but also established cultural activities such as the Brighton Festival, exhibitions and community based arts and cultural events. The city is known internationally for its extensive Regency and Victorian architecture and has around 3,400 listed buildings. The city is also a major European business conference and tourist destination which attracts around 11 million visitors per year. The 11km of seafront is the 'shopfront' of the city acting as a focus for entertainment, recreation and leisure activities. Substantial public and private investment has transformed the seafront between the two Piers. Phased renewal of the coastal defences between the Marina and the city boundary at Saltdean has been undertaken over the past 15 years, and is part of an ongoing programme of coastal defence maintenance in response to erosion and climate change.

The city is a regional centre for shopping and employment within the south east and a sub-regional centre for health services. The economy has performed strongly over the past decade and despite the global recession, in overall terms, the city has been able to build upon its resilience and protect and provide for good quality jobs in the city. This is demonstrated by the fact that the Centre for Cities, a registered charity that informs UK and international decision makers seeking to understand and improve UK cities' economic performance, reported in 2013 that Brighton & Hove is a typical of Britain's smaller sized cities in that its city centre has played an increasingly important role within its wider city economy. Much of the growth of private sector jobs within the city centre has been in knowledge intensive business services (KIBS) jobs, which tend to benefit from close proximity to clients, collaborators and competitors. These patterns of growth bode well for the future performance of the city's economy; and the UK is likely to continue to specialise in these sorts of activities that prefer city centre locations. As such, it recommends that the council should look to facilitate further growth in the city centre by encouraging the further development of office space, so moderating the future increase in office rental costs.

The city has a strong service sector economy, with public services, education, health and financial and business services being rich sources of local employment. It is home to the biggest creative industries and digital media cluster in the south east outside London, currently providing over 10% of employment in the economy. The city is known as a profitable place for business with a strong entrepreneurial culture and a large proportion of residents working in higher grade professional occupations and the population as a whole is well-educated compared with the South East and national averages.

The city has a well-defined network of shopping centres, including Brighton Regional Centre and contains a significantly greater number of shops than other cities of similar size, with a strong reputation for specialist and independent traders. The two growing universities within the city host around 34,000 students and with high graduate/ post-graduate retention they make a substantial contribution to the economic, social and cultural life of the city. The Universities support 12,000 jobs (the majority of them in city) and provide 4,231 full time equivalent (FTE) jobs.

However, set against this success, the city is a net exporter of commuters; around 25,000 workers travel in to Brighton & Hove and around 28,000 people who live in the city travel outside Brighton & Hove for work. This has implications for sustainable travel and also for the ability of local people to find local employment. There is a limited manufacturing industry in the city and, as a consequence, very few brownfield sites available for redevelopment.

The city is a regional transport hub, with the A23/M23 linking it to London/M25 and the A27 providing major east-west links. Car ownership in the city is the lowest in the South East region and one of lowest nationally and bus patronage and cycling and pedestrian movements in and out of the city centre have continued to increase since 2000. The city's rail network includes 8 stations over three lines, linking east, west and north with Brighton Station having the highest daily passenger volume of all stations along the south coast between Kent and Hampshire. Shoreham Harbour on the western side of the city is a regionally significant port and offers a significant opportunity for future regeneration and

growth. The city is served well by air links with two airports; Shoreham and Gatwick, within easy reach. Ferry services operate to Dieppe from nearby Newhaven.

### **The Local Context**

Within the city there are many distinct areas, as well as those that perform a number of different functions. Within the built-up area, these include the Seafront, the city centre, and local neighbourhoods and their streets and spaces.

#### **The Seafront**

The seafront is considered to be ‘shop window’ of Brighton & Hove, encompassing a year round hub of leisure and recreation activities for residents and visitors. From the Marina in the east to the city boundary at Shoreham Harbour in the west, the coastline is heavily urbanised and is set against a largely Victorian and Regency townscape. It is considered by English Heritage to be one of the finest urban seafront townscapes in Britain.

#### **The city centre/Central Brighton**

The central area of the city is a dense and complex area of urban quality townscape. It extends from Brighton Station in the north to the seafront in the south; with North Laine, The Lanes, The Royal Pavilion Estate and Old Steine to the east and the major seafront hotels, conference centres, Churchill Square shopping centre and major high street retailers along Western Road to the west.

#### **Local neighbourhoods**

The aim of the council is to help create sustainable residential areas and neighbourhoods within the city by working in partnership with the voluntary, public and private sectors bringing together and delivering the priorities agreed in city’s Sustainable Community Strategy and other citywide strategies. A sustainable neighbourhood within the city is defined a place where there are good quality public services; mixed and integrated communities with a number of housing choices (including, size, type and for different incomes); places where people regardless of their identity or interests, feel they can influence decision-making and have pride in their community; where there is good access to jobs, shops and other local services and where there is a healthy and safe environment. As with other special area policies this will require effective partnership and collaborative working between the public, private and community and voluntary sectors and coordination of policy and strategies in the city.

One of the biggest challenges for Brighton & Hove in creating a sustainable city is to reduce inequalities in health, employment, educational attainment, income, community safety and measures of child and family poverty. Research (the BHCC Reducing Inequality Review 2008) shows that though the majority of low income residents are spread throughout the city, the most disadvantaged areas in the city remain significantly more deprived than the city as a whole. At that time, 12% of the city’s areas (19 out of 164) are in the 10 per cent most deprived in England.

Neighbourhood Plans are also being developed within the Planning process and provide a means by which local neighbourhood forums and parish councils can prepare plans to



identify land use, design and development priorities for their area. This is an opportunity for greater involvement of local communities and businesses to have a greater say in the future planning of their areas, and can also be a source of information on issues associated with travel and transport.

**Public streets and spaces**

Brighton and Hove’s streets and public urban spaces do not always do the city justice. The pedestrian and cycle links between the areas that people want to get to are not as good as they could be, streets can be cluttered, materials are inconsistent and there may be too few places to rest. An opportunity exists to create a simpler but high quality urban realm that is pedestrian and cycle-friendly but accommodates the needs of all people. Projects and programmes of investment must ensure that they incorporate designs that contribute towards the implementation of public urban realm improvements proposed by the council’s 2007 Public Space Public Life Study [PSPL], where appropriate, and that all public realm works (whether publicly or privately funded) are designed to achieve consistent aims and standards and use locally sourced materials where possible. Further detail on materials and design standards are set out in the council’s Streetscape Design Guidelines, approved in 2010, including appropriate street furniture and materials for example.

The PSPL Study sets out how improvements to public realm can be achieved and the benefits it can bring. The principle underpinning this is that a distinctive hierarchy of routes should be developed and that the experience of moving through the city should be continuous and consistent. The re-designed New Road in the city centre demonstrates how this approach can successfully transform a street and how it is used. The council will actively explore with local communities the potential for further pedestrian priority and shared space treatment, as part of the wider public realm network. New and improved public urban realm will be expected to make a positive contribution towards Lifetime Neighbourhoods. This will include ensuring that it meets people’s whole lifetime needs: children; parents with pushchairs; people with mobility difficulties or visual impairment; those with temporary or permanent disabilities; and elderly people. The aim is to make it easier for everyone to move around the city, including clear signage, shade from the sun, removing obstacles and the provision of public seating to allow regular opportunity to stop and rest. Schemes will be expected to do more than simply meet minimum accessibility standards.

Tree and other planting can be incorporated into schemes in a manner that is integral to their design and will contribute to enhancing the city’s ‘green network’ and to the city’s Biosphere Reserve objectives. Where appropriate this may also include productive planting that contributes towards improving urban food productivity. The provision of public art can create and enhance local distinctiveness in the public realm and help develop a desirable sense of place as well as improving legibility. It can take many forms and, in relation to the public realm, can include construction details, landscape schemes, sculpture, water features, street furniture and lighting effects.

Public spaces often have a temporary function for outdoor events and community uses and good design can facilitate this (with removable street furniture, for example). Priority for implementation will be given to those identified areas set out in the City Plan, namely Valley Gardens, Brighton Station Gateway, Lewes Road, London Road, Edward Street/Eastern Road,



Old Shoreham Road, A259 Seafront, Seven Dials, Hove Station, Pool Valley and local shopping areas.

### **The City's Challenges**

In developing a new LTP for the city, and setting out a strategic vision and objectives for travel and transport in the city to 2030, there are a number of key citywide issues and challenges that need to be recognised in order that they can be addressed. These include:-

- The city's population is now 273,400 and could be expected to grow to nearly 300,000 by 2030. This represents growth in the population of about 10% (26,000 people) if current trends continue.
- With an ageing population the city needs to ensure that the older population age well, through promoting physical and mental health and promoting age-friendly living environments and housing.
- A number of the city's areas have been identified as facing high levels of disadvantage. 3 of the city's wards (East Brighton, Queen's Park and Moulsecoomb & Bevendean) are in the 10% most deprived in England.
- There are marked differences in physical and mental health and life expectancy between the most deprived and most affluent neighbourhoods in the city. Reducing the gap between deprived neighbourhoods and the rest of the city is a priority.
- Whilst community safety is improving in the city, many people still fear being victims of crime.
- There is a national trend towards increased car use. Accompanied by the anticipated future development in the city this will lead to worsening congestion and air quality by 2030 without a number of positive measures to mitigate this.
- Transport is the main cause of poor air and noise quality in certain parts of the city. In 2013, two new Air Quality Management Areas were designated – the larger covering the central and western area of the city, and a much smaller one focussed on Rottingdean High Street.
- There is a significant pressure for school places in the city at both primary and secondary level due to annual increases in numbers of children entering the education system.
- The city's two universities are growing and the impacts of further growth and expansion including appropriate student accommodation provision will need to be addressed.
- Brighton & Hove's ecological footprint has recently been calculated as 5.14 global hectares (gha) per person. This eco footprint is not sustainable and the city needs to shift towards a more resource efficient future.
- There is an urgent need to move to a low carbon economy and city. The Climate Change Act sets out the government's target to reduce carbon emissions to 80% of the 1990 levels by 2050.
- The council will need to anticipate sea level rises of 6mm a year in the South East and ensure that the city is resilient to the predicted impacts of climate change such as warmer, wetter winters, hotter, drier summers, sea level rise and more frequent extreme weather events.

- As the density of the city increases, demand and use of parks and open space has escalated. In the more central areas of the city, access to open space is limited. Despite good progress made in recent years, sports and recreation facilities are as yet inadequate for a city of its size and regional importance.
- The city contains an exceptional historic and architectural quality that needs to be appropriately conserved and enhanced.
- Continued investment is required in cultural provision for the city, maintaining and developing the quality, richness and uniqueness of content.

The scale and range of the challenges faced by the city can only be tackled by a comprehensive and co-ordinated approach to service delivery, which is customer-focused, inclusive and value for money. Transport and travel lie at the heart of every activity that takes place in the city, irrespective of where, when or why it happens, as it enables the city's people and communities to move around. The council's LTP is therefore an important document which outlines how this will continue to be achieved in the future.

### **The City's Priorities**

#### **The Brighton & Hove Community Strategy – The Connected City**

The city's Community Strategy is the focus of partnership working in the city. Its vision is simple:

*Brighton & Hove - the connected city. Creative, dynamic, inclusive and caring. A fantastic place to live, work and visit.*

The Community Strategy highlights the many challenges that are present and that need to be overcome to ensure that everyone achieves their full potential in life. These include those listed above. The reputation of the city for successful partnership working between the public, private and voluntary & community sectors needs to continue to help develop and deliver key services. This partnership is even more important within the emerging, wider city region, and working with neighbouring local authorities to pool ideas, resources and solutions will be increasingly important. The current Community Strategy is a 'living document' which will evolve and adapt to meet changing circumstances. It sets out the ambitions and priorities for the future of the city, based around 9 partnership themes, including Transport, which is also key to helping deliver some of the other partnership's priorities.

The Community Strategy explains how Brighton & Hove has long aspired, and broadly succeeded, to connect people with place, business with community and opportunity with equality. These connections and the value they generate, whether in better public services, stronger communities, growth of the economy, shared information, reduced cost, or the bringing together of partnerships, are ever more important as we think about our city and its place in the world. They have therefore been placed at the centre of this new LTP and form the basis of its priorities, projects and programmes.

# RECENT PROGRESS & ACHIEVEMENTS

## Introduction

Brighton & Hove is innovative and forward thinking in transport terms, and has been quick to grasp new technologies and to take up devolved powers. It was the first city in the UK (outside London) to install talking bus stops for the blind and visually impaired and to introduce on-street electric vehicle charging points. Environmental sustainability is one of the council's top priorities set out in the new Corporate Plan. By taking bold decisions and encouraging high quality designs, progressive and sustainable transport initiatives have been delivered and more still are planned, encouraging and enabling sustainable travel choices whilst providing a safer travelling environment. It is therefore helpful to review the progress that has been achieved in recent years.

## Making progress

The development and delivery of schemes and initiatives in the city has to take account of many issues. It has the natural boundaries of the sea and the South Downs National Park. It faces further challenges with its historic and ageing Victorian road network and structures, which are not designed to cope with modern traffic demands. The strategic road corridors of the A270, A23 and A259 converge in the city centre leading to congestion and high levels of pollution. The city also has regular (daily in the summer months) influxes of visitors and hosts many events including the month-long Brighton Festival, Pride, the Brighton Marathon (now in its third year), vehicle rallies and the London to Brighton Cycle Ride.

Managing these demands requires careful and significant planning, especially when co-ordinating the delivery of changes to the transport network. They are also developed in order to deliver many inter-related and/or different objectives, designed with public involvement, and implemented to help residents and visitors to choose to travel more safely and sustainably. Some examples of large scale projects that have been consulted upon, developed and delivered are:-

- **Lewes Road (A270):** is now a truly, sustainable transport corridor coming into the city. It is a key economic corridor into the city, linking the centre to both Brighton and Sussex Universities and the AmEx Community Football Stadium. The scheme was delivered using funding from the LTP and Local Sustainable Transport Fund (LSTF) and includes cycle priority lights, cycle lanes on both sides of the road with floating bus stops to enable cyclists to avoid conflict with buses. There are also bus lanes on both sides of the road to improve bus journey times and new bus shelters have seating and real time information for more comfortable waiting areas.
- **Seven Dials:** involved the redesign of a dangerous roundabout with emphasis on road safety and public realm improvements. The junction is complex and busy with 2000 vehicles and 1300 pedestrians passing through at peak hours. The configuration, with multiple sets of railings, severed the community and was a notorious site for collisions resulting in injuries, with almost 50% of collisions

involving cyclists. The space has been rebalanced with surface treatments, shared space and a larger central island. Railings have all been removed and light-controlled crossings replaced with zebras crossings.

- **Brighton Station Gateway:** has involved the reconfiguration of the area around Brighton Rail station to create a more welcoming environment and improve the transport interchanges for all users.
- **Edward Street/Eastern Road Better Bus Area corridor:** has been improved for public and sustainable transport users by providing bus and cycle lanes to improve bus journey times and create a safer cycling environment leading to and from the A23/Old Steine corridor.
- **Old Town Transport Plan:** has included the pedestrianisation priority within the historic Lanes area to create a safer, more welcoming environment which will become a place to enjoy rather than pass through.
- **20mph speed limits (Phases 1 and 2):** have been introduced following city-wide consultations. Phase 1 was implemented in city centre areas in April 2013 to improve road safety and Phase 2, which covers many of the residential suburbs of the city, was introduced in 2014. Monitoring has shown a decrease in speeds in a number of areas, as well as a reduction in the number of collisions and the severity of casualties.
- **Residents' parking schemes:** the council has also consulted on and introduced a number of new parking schemes in response to residents' requests to address various concerns. Some schemes have been drawn up following the citywide parking review which showed that residents were experiencing parking problems in the area. Most recently these have included the Round Hill area; Preston Park Triangle (Area J extension); Preston Park Station North (Area E); Baker's Bottom area (Area U extension); Lewes Road Triangle (Area J Extension); Bolsover Road (Area R extension); Wish Park area; and the football match-day schemes in Coldean and Moulsecoomb.
- **Going Dutch: Old Shoreham Road Cycle Lane:** involved the innovative introduction of a Dutch-style off-road cycle lane along a section of the Old Shoreham Road linking schools and 6<sup>th</sup> form colleges. Road space has been reallocated giving a kerb-segregated cycle lane, new pedestrian crossings and cyclist priority lights at junctions.
- **King's Road Arches (A259):** has been a major regeneration project to refurbish and strengthen a large section of the Victorian seafront arches which support the A259 King's Road. This particular project has been undertaken in two phases, on either side of the site of the i360 viewing tower which started in summer 2014. The added benefit of the creation of new business premises within the arch structures has allowed a new 'creative retail quarter' of artist and craft-based business units to be established. This will provide a new revenue stream for the council and enhance the tourism offer for the area. Phase 1, to the west is complete, and Phase 2 is due to be completed in Autumn 2015.

Alongside the development of the above schemes which enable and encourage more sustainable travel, the council invests significantly in the renewal and maintenance of roads, pavements, street lighting and bridges and structures with nearly £8 million allocated to the capital renewal and maintenance of infrastructure 2013/14 and 2014/15. The primary challenges for the city are the amount of routine/day-to-day maintenance work which is needed, e.g potholes, and the larger projects which include maintenance and repair to the Victorian seafront arches. Both require significant levels of funding to address problems and reduce backlogs in investment, which is becoming increasingly difficult during periods of reductions in government funding.

The council also uses other measures, often linked to investment in physical changes to the transport network, including personal travel planning, workplace travel planning and school travel planning programmes to promote and encourage travel behaviour changes by offering alternatives to car use for some journeys.

Other relatively smaller-scale initiatives have been implemented which are making a big difference to peoples' lives without incurring heavy costs for the council. These include:-

- **Parking improvements** such as tackling nuisance parking such as pavement parking and verge parking which help to improve residents' quality of life; and removing waiting list for traders' parking permits, enabling businesses to be able to park in residents parking areas.
- **Cycle permeability** scheme in the North Laine area allows cyclists to travel in both directions in one-way streets.
- **Improving links to the South Downs National Park** by creating an off-road cycle and walking tracks where there was previously no facility for safe walking or cycling between Woodingdean and Falmer, and from Hollingbury to Stanmer Park.
- **JourneyOn website** redevelopment and upgrade which now enables people to plan their journey, and get live bus, rail and traffic information before and during journeys using mobile and smart phones. The 'responsive' website adapts to any device and includes live bus times, a journey planner and digital walking route information.
- **Car Park Refurbishment:** three of the city's council-owned car parks have been refurbished to provide a safe and welcoming parking experience, including the Regency Square car park on the seafront opposite the site of the i360 viewing tower and the Traflagar Street car park in the London Road area, near to the North Laine. Two of these car parks also now feature electric vehicle charging points.
- **Pay by phone for parking:** in 2014 the council introduced pay-by-mobile phone system for payment of on-street parking tickets.
- **Introduction of "The Key" smart cards:** used on buses initially (and developed using CIVITAS funding), this card enables cashless and therefore quicker bus-boarding.

Incentives to use this card are offered with cheaper ticketing than paying with cash on the bus, and it can be integrated with train travel too.

More recently, a number of other schemes and projects have also been developed, as continuations or extensions of existing projects. These include:-

- **Vogue Gyrotory:** In 2014, works continued to enable completion of the Lewes Road scheme by reconfiguring and redesigning this busy junction to enable safer journeys, especially for cyclists and pedestrians.
- **20mph Phase 3:** consultation began in 2014 to include a further 24,000 households living in the city's outer and more suburban areas, including Portslade to the west and Rottingdean and Saltdean to the east of the city. The principal elements of the extension were approved, other than in the Woodingdean area.
- **Lewes Road LSTF Phase 2:** a funding bid to extend the Lewes Road scheme towards the city centre adjacent to The Level park was successful and work will begin in 2015.
- **Cycling Ambition Fund:** £450,000 worth of additional funding has been secured from the Government to further invest in 2015 in the 'Transforming Cycling in the South Downs National Park' project. It will significantly improve a popular cycling route from the edge of Brighton Racecourse, near Whitehawk, to the hugely popular new cycle path created as part of the project that runs from Woodingdean down to Falmer Station and Brighton and Sussex Universities.
- **Valley Gardens:** is a key area in the centre of the city which is currently a series of traffic islands and unconnected green spaces which are difficult to use and move around by any form of transport. The council aim to open up the spaces, improving routes for all and making the area and attractive and safe space. Funding from the LSTF (revenue) and LGF (capital) has been approved to invest in the area and the scheme will start in 2015.
- **Low Emission Zone:** a city-centre bus-based Low Emission Zone has been approved and established along the North Street and Western Road corridor and began operating in 2015.
- **Roadworks permit scheme:** to improve the way that all roadworks are individually managed and more widely co-ordinated, the council has recently secured government approval to introduce a new system to reduce delays and increase responsibility for all works by charging fees for access to the public highway.

### **Securing additional funding for Transport**

The government's Local Transport Plan process provides a significant level of capital funding for the council to invest in the city's transport network. In total, the council has invested just over £23 million through its LTP capital programme between 2011/12 and 2014/15 and delivered a significant number of projects and programmes which have transformed parts of

the city's transport network. These include those summarised above such as the Old Shoreham Road cycle lanes; A259/East Street crossing; the Seven Dials junction; starting the 20mph speed limit, Brighton Station Gateway and King's Road Arch Strengthening schemes; and significant funding for street lighting renewal.

However, the many demands and pressures that have been placed on the transport network over many years require more funding than the council has immediately available to it. Occasionally, the council will be allocated extra money or has taken every opportunity to secure additional funds from a number of sources that has been critical to delivering the changes that transport schemes can make.

In recent years, some of this significant additional funding has included:-

**Local Sustainable Transport Fund [LSTF] and Better Bus Area [BBA]:** as described earlier in this LTP, funding has been successfully secured from the government (£4.2 million for Lewes Road and a share of £3.8 million for the Two [National] Parks project (South Downs and New Forest) from the LSTF, and £3.4 million from the BBA) for improvements within, and on routes leading to the central area of the city and the National Park. The bids were based on commitments being made to further financial contributions from the council's LTP and revenue budgets. A further successful bid was made for £0.9 million of revenue funding for measures in the Valley Gardens corridor.

**Road surface/pothole maintenance:** in 2013/14 the government allocated the council £594,000 for additional highway maintenance works following the severe weather events experienced across the country. The purpose of the works was to carry out repair and renewal on roads where severe weather had caused substantial damage, and support the council's preventative maintenance programme which seeks to protect the highway asset from future failure. In 2014/15, an additional £325,000 of funding was received from the government for similar works.

**Flooding funds:** funding bids have been made to the Southern Regional Flood & Coastal Committee [SRFCC] for surface water and coastal defence schemes to protect properties and roads and therefore reduce the potential risks that may affect the transport network as a result, such as the A23 at Patcham and the A259 coast road.

**Cleaner vehicles:** in 2013, the council and the city's largest bus operator, Brighton and Hove Bus & Coach Company, won government funding of £700,000 to retrofit vehicles to reduce the amount of air pollution they produce. The funding has been used to upgrade the engines of 50 buses to reduce emissions. Following that success, the council was awarded £195,000 in 2014 for the retrofit of up to thirty larger taxis or minibuses with compact Selective Catalytic Reduction (SCR) Technology (200mm and smaller). The technology prioritises the reduction of emissions of oxides of nitrogen from taxis in and around the city's air quality management areas, and those used on school runs and for assisted transport for disabled and elderly people.

**Technology:** the council won a £71,000 government grant and combined it with funding from other sources to extend the use of electronic smartcard tickets to enable passengers to use them on different local bus companies. The development applies to tickets used for the

supported bus services subsidised by the council which would otherwise not be commercially viable. Those services are currently run by the Brighton + Hove Bus & Coach Company, Compass Travel and the Big Lemon. A 3-year pilot scheme is expected to begin in mid-2015.

**Developer contributions** : investment in local transport is also secured through the planning process via legal (Section 106) agreements. Funds include those secured from the redevelopment of the Royal Sussex County Hospital in Eastern Road which will further extend measures within the Better Bus Area corridor. In addition, the Lively Cities project in the London Road area has been developed to transform the area around Ann Street and Providence Place Gardens (the small park opposite St Bartholomew’s Church) into a lively, safe and successful public space. Although primarily developed using EU money, it has been delivered using developer contributions and includes physical and environmental changes, such as a new ‘pocket’ public square changes to on-street parking, steps, seating, lighting, games equipment, light. Street art and digital infrastructure, in the form of a ‘big capacity’ free Wi-Fi service which will allow better connections for digital devices in the project area, have also been included. Sums are also regularly secured for making bus stops and pedestrian routes accessible and increasing cycle parking to continue the funding of these important work programmes.

**Local Growth Fund [LGF]** : the council is also actively seeking to secure funding for major and significant transport schemes through the newly created Local Growth Fund [LGF] process that is led, and will be administered, by the Coast to Capital Local Enterprise Partnership [LEP] and supported by the newly established Local Transport Body. A significant amount of the LGF has been diverted from existing government budgets that are used for transport and it is required to be used specifically to support the retention and delivery of jobs and housing in the city, given its prominent role in the Greater Brighton City Region.

Following the submission and consideration of the LEP’s Strategic Economic Plan [SEP], the government has allocated significant funding to the area, including the city, as part of a competitive bidding process. The funds are available from 2015/16 onwards, and the council’s main Major Scheme for transport that has been under consideration as part of this process is Valley Gardens. The project has now secured up to £8 million for Phases 1 & 2, and Phase 3 has also been earmarked to receive a further £6 million from 2016/17 onwards. Bids will also be made for other major projects (over £5 million) such as the renewal of seafront structures, especially the former West Street Shelter Hall, the London Road/Preston Circus corridor, Shoreham Harbour and other projects. Smaller scale investment in projects will also be made, and currently include a city centre Bike Share project and a package of ‘Intelligent Transport Systems’ such as traffic signals, information, cameras and signs.

The table below summarises some of the more significant sums of money that have been secured since 2009 and their source.



Project / Funding Bid	Value
• LSTF 1 - Lewes Road)	• £4.9M
• BBA - Edward St / V.Gardens)	• £3.4M
• CiViTaS (EU Funding)	• £2.4M
• CIF (DCLG links to Shoreham)	• £1.7M
• Cycle Towns (DfT)	• £1.2M
• Green Bus Fund (DfT)	• £750k
• SDNP (DfT – Transport links)	• £400k
• Cycling Links (Sustrans)	• £330k
• Cycle Safety Fund (Sustrans)	• £300k
• Bikeability (DfT / Sustrans)	• £280k
• SDNP 2 (DfT)	• £240k
• Valley Gardens (LTB / LEP)	• £8M + £6M
• LSTF 2 (Valley Gardens Area)	• £850k
<b><u>Total</u></b>	<b><u>£30.75M</u></b>

### **Award-winning recognition**

The council's reputation for consistently delivering innovative, inclusive and successful transport schemes has been recognised over a long period of time and led to numerous transport awards. A number of areas of work and partnership have received regular accolades, including bus travel and cycling. These have also contributed, on two occasions (in 2005 and 2010), to the council receiving the national Local Transport Authority of the Year award. More recently, its work on transport projects funded by the EU as part of the CIVITAS initiative, has resulted in the city being named CIVITAS City of the Year in 2014.

# EVIDENCE AND ENGAGEMENT

## INTRODUCTION

In addition to agreed and emerging policies and priorities within the LEP region, the City Region and the city itself, there is a significant amount of data and information available to help set priorities for investment. A number of these are outlined below.

## EVIDENCE AND DATA

There is a wealth of data and statistics from many and varied sources which provide an insight into the city and its population, and also how transport and travel occurs in the city, how it affects our lives the city and how it can help change our lives and the city for the better.

Nationally, they include the 2011 Census; the National Travel Survey (2013); the Door to Door Action Plan (2014); and the Accessibility Action Plan. Other national surveys show that Brighton & Hove performs well on sustainability indicators. Government measurements indicate that congestion (vehicle travel times) during the main travel peak hours is 3.54 minutes per mile compared to a south east England average of 2.21 minutes per mile. The city was also named the 'least car-dependent city outside of London' by the Campaign for Better Transport in 2012, and remains in the top 3 cities based on the 2014 survey which assessed measures in four main areas — accessibility and planning, uptake and quality of buses and trains, cycling or walking, and car use - to rank the country's towns and cities.

The LEP's Strategic Economic Plan includes a broad set of data relating to strategic issues, routes and locations within the Coast to Capital area and its constituent parts. Within the Greater Brighton City Region, a recent study included an analysis of Transport data relating to transport use, journey origins and destinations and journey times. For example, it showed that 8% of people work in London and that nearly 70% of the population live and work in Brighton & Hove. This information and its analysis will help support the development of potential policy and investment priorities and help identify where the greatest need for improved connectivity and how a shift from one form of transport to another could create additional capacity on another part of the transport network, providing that both can be accommodated.

For the city, the Brighton & Hove City Tracker survey is carried out annually and in 2014 the survey indicated that residents attached a high priority to improving traffic/transport. The City Visitor Survey for 2014 has showed that a lower proportion of visitors travelled to the city by private car, van or motorcycle than in 2009, and more used public transport. Car travel dropped from 42% in 2009 to 38% in 2014, the same proportion as in 2007, whilst arrival by train increased from 36% in 2009 to 40% in 2014.

Some of the more in-depth local, city-based sources of information on transport and travel are explained in more detail or summarised below.

[Joint Strategic Needs Assessment \[JSNA\] 2013](#)

The JSNA is an ongoing process that provides a comprehensive analysis of current and future needs of local people to inform commissioning of services that will improve outcomes and reduce inequalities. To do this, needs assessments gather together local data, evidence from the public, patients, service users and professionals, plus a review of research and best practice.

Specifically, individuals' and local communities' public health can be significantly improved by helping people to travel more actively, especially by walking and cycling. This will help increase the efficiency of our transport network to support the growth of our economy, create equality of access to jobs and services, reduce CO2 emissions, reduce costs for the NHS, improve our air quality and help people be happier and healthier by incorporating physical activity into their everyday life. These benefits could be maximised by providing the right kind of encouragement and information, and infrastructure and support, to people who are not already travelling actively, but would feel welcome and able to do so.

Fear of traffic is often the primary deterrent to people travelling actively. At times the perception of safety and danger is not supported by statistical evidence, but by overcoming such perceptions it is very clear that more people would be prepared to walk and cycle for some journeys. In particular, better street design which is suited to the context of local surroundings can have a transformative effect on perceptions of safety.

Predicted growth in the city's population and changes in age ranges, such as more older people, will present future challenges. By encouraging healthier, more active lifestyles in early and mid-life, it is possible to provide appropriate levels of support for older people while addressing other public health priorities and costs. Mental illness in the wider region is generally higher than national levels, and therefore creating the right environments for increasing equality of access to public space, where people feel welcome is vital for encouraging physical activity and the benefits that this can bring to people's quality of life.

Within the JSNA, transport, information about transport, travel and access feature in a number of ways, and are primarily illustrated in the section on transport and active travel, given that they are a wider determinant of health that, if invested in, will help to create more sustainable communities and places.

#### The National Highways and Transport [NHT] Survey

The council subscribes to an annual satisfaction monitoring survey run by Ipsos MORI, known as the NHT Survey. It indicates levels of public satisfaction and importance, and Brighton & Hove is one of 70 local authorities to participate in the survey and has done so since 2010, and most recently in 2014.

The results from the surveys enable the council to find out what people in the city think about transport services, what services are working well and where there are areas which could be improved. In 2013, the survey showed that the main areas for improvement are the condition of roads and pavements and footpaths, and that the city performed well in bus and taxi satisfaction and for street lighting. The satisfaction level with public transport (buses) was ranked the second highest in the country. This level of satisfaction with bus services is corroborated and consistent with the results reflected in the 2010 Passenger

Focus Survey where 92% of respondents were very, or fairly satisfied, with bus journeys, the highest level of the 14 areas sampled. However, in 2014, the survey showed that the greatest scope for improvement in terms of residents' views was in 'traffic levels and congestion' and 'local bus services', in addition to pavements and footpaths and ease of access for disabled people.

#### Air Quality Monitoring and Management

The council declared new Air Quality Management Areas (AQMAs) on 30 August 2013. The largest AQMA is a quarter the size of the previous one and includes all exceedance of Nitrogen Dioxide, and a much smaller AQMA was declared for Rottingdean High Street. The most recent monitoring and assessment of local air quality for Brighton & Hove is set out in the council's Air Quality Progress Report 2014, and the council is developing a renewed 2014/15 Air Quality Action Plan during 2015, focusing on the primary pollutants.

Continuous analysis of outdoor air indicates long term improvement in nitrogen dioxide outside of the AQMA. Improvements are recorded in lower density areas, outer roadside locations and suburban neighbourhoods where prevailing air quality is good. In combination with source reductions in harmful pollutants it is likely that where many people live the air inhaled is cleaner than 10 or 20 years ago.

45 out of 47 monitoring stations showed improvement in 2013 compared with 2010, however monitoring at city centre roadside sites suggests that Nitrogen Dioxide concentrations have not improved overall since 2001/02. At a number of roadside locations, concentrations are the same as those recorded ten or twelve years ago. Provisional indications suggest this remains the case during 2014. Concentrations continue to show levels above the legal limit for Nitrogen Dioxide within nine metres (30 feet) of confined roads in parts of the central area, Portslade and Rottingdean.

#### Development of the City Plan

The development of the City Plan has also been supported by a Strategic Transport Assessment which has been undertaken using the city council's Transport Model and formed one of the main sources of evidence on proposed policies where Transport was a key consideration during the Examination in Public held in 2013.

#### City Snapshot 2014

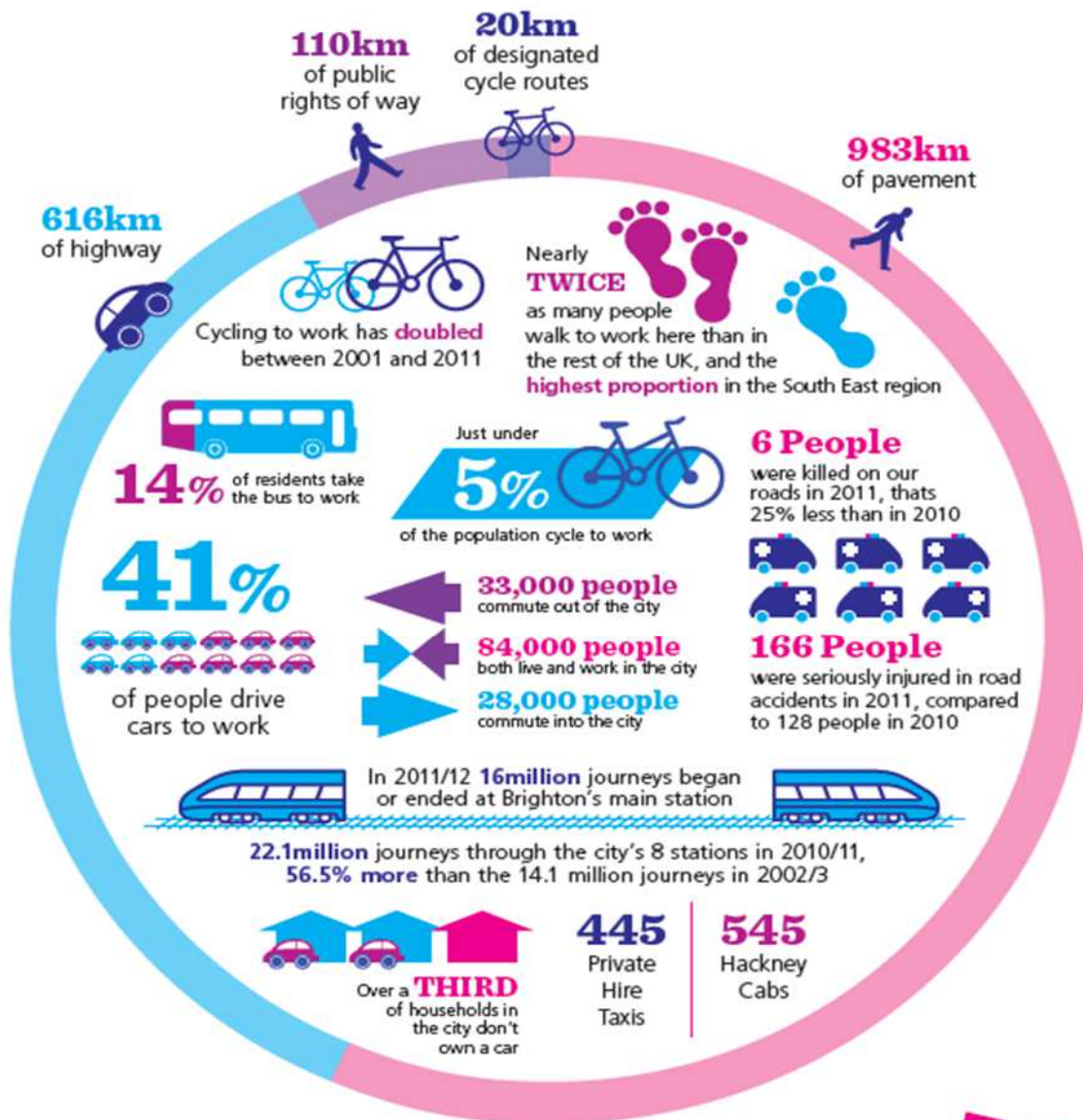
The Connected City has produced an overview of the city to help outline its characteristics and the key issues for residents. The information is drawn from a number of sources and a some of the headline facts and figures are shown below.

- The city is a regional transport hub with good road and rail links to London and to adjoining cities and towns along the south coast, London Gatwick and London City airports, as well as the two ports of Shoreham and Newhaven.
- In 2012/13 highway condition surveys indicated that seven per cent of our A roads were in the category of 'maintenance should be considered' showing a slight deterioration from six per cent the year before. The proportion of non-principal roads classified as requiring maintenance was four per cent, the same as the year before.

- In the 2011 census, car and van ownership was relatively low, with almost two out of five households (38.2 per cent) not owning a car or van. The total number of cars and vans increased by nearly 4,500 to nearly 104,500 between the 2001 and 2011 censuses. However, due to an increase in the number of households we now have an average of 0.86 cars per household compared to 0.87 in 2001.
- Less than two out of five Brighton & Hove residents (37%) drive to work, which is considerably less than in the South East (61%) and in England (57%). Brighton & Hove now ranks second in the South East for the percentage of people who travel to work by bus, minibus or coach (14%), which is also 3 times the South East average).
- Almost double the national and regional averages of residents walk to work in the city (21%), and cycling to work has doubled between the 2001 and 2011 Census and now stands at 5%.
- The total number of bus journeys starting in the city have more than doubled since the early 1990s to nearly 46.5 million in 2013/14.
- Managing demand for parking within the city with an increasing population and over 11 million people visiting the city each year is a significant challenge. There are 16 controlled parking zones covering over 750 streets and 11 off-street car parks in the city.
- Road vehicles were the greatest contributing factor to poor air quality in Brighton & Hove in 2010 with the main pollutants being Nitrogen Dioxide and particulates (PM10).
- There are 3 rail lines which terminate at Brighton station, and eight rail stations in the city. The total number of visits to all of our stations was over 22 million in 2012 of which the majority occurred at Brighton station, making it the busiest station on the south coast between Kent and Hampshire.
- The council is responsible for nearly 19,000 street lights of all different types and ages. Street lighting accounts for around 20 per cent of Local Authority energy consumption at the national level.
- There were five fatalities on our roads in 2012, one less than recorded in 2011 and 155 serious casualties on the road, compared to 166 in 2011. Road safety is being tackled and fatal casualties in 2013 were 40% lower than the calculated rolling 5-year average.

The infographic below illustrates some of these facts and figures.

City Size: 33sq miles    Population: 273,000



**ENGAGEMENT**

As well as new data and survey results, the development of LTP4 has drawn on a considerable amount of consultation and evidence from current/recently approved strategies and plans. The new LTP has regularly been the subject of a number of active discussions during meetings of the city's Local Strategic Partnership's Transport Partnership,

which have helped to shape and influence the new document. The Transport Partnership includes a wide range of interests, including those who use or provide transport within in the city.

Some specific LTP4 workshops have been held to help identify the needs of communities who have 'protected characteristics' (those against which discrimination is unlawful) as defined by the Equality Act 2010. These involved representatives from many groups including the Older People's and Youth Councils, the Fed(eration for Disabled People), and Speak Out (an independent charity which supports adults with learning disabilities).

Opportunities to further engage with a wider range of interests have also been taken such as a workshop for city councillors; a Community Works Network event; an Age-Friendly City Forum; a focused discussion with people with learning disabilities; a stakeholder event with representatives from the other Strategic Partnership themed partnerships; and meetings with Rottingdean Parish councillors and local bus company operators. The outputs and feedback from these events have helped to refine the overall approach to the LTP and confirm principles and priorities, as well as considering the relative merits of particular transport measures that could be used to achieve them.

The council also seeks public views in order to inform the development of specific schemes or projects through public consultation, and this process will continue in relation to any individual proposal that comes forward within the duration of the LTP4.

# **PART A - THE STRATEGY**

**‘A City CONNECTED by  
Travel and Transport’**



# THE POLICY CONTEXT

## Introduction

In developing this LTP, it is important to take account of existing and emerging policy documents in order to ensure that the LTP reflects these where possible. Within the south-east region, the Coalition Government's devolution and localism agendas have resulted in the establishment of a new Local Enterprise Partnership called Coast to Capital. In addition to Brighton & Hove, the area includes the whole of West Sussex County Council, Lewes District council within East Sussex, part of East Surrey and the London Borough of Croydon.

## Coast to Capital LEP Strategic Economic Plan

The Coast to Capital LEP's SEP was published in March 2014. The document set out the LEP's bid to government for devolved funding as part of the Local Growth Deal process. The LEP's agreed Growth Deal with central Government that will see the start of a six year investment programme in jobs, infrastructure and transport. The deal is worth £202 million over six years, starting with investment of £38m of new funding in 2015/16 and it will deliver 14,000 jobs, 4,600 new homes and 190,000 square metres of employment space. It includes funding for Sustainable Transport Packages – a range of projects will tackle congestion and improve sustainable transport in local areas across the Coast to Capital area, amounting to £31.7 million with £3.7 million in 2015/16; and Resilience Schemes - Intelligent Transport System traffic management, strategic road maintenance and flood and critical incident alleviation, amounting to £30.9 million with £5.5 million in 2015/16.

Within the SEP, the role of transport and travel in contributing to the area's sustainable economic growth strategy is clearly illustrated. The strategic approach to transport is based on five overarching themes which aim to tackle these problems:

- Connectivity: "Can I get where I want to go?"
- Reliability: "Will I arrive when I expect?"
- Capacity: "Will I get a seat, a parking space, a clear road?"
- Quality: "Will my journey be healthy, safe, clean, sustainable and enjoyable?"
- Resilience: "Will transport be there when I need it – 24/7?"

The council has played an active role in the establishment and decision-making of the Coast to Capital Local Transport Body [LTB] which has overseen some major changes in government funding arrangements that have provided access to significant levels of capital funding for transport investment. The LTB is expected to agree, manage and oversee delivery of a prioritised programme of major transport schemes. The membership of the LTB includes elected members of the respective transport/highway authorities. Brighton & Hove, West Sussex and Surrey are the core members of the LTB, and East Sussex and Croydon are also represented.

Within the LEP's SEP, there are four primary development areas identified within the city:-

- Brighton Seafront
- Lewes Road Corridor
- New England Quarter and London Road Area
- Valley Gardens, including the Royal Pavilion Estate and Edward Street Quarter.



**BRIGHTON & HOVE**

**Brighton seafront A**

- King Alfred Centre
- i360
- Brighton Centre
- Black Rock
- Brighton Marina
- Seafront infrastructure

**New England Quarter B**

- New England House
- Digital Exchange
- Block J/Innovation Centre
- Preston Circus transport scheme

**Valley Gardens C**

- Transport infrastructure
- Royal Pavilion Estate
- Edward Street Quarter

**Lewes Road corridor D**

- Preston Barracks
- Central Research Laboratory
- Advanced Engineering Centre
- New homes
- Bio Innovation Centre, Falmer

A number of Transport proposals have been identified within the city that will support and help deliver new homes and job opportunities, and additional employment floorspace in these areas, including the Valley Gardens project.

Further development work within the Greater Brighton City Region in the coming years is expected to include the establishment of long-term economic priorities and goals, policy proposals for a coherent and sensible devolution proposition for the City Region to support delivery of the long-term economic priorities; and consideration of the necessary capacity within the Greater Brighton partners to ensure that the City Region's economic growth can be achieved. Transport is expected to play a significant role.

### **Local Development Framework – City Plan (Part 1 Submission)**

The City Plan sets out the overall strategic and spatial vision for the future of Brighton & Hove through to 2030. It will help shape the future of the city and plays an important role in ensuring that other citywide plans and strategies achieve their objectives. The City Plan Part 1 sets out how the council will respond to local priorities; how it will meet the social, economic and environmental challenges that face the city; and how it will work with partners to reduce inequalities. It identifies the broad locations, scale and type of development and supporting infrastructure that will take place in the city. The City Plan also responds to, and provides for, the needs of a growing population and a growing local economy and reflects the role and importance of the city in the sub region and the south east.

The need to establish good quality and reliable transport infrastructure and services, focussing on sustainable options, is clearly established within the Strategic Objectives set out under 4 main headings

- A strong and prosperous city
- A sustainable city
- An attractive city
- Healthy and balanced communities

Transport, access, movement and the public realm feature strongly within the Strategic Objectives of the City Plan such as:-

SO11 - Provide an integrated, safe and sustainable transport system to improve air quality, reduce congestion, reduce noise and promote active travel;

SO12 - Ensure design excellence which responds positively to the distinctive character of the city's different neighbourhoods and creates an attractive and accessible well-connected network of streets, spaces and buildings; and

SO18 - Maintain and enhance the distinct character and physical environment of the city's established network of shopping centres to ensure they remain vibrant, attractive and accessible.

Policy CP9 – Sustainable Transport, is the main policy in relation transport, highlighting to regional and strategic needs, alongside those that are more local and will benefit local people, communities and neighbourhoods.

## **Setting the Transport Vision for the LTP**

The Vision of The Connected City's Transport Partnership is:-

### **Promoting & providing sustainable travel**

*'We want to continue to develop an integrated and accessible transport system that is well-maintained and enables people to travel around and access services as safely and freely as possible, while minimising damage to the environment and contributing to making our city a safer, cleaner, quieter, healthier and more attractive place.'*

This Vision has therefore become the vision of the LTP, which will be a key means by which the city's wider objectives can be identified and promoted. They will be delivered, in part through the funding that the council receives from the government through the LTP process.

## **Defining the Strategic Goals to be met by Transport**

In addition to the broad policy content of the City Plan, there are many other individual and more specific policy and strategy frameworks that have informed the LTP and with which it needs to integrate and support are broad-ranging and varied, reflecting the wider spatial geography within which the city sits and the environments that form it. Some examples of those that are relevant to travel and transport include the following, and many incorporate recommendations or principles that relate to more than one of the strategic goals for Transport.

<b>Strategic Goal</b>	<b>Relevant Strategy or Policy Framework</b>	<b>Main areas of action/outcome for transport</b>
Economy	BHCC Economic Strategy Refresh 2013-2018.	Tackling barriers to employment and creating employment opportunities for all by introducing smart systems that reduce transport congestion, pollution and are energy efficient, and using technology innovation which reduces the need to travel.
	BHCC Visitor Economy Strategy 2008-2018.	Priorities include investment in infrastructure and physical environment such as sustainable transport and parking management, and sustainable and responsible tourism.
	LEP Strategic Economic Plan 2013	The transport strategy is based on tackling and improving connectivity capacity, reliability, quality and resilience.
Carbon reduction	BHCC One Planet Living Sustainability Action Plan 2013	Encouraging low carbon forms of transport to reduce emissions, and reducing the need to travel.
	B&H Climate Change Strategy 2011-2015	Increasing low carbon transport and travel by informing and influencing journey patterns; promoting and encouraging the

<b>Strategic Goal</b>	<b>Relevant Strategy or Policy Framework</b>	<b>Main areas of action/outcome for transport</b>
		use of more sustainable transport options; and providing measures that increase people's travel options.
Safety & security	BHCC Safer Roads Strategy 2014-2020	Developing a 'safe system' based on the development of safer roads and roadsides; the promotion of safer vehicles; safer road users; and safer road traffic speeds.
	BHCC Community Safety & Crime Reduction Strategy 2014-2017	Improving the physical environment of neighbourhoods so that people feel safer.
Equality, accessibility & mobility	BHCC & TSE Destination Access Audit 2005	Recommendations on transport infrastructure and facilities such as pavements, signing, and interchanges.
	DfT Accessibility Action Plan	Improving accessibility and information, especially for disabled and elderly people.
Health & well-being	BHCC Health & Wellbeing Strategy	Focus on connecting people with others and their neighbourhoods, and being active.
	BHCC Active Travel Strategy 2013-2023	Creating liveable streets that are fit for people and safer.
Public realm	BHCC Public Space Public Life Study 2007	Aims to improve the legibility and quality of the public realm and the "liveability" of the city, creating a better city for people which is easy to navigate and move around in; and inviting and attractive.
	BHCC Streetscape Design Guidelines 2010	Principles that should be applied consistently across the city, to ensure a co-ordinated and quality approach and result is achieved for all aspects of public realm work.
Respect & responsibility	BHCC Community Safety & Crime Reduction Strategy 2014-2017	Reducing anti-social behaviour and hate incidents and crime.
	DfT Accessibility Action Plan	Improving attitudes and behaviour towards disabled passengers

The geographic context, challenges and policy frameworks that have been outlined previously cover a significant number of wider objectives that the city and the council wish to achieve. They also highlight the many and complex interrelationships between social, environmental and economic issues, and in doing so, they therefore help to identify the strategic goals that the city has to meet in order to grow and thrive, and direct how investment in travel and transport should be made in a balanced way. The following strategic goals have therefore been set in order to develop more specific transport objectives that can be achieved and which will contribute towards meeting these goals:-

- Grow the Economy Sustainably
- Reduce Carbon Emissions
- Increase Safety & Security
- Provide Equality, Mobility & Accessibility
- Improve Health & Well-being
- Enhance the Public Realm
- Encourage Respect & Responsibility

A number of the main transport challenges that the city is faced with are outlined below. These are linked to the strategic goals outline above that could be met by investing in Transport plans, projects and programmes.

<b>Transport Challenge</b>	<b>Strategic Goal</b>
Tackling congestion	Economy Carbon reduction Health & well-being
Managing pollution (carbon emissions and air quality and noise)	Health & well-being Carbon reduction Public realm Respect & responsibility
Improving road safety	Safety/ & security Respect & responsibility Health & well-being Public realm Economy
Increasing transport choices	Equality & mobility & accessibility Health & well-being Safety & security Economy
Renewing and maintaining infrastructure	Economy Safety & security Public realm
Changing behaviours	Economy Carbon reduction Safety & security Equality & mobility & accessibility Health & well-being Public realm Respect & responsibility

The council's newly developed Corporate Plan 2015-2019 'The way ahead' also sets out clear purpose and ambition, principles and priorities, stating that the council's vision is the city's vision. The key focuses of that vision are set out below, and for them to be achieved, they need to be reflected and embraced in delivering changes to travel and transport in the city. They are:-

### Purpose & ambition

- Strong civic leadership
- Value for money
- Quality public services
- Protect the vulnerable

### Principles

- Increasing equality
- Improving engagement

### Priorities

- Economy & housing
- Children & young people
- Health & wellbeing
- Community safety & resilience
- Environmental sustainability.

Transport and travel are referred to primarily under the Environmental Sustainability heading, but they are also integral to the other 4 priorities because of the wider impacts and benefits that they can have in helping to achieve them through their investment plans.

### The Strategy Framework

Having previously outlined the strategic goals for Transport, as follows:-

- Grow the **Economy** Sustainably
- Reduce **Carbon** Emissions
- Increase **Safety & Security**
- Provide **Equality, Mobility & Accessibility**
- Improve **Health & Well-being**
- Enhance the **Public Realm**
- Encourage **Respect & Responsibility**

and taken into account the transport challenges, policy frameworks, evidence and engagement that have been identified and summarised in this plan, a set of more specific Transport objectives have been developed to provide a focus for further action and investment in the future. They are:-

### **Economy = Ensure transport and travel contribute to the delivery of sustainable economic growth**

- Remove barriers that prevent people from accessing jobs, shops, and cultural and visitor attractions.
- Improve connections within and between local neighbourhoods and the city centre.
- Increase the efficiency of the transport system through the use of technology.
- Ensure that the local transport system is well maintained and becomes more resilient.

**Carbon Reduction = Reduce transport emissions that affect climate change and our local environment**

- Reduce the need to travel for some journeys and activities.
- Provide information and choices for people to enable them to travel more sustainably on a regular basis.
- Promote and enable greater use of zero- and low-emission forms of transport.
- Use new technology to maximise reduction of carbon emissions

**Safety & Security = Create streets and neighbourhoods that are safe and welcoming for people to move around and use socially**

- Create safer, inclusive and accessible streets that everyone can enjoy.
- Develop and maintain convenient and pleasant routes between neighbourhoods
- Enable people to feel more safe and secure when travelling in the city, especially when using sustainable forms of transport

**Equality, Mobility & Accessibility = Create an accessible and inclusive transport system for everyone**

- Increase the availability and accessibility of travel choices for everyone, especially the most vulnerable and those with the greatest need
- Identify and overcome physical and social barriers to travel that prevent people from reaching essential and important facilities and services, and the city's green and open spaces
- Provide better access to 'real-time' information for all local journeys

**Health & Well-being = Encourage and enable healthy and active travel choices**

- Minimise the impacts of transport-related air and noise pollution on people and local communities.
- Encourage and enable people to achieve greater levels of active and healthy travel by providing greater choice.

**Public Realm = Design and create places that are inviting and attractive and enhance people's quality of life and regenerate the city**

- Ensure that the city is easy for people to navigate.
- Create and enhance local distinctiveness and character within local neighbourhoods.
- Design and deliver high quality places that everyone can enjoy, especially in the city centre and on the seafront.

**Respect & Responsibility = Increase people's awareness of others and change attitudes and behaviour when using the city's transport system**

- Promote considerate and courteous behaviour by all road users.



- Improve the experience and increase the levels of satisfaction amongst local residents and visitors when travelling in the city.

The ways in which these objectives will be delivered are set out in the Delivery Plan, which is Part B of this LTP.

# **PART B - THE DELIVERY PLAN**

**‘TRANSFORMING the  
City’s Transport and  
the Ways People  
Travel’**

# INTRODUCTION

## Summary

This Delivery Plan has been developed as an area and place-based approach to improving travel and transport for people - with the primary focus on improving door-to-door journeys at both a strategic and local level. The primary focuses of the Delivery Plan are to:-

- Support local **PEOPLE & COMMUNITIES** with the greatest need or who are the most vulnerable
- Promote and provide active and healthy travel options for **PEOPLE**
- Encourage and welcome **VISITORS**
  
- Develop more cohesive, inclusive and sustainable local **NEIGHBOURHOODS**
- Improve the **CITY CENTRE**
- Enhance and regenerate the **SEAFRONT**
- Protect the **NATIONAL PARK**
  
- Enhance local **STREETS** to encourage greater use of them by residents
- Improve **LINKS, ROUTES AND SERVICES** to/from, or in, key local and central destinations

The LTP Delivery Plan sets out how council plans to work towards meeting its long-term Transport goals and objectives relating to the economy, carbon reduction, safety and security, health & well-being, equality & accessibility, public realm and respect & responsibility. It adopts three main approaches to delivering investment in the city's transport network, whether it is in local streets and neighbourhoods, or on strategic routes and in the city centre or other destinations. They are summarised as follows, and explained more fully below.

- **Maintaining** and renewing the transport network and its infrastructure to increase resilience.
- **Managing** movement on the transport network, changing travel behaviour and informing people's travel choices in dynamic ways to increase efficiency and sustainability.
- **Improving** sustainable and accessible transport infrastructure, connections, information and options to link people with places and communities, and provide a safer and more attractive environment.

## **Maintaining the transport network**

The council has an overall plan to ensure that inspection and maintenance of the condition of the highway network follows good practice and provides value for money. This involves a number of strategies and policies brought together in the Highway Maintenance Plan. The main aim of this Plan is to enable the council to discharge its formal duties as a Highway Authority and maintain the network in a safe condition for all road users and to contribute to the council's wider aims of creating an attractive and successful city.

The plan involves ensuring that, through inspections of the infrastructure, any identified levels of deterioration that require intervention are prioritised, and the appropriate type and level of maintenance work required to restore the highway to a safe condition is undertaken, within the budgets available to do so. Historically, the levels of funding that have been available have not been considered sufficient to fully maintain the integrity and safety requirements of the highway network, given that the city is part of the south east's major coastal conurbation.

The council will use the most effective and efficient methods to maintain its highways in a safe condition for the highway user. Structural maintenance will correct or improve the fabric of the highway network and the timing of work is crucial. Failure to carry out works at the appropriate time will lead to progressive and rapid deterioration of infrastructure or equipment and a corresponding steep rise in scheme costs. The main objective of maintenance is to intervene before major deterioration occurs and the integrity of roads and footways or safety of street lighting becomes compromised. Preventing failure can reduce costs and be more efficient, as if total reconstruction or replacement is required, costs become significantly greater

To maximise the efficient use of funding, maintenance programmes need to be flexible and dynamic to enable appropriate work to be co-ordinated with other works, such as integrated transport schemes, strengthening of structures work or the work of Statutory Authorities, such as gas and water, and developers. Investment need and priorities will be influenced through the development of a Highway Asset Management Plan [HAMP].

Key ways of maintaining the city's transport network include:-

- Better road and pavement surfaces.
- Better highway drainage.
- Replacing signs and lines.
- Better street lighting, illuminated signs and bollards.
- Strengthened bridges and structures.
- Development of a Highway Asset Management Plan [HAMP].

## **Managing movement on the transport network**

The control and management of movement on the transport network to achieve efficiency and sustainability and reduce the impact of any undesirable effects, such as noise or air pollution, remains a key aim for the city council. The transport network has a finite capacity and therefore in order to ensure that the use of the existing network is maximised, it is necessary to co-ordinate and manage movement and provide sufficient information to

enable people to be aware of, and encouraged to use, alternative forms of transport for some journeys.

This can be achieved in a number of ways, such as traffic and parking management and enforcement, and the promotion of sustainable forms of transport, which will contribute to other aims such as encouraging investment, improving local environments and being more creative about the use of public spaces.

Maintaining a balanced and co-ordinated approach is essential to ensure that the management of the network enables essential core activities that promote economic development while ensuring that the city's built and natural environments are preserved and protected. Four key areas include managing the demand for additional movement and travel that is generated by new development, managing movement into and around the city, managing and enforcing parking provision and traffic regulations, and providing appropriate and accessible information for all travellers prior to, and during, journeys.

Greater use of innovation, technology and Intelligent Transport Systems will be a key tool in managing the city's transport system

Key ways of managing the city's transport network, and how it is used, include:-

#### **Managing movement and the network**

- Co-ordination of road works (including the new permit system).
- Controlled parking zones with priority for residents.
- Management of public car parks and coach parking.
- Use technology to improve performance of the network.
- Priority for public and sustainable transport.
- Co-ordinated approach for efficient goods distribution and deliveries.
- Integrated and consistent approach to transport and planning policy (including parking standards).

#### **Changing travel behaviour and informing travel choices**

- Awareness and publicity campaigns to promote availability and benefits of transport options, and respect and responsibility for each other when travelling.
- Provide travel and passenger information for, and during, journeys.
- Promotion of travel choices for individuals and families, businesses, and for school children, parents and teachers.

#### **Improving sustainable and accessible transport infrastructure and options**

In addition to maintaining and managing the city's roads and pavements, using policies and measures which seek to increase the capability and capacity of the city's transport network to meet the future pressures of increased population and development can also require new infrastructure or equipment, and initiatives which seek to reduce or change travel patterns by raising awareness and providing greater choice.

The extent of the natural and built environments in the city require any improvements or new infrastructure to respect these boundaries and therefore the majority will be likely to be confined to existing corridors and routes in the transport network. Improvements will assist in delivering greater choice for people to ensure that, where appropriate, all parts of the network operate efficiently and have greater capacity for movement to enable people to move around more freely and reliably and in as sustainable way as possible.

By improving or enhancing streets and public spaces and their associated transport infrastructure, we can enable greater and more sustainable levels of access to services and facilities, and provide safer and more attractive locations and routes that people can use and enjoy. Increased activity and movement, especially generated by new developments, will often mean that existing road and pavement layouts or designs may no longer be suitable or have sufficient capacity. Continued investment in improvements over a period of time and across the city will ensure that the network is developed in line with increasing or changing travel needs and will contribute towards achieving wider objectives.

Improvements and changes to the network can also require additional maintenance and management costs and these need to be taken into account when developing schemes.

Key ways of improving the city's transport network include:-

#### **Delivering sustainable and accessible transport options**

- Improved walking facilities, routes and networks.
- Improved cycling facilities, routes and networks.
- Improved Rights of Way and access to open spaces and the National Park.
- Better citywide public transport services – bus, rail (particularly at weekends), taxi and coach.
- Improved interchanges and the routes to/from them.
- Promote use of alternative fuels and provide associated equipment e.g electric vehicle charging points.
- Increase availability of car club vehicles.

#### **Providing a safer environment**

- Redesigned road layouts to reduce number and severity of casualties and collisions.
- Road safety publicity, education and awareness campaigns.
- Speed management.
- Address perceptions of danger and anti-social behaviour.

#### **Creating an attractive environment**

- Improved streets to user friendly layouts and environments including street trees.
- Use of good quality materials and de-cluttering.

Each of these 3 approaches to delivery – maintain, manage and improve - can be carried independently of one another or in combination, depending on the circumstances associated with the issue(s) to be addressed.

The approach to delivery will also be influenced by a number of factors that will guide the development of ideas, initiatives and schemes to deliver better transport for everyone. These factors are summarised below:-

- being innovative and creative;
- providing and using accurate/robust information;
- involving partners, stakeholders and communities;
- ensuring integration and co-ordination; and
- securing additional investment.

### **The Process**

The process by which the priorities, proposals, projects and programmes of investment that will help meet the strategic goals and objectives will be identified is set out briefly below.

- Develop ideas and concepts that fulfil wider policy aims
- Decide on priorities and programmes in line with citywide objectives
- Design projects, initiatives and schemes in consultation with partners and stakeholders
- Deliver projects, initiatives and schemes in a co-ordinated way that minimises disruption and maximises efficiency and benefits
- Determine the success and value for money of the investment made

In developing projects within this Delivery Plan, a primary focus has been placed on connecting people and communities with their neighbourhoods. In addition, enhancing neighbourhoods and destinations for people creates a more cohesive and inclusive environment which can increase choice. Destinations can vary in their form, function and location and can include homes, workplaces and shops; schools and health, medical and care facilities; open spaces and natural environments; tourism, recreation, sport and leisure facilities; cultural attractions and places of worship; and multi-use facilities like stadiums and the Brighton Centre.

In terms of creating sustainable neighbourhoods, local shopping areas are significant focuses for local communities and in the city there is a hierarchy of provision. These include the 2 Town Centres of Hove and London Road; the 3 District Centres of St James's Street, Lewes Road, Boundary Road/Station Road; and the 17 Local Centres, which include Fiveways, Grenadier, St George's Road, and Warren Way.

It is proposed that a number of these shopping areas will become a focus for investment within this Delivery Plan. By maintaining and improving local neighbourhoods and connecting people and with key destinations within the city, such as the city centre, the seafront and the National Park, the city will be able to thrive and support wider objectives.

In addition to the destinations described above, it is important to recognise that a significant amount of Transport infrastructure plays an important role in door-to-door journeys by enabling people or goods to transfer. These include:-

- **Interchanges (vehicle/people)** – e.g train stations, bus stops, taxi ranks, coach station, coach parking, cycle parking, car parks, on-street parking (including disabled driver, car club and motorcycle); and
- **Transfer points (vehicle/goods)** – e.g ports, refuse/recycling, retail parks, industrial estates, loading bays/sorting offices/storage warehouses etc

By also maintaining and managing links and routes to provide better access and mobility for people and business, the transport network will be made more resilient and be able to operate more efficiently, providing greater reliability.

Considerable success has been achieved in developing and maintaining the city’s extensive bus network over many years and with significant investment in infrastructure (such as priority lanes and accessible bus stops), vehicles (such as hybrid engines and on-board announcements) and technology (including smart ticketing). As a result, bus passenger journeys have more than doubled to over 46 million per year since the mid-1990s and made public transport in the city a realistic and attractive alternative for many journeys. Despite this, it is essential that people’s needs and service provision and performance are continuously reviewed in consultation with passengers and operators. Engagement with the city’s bus operators through the Quality Bus Partnership Network will assist in achieving this.

The strategic corridors within the city that the council is responsible for such as the A23 and A270 and A259 have been maintained and gradually improved over many years and further investment is still necessary and is planned, primarily on the A23 south of Preston Park within the London Road and Valley Gardens corridor, and on the A259 in the central Brighton area and around Shoreham Harbour. Existing and new cycle routes will also be improved and created.

Working with Highways England (formerly known as the Highways Agency) and Network Rail to improve and upgrade the city’s Trunk Roads and railways will also be essential to ensure that the city’s connections with the UK and international locations are maintained and strengthened. The council has recently participated in the A27 Trunk Road Feasibility Study and the Sussex [Rail ] Route Study.

The scale and type of schemes that will be delivered across these different locations will require a number of programmes of investment, secured through different sources of funding.

### **KEY STRATEGY & POLICY DEVELOPMENT**

To assist in the continuing development and delivery of transport projects and initiatives, it is necessary to review existing approaches in order to determine if the current approach is appropriate and fit for purpose or to a eh or develop a new plan of action to achieve a long-term or overall aim.

Through the engagement and feedback received during the development of the new LTP, in addition to changing demands, issues and requests, it is proposed to undertake some further feasibility and research into a number of areas. These include the development of a:-



**Transport Carbon Reduction Plan:** to support the Sustainable Transport objectives of the One Planet Living Sustainability Action Plan, a plan will be developed which will include an indication of the overall emissions contribution transport is expected to make towards meeting targets, and the most effective means to deliver reductions and therefore help meet the carbon reduction objectives set out in this LTP.

**Coach Strategy:** there are recognised issues associated with the parking of excursion coaches and lack of driver facilities in the city, after their passengers have alighted. Consideration will be given to the options available to better manage these issues given the availability of existing facilities. The condition of the Pool Valley coach station has also been raised on a number of occasions and will also be considered, in discussion with the main operator, National Express.

**Freight & Delivery Strategy:** deliveries of goods and produce can present problems in some areas of the city, in addition to large vehicles using unsuitable routes to reach or leave destinations. Consideration will be given to ways to reduce the need or impact of such journeys, especially those associate with food.

**Technology & Travel Information Strategy:** technology can play a bigger role in managing the city's transport network, either remotely, as part of the transport infrastructure, or on-vehicle. Identifying where improvements can be made and taking advantage of new developments to manage movement more efficiently will increase the benefits that can be achieved. Access to information at all points on a journey is invaluable in enabling people to make decisions about how, when and where they travel. Ensuring that the travel information sources and systems are available, accessible and advertised will help ensure that it can make door-to-door journeys to/from and within the city easier. Particular emphasis will be placed on exploring opportunities for using new technology to support shared and community use of vehicles (car clubs), bicycles and ride/lift sharing (such as the Liftsharing or Fazi journey sharing platform, for example).

**Interchange Strategy:** the ability to transfer between different forms of transport/travel on a journey needs to be convenient, safe and accessible. In order to ensure that the city's interchanges are fit for purpose and high quality, it is proposed to develop a strategy that identifies where provision accords with best practice and where there is a need for improvement.

**Corridor/Route Hierarchy:** there has been very little review or change to the designation and numbering given to roads in the city for many years. It is therefore considered appropriate to consider how the city's roads are actually used and how that compares to their designated status/numbering and determine if any changes are required to better reflect their role or manage the network differently.

The development of the above strategies will help to increase the ability and capacity of the council to identify new projects, initiatives and approaches that will inform future investment programmes for transport in the city.

**Project and programme priorities:** it is also proposed to develop a more structured approach to identifying priorities and projects to be developed and delivered in order to

maximise the potential benefits that could be achieved, with the aim of implementing measures that will potentially address more than one issue or problem and therefore help meet a number of objectives. The monitoring and reporting of progress is referred later in this document.

## **KEY PROJECTS & PROGRAMMES**

### **Strategic Local Growth Fund [LGF] Projects**

Over the last 18 months, a number of potential transport infrastructure projects and proposals were developed in outline, in order to support the development of the LEP's SEP and help unlock or improve access to housing, jobs and additional employment floorspace. These included some existing, planned projects in addition to new ones specifically linked to the 4 Primary Development Locations identified in the SEP – the Seafront; the Lewes Road corridor; the New England Quarter and Valley Gardens. Primary schemes that have been put forward include those summarised below under headings that reflect the transport priorities within the SEP.

#### **Connectivity and capacity schemes**

**Valley Gardens Phases 1 & 2:** significant improvements to the public realm and movement and flow of people and traffic along and across a complex section of the A23 which will regenerate the local area economically, socially and environmentally.

**Valley Gardens Phase 3:** continuation of improvements to public realm and people/vehicle movement along southern section of treatment of main A23 corridor between the Royal Pavilion and the A259, including the Old Steine.

**A259 improvements:** improvement to movement and flow of people and traffic along and across the main coast road to reduce congestion, maintain and improve the attraction of the seafront environment and increase opportunities for economic and recreational activity.

**A23 London Road/Preston Circus:** redesign of approaches and junction where A23 (north-south) intersects with A270 (east-west) to improve access to the New England Quarter and London Road and reduce severance to local movements.

**Shoreham Harbour Transport Strategy (joint with WSCC):** development and delivery of transport measures that will provide cross-boundary benefits and support the City Region priorities and facilitate the regeneration of the Shoreham Harbour area.

**Toad's Hole Valley transport infrastructure:** could provide contribution to support the provision of necessary, safe and sustainable access and routes into and through a significant development site providing increased employment and housing opportunities for the city.

#### **Sustainable Transport schemes (Reliability & Quality)**

**Cycling Ambition Network:** focused on improvements to identified gaps in the current cycle network on two east–west transport corridors - Old Shoreham Road and Marine Parade - and measures will reallocate roadspace using high quality design and materials.

**Bike Share/Hire:** comprises 430 bikes and 50 docking stations within the central area with bikes available for use across the scheme area, with the opportunity to provide further extensions to the system over time.

**Sustainable Transport Package:** proposals to increase the availability of measures in line with the LTP capital programme, focussed primarily on locations where benefits will help to unlock or support development sites for housing and jobs.

**Gateway to the Sea:** improvements to the Queen’s Road/West Street connection linking the improved Brighton Station Gateway southern entrance/exit with the seafront via the city centre and Clock Tower junction.

**Old Town public realm improvements:** measures to reduce the impact of traffic to create a more attractive environment and revitalise the accessibility and attraction of this key destination between the city centre and the seafront for residents and visitors.

#### Resilience schemes (Reliability)

**Seafront structures strengthening (including the former West Street Shelter Hall):** continued programme of assessment and renewal of structures supporting the A259 coast road to maintain strategic and local movement and create refurbished and additional commercial floorspace.

**‘Intelligent Transport Systems’ [ITS] package:** combination of measures using technology to deliver more dynamic and efficient movement on strategic corridors such as Bluetooth, cameras, Puffin crossings, MOVA traffic signal software and variable message signs.

**Principal (A) road maintenance:** increased programme of investment in renewal of surfaces and/or structure of heavily trafficked corridors entering and leaving the city centre to increase long-term resilience and driver reliability.

#### Local Transport Projects & Programmes

Potential further projects include those that could support the emerging Waterfront development sites, which are a key priority for the city within the SEP to deliver additional homes, jobs and shopping provision for local people and the wider region. These include

The programmes of investment that are funded through the council’s Local Transport Plan capital programme are summarised as follows.

#### Renewal/Maintenance

- Maintaining links and routes to improve road and pavement/footway surfaces; street lighting; bridges, retaining walls and structures; and finalise the Highway Asset Management Plan.

### Integrated Transport

- Connecting people with education, learning & training; workplaces & job opportunities; shopping areas; parks, open spaces and the National Park; and cultural & visitor attractions
- Connecting people with interchanges – bus stops/train stations/coach station/car parks/taxi ranks/parking (car/car club/motorcycle/cycle)
- Improving neighbourhoods with road safety; active travel and public realm improvements (walking & cycling)
- Improving and connecting people with the city centre; Seafront; and National Park
- Managing links & routes with technology & travel information; strategic and local corridor improvements and minor works.

The following section of the Delivery Plan explains the context of these workstreams and projects in more detail.

## MAINTAINING AND IMPROVING CONNECTIONS WITHIN AND BETWEEN NEIGHBOURHOODS

### Introduction

Ensuring that local neighbourhoods and areas outside the central area of the city have equal access to funding and resources to become safer and more cohesive is essential if local communities are to continue to thrive and inequalities are overcome. This requires investment in a combination of ongoing maintenance, accessible infrastructure and safer and more usable streets.

### Maintaining and renewing roads, pavements and streetlighting

#### Roads, pavements and structures

The city's roads are its highest value highway asset, the standard of which impacts greatly on its road users and its economy. Well maintained and accessible highway infrastructure is vital and fundamental to the economic, social and environmental well-being of the community. It provides access to local communities and businesses, helps to shape the character and quality of the area, as well as the quality of life of the community and makes an important contribution to wider local authority priorities, including economic activity, regeneration, education, health and community safety. Local highways also provide access to the strategic road network and other transport hubs such as train stations.

The cost of highway maintenance is funded by the council through both capital and revenue allocations. Revenue budgets are used to finance safety maintenance work such as pot-hole repairs and minor maintenance of the network. Capital investment contributes towards maximising the life of the asset and is used for preventative maintenance, such as resurfacing and surface dressing of carriageways, and structural refurbishment. The particular economic benefits of this investment include avoiding the long-term costs of major maintenance; reducing safety maintenance costs; reducing accidents and third party insurance claims; providing economic, social and environmental benefits; and reducing the risk of emergency disruption. Maintaining highway drainage and gullies is also important to avoid surface water flooding and is carried out by Cityclean.

#### Managing the local highway asset

Asset management is recognised central and local government as a means to deliver a more efficient and effective approach to management of the highway infrastructure assets through longer term planning. Such an approach enables more efficient and effective use of resources, while fulfilling legal obligations, delivering stakeholder needs and safeguarding the engineering integrity of the network. Having a management strategy for highway assets achieves a number of outcomes, dependent on the chosen investment strategy and level of investment. These can include achieving more reliable journey times and improving ride quality and appearance of roads, which will enhance the city's reputation for good quality roads.

The development of the Highway Asset Management Plan [HAMP] for the city has included a survey of the highway network to ensure accurate asset data are available, undertaking

regular condition surveys of assets and having a capital programme of preventative maintenance. This programme has been constrained by budget provision and the need to prioritise funding towards carriageway structural repairs and reconstruction of the sea-front arches.

#### Facts & Figures

- The Council's Highway Assets are valued at £1,646 million, including carriageways (£905m), footways and cycle ways (£166m), structures (£455m), street lighting (£76m), traffic management systems (£23m), street furniture (£21m).
- The council maintains 1100km of public footways; 616km of public highway; 20km of designated cycle routes; and 980 highway structures (bridges, retaining walls, seafront arches).

#### Between 2015/16 and 2018/19 we aim to :

- Maintain and improve the condition of the public highway and support public safety through continued and prioritised investment maintenance in roads, pavements and street lighting.
- Reinststate the structural integrity of roads and reduce the risk of winter damage.
- Deliver efficiencies by moving from a reactive maintenance service towards a planned maintenance service carrying out maintenance work at the most appropriate time to avoid higher long-term cost.
- Finalise the council's HAMP

#### We will work together with stakeholders including :

- Road users and local communities
- Public transport operators
- Maintenance contractors

## Improving street lighting

Street lighting provides illumination in order to create a safe environment for residents and highway users. The council aims to ensure that all of the city's street lighting is kept safe, efficient and reliable in order to help achieve a reduction in night-time collisions and crime; the improvement of public amenity; and reductions in carbon emissions.

The city's total street lighting infrastructure includes 26,000 individual pieces of equipment which are owned and maintained by the council. The age profile of the city's lighting stock means that a significant number of columns need to be replaced. Current estimates show that approximately 8,000 columns are at, or close to, the end of their useful life, although over 2000 structurally defective columns have been replaced since 2010. Large parts of the city also have conservation status and protected lighting columns of ornate design can significantly increase repair or replacement costs. Columns are also more prone to corrosion underground in urban areas and therefore regular testing of columns is essential to identify possible structural failure.

The council is undertaking an ongoing improvement programme to upgrade and replace street lighting and is considering future opportunities based on an 'invest to save' principle to provide greater efficiency and reduced outgoings in the longer term, with a view to minimise our total cost of ownership. The initial assessment of scope and cost of works to address the entire lighting stock within the city is estimated at £26million. Work has been started to look into the possibility of acquiring a low-interest loan from the Green Investment Bank or other similar investors to pay for the work.

In 2014/15 street lighting energy costs were forecast to total £1million. Current funding available to the council is not adequate to sustain or support the level of investment and works required to update existing infrastructure to modern standards. However, since 2010 the council has replaced in excess of 3,500 sodium lanterns with LEDs or energy efficient white light, resulting in energy and carbon reductions of approximately 35%.

### Facts & Figures

- 5,000 of the city's street lights have cast iron columns and 140 are listed (protected) by English Heritage.
- An estimated 40 miles of underground electrical cable network is owned and maintained by the council, much of which is in need of renewal.

### Between 2015/16 and 2018/19 we aim to :

- Continue to invest in street lighting assessment, maintenance and replacement
- Develop an 'invest to save' citywide street lighting feasibility assessment with the Green Investment Bank or other potential investors.
- Review 'best practice' approaches and solutions including joint investment options with SE7 authorities.
- Prepare a detailed financial model to inform a full business case submission in 2015/16

### We will work together with stakeholders including :

- Road users and local communities
- Public transport operators
- Maintenance contractors



## Safer people, safer roads and safer neighbourhoods

### Introduction

Section 39 of the Road Traffic Act 1988 places a statutory duty on local highway authorities to study collisions occurring on roads in their areas and to take steps to prevent them from happening. All local authorities with highway authority functions are required to set out how they meet their Statutory Duty for road safety. From 2013, unitary local authorities in England have also taken on new public health duties under the Health & Social Care Act of 2012, which requires that authorities take such steps as they consider appropriate for improving the health of people in their areas. This legislation specifically identifies road death and serious injury as one of the wider determinants of public health in the Public Health Outcomes Framework.

The relationship between road death and injury and public health is acknowledged on a global scale, with the World Health Organisation identifying road casualties as one of the fastest growing health epidemics. To address this, four core strands of activity are recommended:-

- the development of safer roads and roadsides;
- the development and promotion of safer vehicles;
- safer road users; and
- safer road traffic speeds.

It is known as the 'safe system' and requires that roads should be designed, managed and maintained to prevent fatal and serious injuries from occurring, whilst acknowledging that all road users are bound to make mistakes from time to time. The four core strands of the 'safe system' concept have therefore been incorporated in the council's 'Safer Roads' Road Safety Strategy and are enveloped in the dual 'Safer Roads & Safer People' action areas it promotes. The new Strategy will provide an essential basis for collaborative and targeted road casualty reduction on the city's roads. It is based on:-

**Safer Roads:** which comprises safer road design; safety-led road asset management including road surfacing; safer roadsides - emphasised by the de-cluttering of streetscapes; speed management as embodied in the city-wide 20mph speed limit; targeted engineering measures at high risk sites; safer routes to schools measures and the assessment and provision of safe, pedestrian and cycling facilities.

**Safer People:** which comprises targeted road safety education, training & publicity services; integrated school travel planning initiatives with road user safety training programmes; and safer road use by the Council's own fleets, as well as the fleets licensed by the Council for others to operate, such as taxis; the fleets that other organisations operate on city roads such as bus companies and privately operated businesses.

Addressing both areas requires a particular focus on the contributory factors to collisions and injuries. In Brighton & Hove, 'looked but didn't see' is the most common factor causing

collisions in Brighton & Hove and includes road users being distracted, by mobile devices or friends; and road users not being fully engaged and being aware of what is happening around them. Cycling on pavements, which is illegal; aggressive or dangerous driving behaviour; parking or driving on pavements and verges; excessive driver speeds and are all examples of inappropriate or selfish behaviour which are potentially dangerous, but are caused by misjudgement or error.

Respect and responsibility when using the city's roads is encapsulated in the council's 'Share the Roads, Share the Responsibility' campaign. It is aimed at making sure that road users engage their senses; focus their minds and emotions, no matter how familiar their environment is; and ensure that they are visible to others and have good visibility. Minimising risks for everyone underpins the campaign and its messages.

The introduction of 20mph speed limits in the city's residential areas is to improve the street environment for all road users, including car drivers, by reducing the number and severity of collisions and casualties on the city's roads, making the city's neighbourhoods a safer and better place to live in. Making streets safer and more pleasant to use will encourage more cycling and walking, especially for local trips. This will not only bring road safety benefits, but will also help to improve overall health and wellbeing, reduce congestion and could improve air quality. A wide range of national and international research shows that 20mph speed limits lead to a reduction in road collisions and the severity of casualties, improves in the quality of life of local neighbourhoods and can encourage more walking and cycling for local trips.

#### Facts & Figures

- In 2012, a total of 789 road traffic casualties were recorded on Brighton & Hove roads, including 5 deaths and 147 serious injuries.
- The cost of these casualties to society is almost £24million for a single year and places Brighton & Hove in the lowest 15% of English authorities for death and serious injury per capita.
- At 20mph there is a 2.5% chance of pedestrians being fatally injured, compared to a 20% chance at 30mph.
- Since 2004, Safer Routes to School schemes have been introduced around nearly 30 schools and nurseries.

#### Between 2015/16 and 2018/19 we aim to :

- Continue delivery and monitoring of 20mph speed limits in residential streets.
- Analyse collision data and identify priorities for engineering and enforcement solutions to road safety problems.
- Develop the 'Share the Roads, Share the Responsibility' campaign and other publicity and educational material.

#### We will work together with stakeholders including :

- Sussex Safer Roads Partnership
- Sussex Police
- Local Action Teams

## **Improving accessibility and mobility**

### **Introduction**

Creating accessible and inclusive neighbourhoods can help achieve benefits for many people, not just those who are disabled, elderly, or dependent on others for support or guidance. Improved environments that are designed by adopting the principles of integration not segregation can help create more cohesive communities where equality and mobility are at the heart of local neighbourhoods.

It is essential that people should be able to live and work in a safe, healthy, supportive and inclusive neighbourhood. This should include having easy access to services and facilities that are relevant to them and being able to navigate their way around their neighbourhood easily, through high quality spaces, while having good access to the wider city. They should have access to a network of open and green spaces that meets their recreational needs and to the natural and built environment that reinforces a strong, unique local history and character.

People should have access to day-to-day and essential services and facilities such as health provision, nurseries, schools, colleges and universities, community, cultural (Policy), play, recreation and sports facilities, and places of worship, within the area that they live. This means that everyone - families with small children, older people and disabled people - can move around, enjoy and feel secure in their neighbourhoods, and can participate in, and contribute to, the life of the community.

Local neighbourhoods help to build cohesive, successful and sustainable communities where access to public transport, basic amenities, local shops, cultural facilities, places to meet and relax, public spaces and green and open spaces are within easy reach of homes, and where highway infrastructure and street furniture are carefully designed into proposals at the outset. The connections and spaces between homes and destinations are just as important to creating more accessible neighbourhoods. An accessible public realm within a local neighbourhood enhances people's mobility and enables everybody to move freely via a co-ordinated and convenient network of legible and safe accessible routes.

Continued investment in making public transport services, vehicles and infrastructure more accessible can also contribute to improving local neighbourhoods, in addition to accommodating the needs of people for whom their car is an important part of their independence, especially if other forms of transport are not readily available or accessible.

### **Facts & Figures**

- One in six residents (44,569 people or 16.3 per cent) is disabled or has a long term health problem that limits their day-to-day activities to some degree.
- 12% (14,500) of the city's households in Brighton & Hove are occupied by people aged 65 years or more, who live alone.
- Older people are more likely to feel unsafe after dark.

**Between 2015/16 and 2018/19 we aim to :**

- Review the amount and quality of accessibility and information within local communities.
- Identify where improvements are required and develop ideas, focussing on locations where more than one problem can be resolved or mitigated e.g Church Road in Hove.
- Continue to invest in improved facilities for pedestrians and wheelchair users, such as dropped kerbs, ramps and handrails.
- Continue to invest in accessible infrastructure for public transport users such as bus stops, shelters and information.

We will work together with stakeholders including :

- Local communities
- Local businesses
- Local Action Teams

## CONNECTING PEOPLE WITH .....

### Local interchanges

#### Introduction

Local journeys will often begin at home or work and involve changing between more than one form of transport to reach a destination. For people to be able to do so safely, efficiently, and confidently, they require an accessible and high quality interchange facility which can be a formal or informal. The city has a significant number of places that enable people to switch between different forms of transport when travelling either to/from or through the city. These locations are therefore important in enabling them to choose the best options to make their particular journey, while recognising that all personal journeys will be completed on foot, or involve the use of a wheelchair or motorised scooter.

There are many types of local locations that people use on a regular or infrequent basis to complete their journeys. These include :-

- train stations, bus stops, taxi ranks and a coach station; and
- coach parking, cycle parking, car parks and on-street parking (including disabled driver, car club and motorcycle bays).

Managing and enforcing parking fairly in residential areas remains a high priority for the council. Before the council took responsibility for parking enforcement in July 2001, illegal parking was a huge problem in the city. Vehicles parked on yellow lines, at junctions and in bus stops were a major cause of traffic congestion in the city. Since the council took control of parking, congestion in the city has been greatly reduced, parking is easier, and firm but fair parking enforcement has curbed the behaviour of the minority of selfish drivers causing misery for others.

In October 2011 the council made a commitment to review parking schemes in the city to ensure a fair balance between the needs of residents, businesses and visitors. The purpose of the review was to improve the way parking is managed and to look at the future of resident parking schemes, including when and how consultation is undertaken on new parking schemes or the extension of existing schemes.

When introducing new parking schemes the council must demonstrate that they would be self-financing and not funded through Council Tax. This is why charges have to be made for on-street parking through permits and Pay & Display. If there is any surplus income it can be spent on transport in Brighton & Hove such as bus services financially supported by the council; the concessionary bus fare scheme for older and disabled people; and the borrowing costs associated with previous funding allocations for transport schemes.

The council's current Parking Policy objectives are to:

- reduce congestion and keep traffic moving;
- provide access safely to those that need it most; and
- deliver excellent customer service.

People also receive deliveries at home on a regular basis of either parcels or food and groceries and have weekly collections of refuse and recycling. Local businesses also rely on deliveries and collections of goods and servicing to operate effectively on a daily basis. These can include retail parks, industrial estates, Shoreham Port, post and parcel sorting offices, storage warehouses and refuse and recycling. The space required to enable these activities to be undertaken within the city's built-up area is often limited and this can lead to increased vehicle movements or result in localised congestion if it involves large vehicles moving through, or stopping in, narrow or busy streets.

The council's Materials Recovery Facility [MRF] and Waste Transfer Station in Hollingdean, which is next to the council's Cityclean depot, are where household waste is sorted and then transported to other facilities. The vehicle fleet operates from the depot on a daily basis collecting refuse and recycling, and it is also where the city's 6 winter gritting lorries are based.

#### Facts & Figures

- The city's 8 train stations were used by over 22 million passengers in 2012.
- There are over 1,200 bus stops, of which almost 520 have passenger shelters; 320 have raised kerbs to make them more accessible for disabled or less mobile people; 175 have real-time information signs; and 25 have an audible bus timetable facility (known as a 'talking bus stop').
- 60 taxi ranks, of which 41 are in Brighton and 19 are in Hove and Portslade.
- National Express operate 47 daily services from the city's only coach station in Pool Valley, and there are 45 coach parking spaces in Madeira Drive.
- Since 2005 the council has installed no less than 100 new cycle stands (200 cycle parking spaces) each year in cycle parking;
- There are 16 controlled parking zones covering over 750 streets and 11 off-street car parks, including bays for disabled users, car club vehicles and motorcycles.
- The city has 8 on-street electric vehicle charging points in 4 locations, and 1 each in two public car parks.
- The city generates over 120,000 tonnes of household waste per year and the Hollingdean waste facilities can manage a throughput of up to 160,000 tonnes.

#### Between 2015/16 and 2018/19 we aim to :

- Work with companies to develop a routeing, delivery and servicing strategy for goods and freight vehicles, including exploring possibilities for 'cleaner' last mile deliveries.
- Develop a strategy for managing and improving coach movements in the city, including coach parking and the use and quality of Pool Valley coach station.
- Complete the delivery of the approved Brighton Station Gateway scheme.
- Continue the delivery of accessible bus stops & pedal cycle parking places.
- Continue to design and deliver improvements to local parking, including public car parks and new controlled parking zones, secure motorcycle parking and electric vehicle charging points.
- Ensure new developments provide or contribute towards appropriate interchange facilities.

#### We will work together with stakeholders including :

- Businesses
- Freight operators and delivery companies
- Public transport users and providers
- Car park operators

## **Workplace and job opportunities**

### **Introduction**

The city's diversifying economy and workforce is one of its key strengths and its ability to continue to grow and develop during the recent difficult economic period demonstrates how resilient it is becoming. Its contemporary mix of small- and medium-sized businesses in the creative, cultural and tourism sectors together give it a particular character, identity and quality of life. In moving towards the development of a low carbon and more sustainable local economy, the aim is to provide a future where all people in the City can lead fulfilling and healthy lives efficiently.

Transport, travel and access plays an important role in supporting and enabling this growth to occur, through the effective and efficient management of the road network to enable deliveries and servicing to be undertaken on a daily or regular basis, and the promotion and provision of alternative options for journeys to work, or during work, by employees.

There are a number of existing centres of commercial, industrial and retail activity of varying types and size that provide local jobs and where future development will increase these opportunities, and the activities associated with them. They include :-

- the city centre, which includes the Business Improvement District [BID] area, stretching from East Street to Preston Street bounded by Western Road;
- the prime office locations within the Central Brighton area, located on the east and southern side of Brighton Station within the New England Quarter;
- the primary industrial estates and business parks for business, manufacturing and warehouse;
- the employment opportunities presented by development within - Franklin Road Industrial Estate, School Road – Hove, Melbourne Street Industrial Area, Portland Road Trading Estate (including EDF and Martello House), and land North of Newtown Road, as identified in the City Plan;
- the Seafront;
- Shoreham Harbour;
- Patcham Court Farm.

Journeys to and from work tend to be made on a regular basis, using the same form of transport and the council has been working closely with employers in the city to develop and deliver the promotion and provision of information and choices for travel, in addition to options for journeys during work.

The Brighton & Hove (Workplace) Travel Plan Partnership Network has a membership of nearly 20 organisations. It is open to all employers in the city and helps to focus attention on transport and travel issues and presents a significant opportunity to enable employees, businesses and public transport operators to discuss how to maximise or develop the use of sustainable transport options, especially for those journeys to or during work that take place over relatively short distances.



### Facts and figures

- Only 37% of the city's residents use the car for their journey to work (2011) compared to 61% in the South East. Since 2001, 6% fewer residents now drive to work.
- 21% of residents walk to work, almost double the national and regional averages. 5% cycle.
- Nearly 15% of residents catch the bus to work, compared to 4.5% in the South East and 7.5% in England.
- The proportion of people who work mainly from home (8%) is above the regional and national averages.
- 70% of people live and work in the city.
- There are 14 Industrial Estates in the city.

### Between 2015/16 and 2018/19 we aim to:

- Research and identify barriers within the city and its transport system that affect people's ability to access job opportunities, especially in areas of disadvantage or deprivation.
- Identify where improvements are required and develop ideas, focussing on locations where more than one problem can be resolved or mitigated, such as business and industrial concentrations within the declared main Air Quality Management Area.
- Explore the opportunity to extend the Wheels to Work scheme operating in East Sussex to parts of the city (which can also support journeys to access education and learning opportunities).
- Continue to work with businesses to develop, maintain and update Workplace Travel Plans.
- Review the amount and quality of access, transport facilities and services, and travel information for workplaces and centres of business.

### We will work together with stakeholders including:

- Brighton & Hove Economic Partnership
- Greater Brighton Economic Board
- Coast to Capital LEP
- Workplace Travel Plan Network
- City centre BID
- Job Centres
- public transport operators

## Shopping areas

### Introduction

Food and produce and goods/products are essential to our everyday lives, but the way they are transported and accessed can be damaging to our health, the environment and our communities. Brighton & Hove's shopping centres and local neighbourhood shopping facilities are part of the city's attraction, and it is important that they remain vibrant, attractive and accessible places.

The larger centres have wider roles than just shopping destinations, functioning also as places to work, live, visit, spend leisure time and access transport services. The importance of a balanced network of local centres to facilitate access to food, products and key services on foot or by public transport is important to delivering the city's aims to maximise its sustainability, while maintaining cohesive communities and continuing its role as the economic driver within the City Region.

Shopping requirements can vary significantly, and the city has outlets that offer choices that provide for all possible needs. These include:-

- Corner shops and small shopping parades
- Local centres in predominantly residential areas such as High Street, Rottingdean, Fiveways, Old London Road, Patcham and the Grenadier, Hangleton Road and Portland Road
- District Centres - St James's Street, Lewes Road, Boundary Road/Station Road, Portslade
- Town centres - Hove and London Road
- The Regional (city centre) shopping centre including Western Road, Churchill Square, The Lanes and the North Laine
- Out of centre and edge of centre shops and retailers such as the Goldstone Retail Park in Hove, Asda at Hollingbury and Sainsbury as Benfield Valley.

The accessibility of, and mobility within, shopping areas is critical for some communities within the city. A wide range of retail choice in one location can be undermined by poor or deficient provision that does not enable easy and convenient navigation and movement around it, especially for disabled people and older people, or visitors who play a vital role in supporting retail uses in the city and help to explain, in part, why the city has bucked the national trend for seriously declining footfall.

### Facts and figures

- The Brighton Regional and Hove Town Centre shopping areas contain approximately 210,000sqm of gross retail floorspace and over 1,500 shop units.
- Churchill Square has a floor space of 470,000 sq ft (43,663 m<sup>2</sup>) with over 80 shops and restaurants, and there are plans to expand it to strengthen the city's regional shopping role, as part of the Waterfront project.
- There are 17 local shopping areas in the city.

Between 2015/16 and 2018/19 we aim to :

- Review the amount and quality of access, transport facilities and services, and travel information for shopping areas.
- Identify where improvements are required and develop ideas, focussing on locations where more than one problem can be resolved or mitigated e.g Church Road in Hove, Station & Boundary Roads in Portslade, and Rottingdean High Street
- Create healthier environments that encourage walking and cycling to be used for food shopping journeys

We will work together with stakeholders including :

- Retailers, businesses and their associations
- Local communities
- Freight operators
- Public transport operators

## **Learning, Education and Training**

### **Introduction**

The city offers a significant range of learning, education and training facilities and opportunities for all ages from . Pre-schools, schools (of all types including special and private schools), colleges, apprenticeship providers, universities. Special schools provide valuable educational facilities for people with learning difficulties or special educational needs and the city's Adult Learning Group also provides a range of courses from many different locations across the city. The council has a School to Home Transport policy (2013) which outlines how the council can assist families with specific transport needs.

The council's primary approaches to supporting journeys to educational facilities is to encourage families to choose safer, more active and sustainable travel options as an alternative to driving; reduce road traffic, ease congestion and reduce carbon emissions, especially on routes to schools; contribute towards the immediate and long-term health and well-being of children and young people; provide guidance and support to schools which, through updating their School Travel Plan, are actively promoting walking and cycling to school; and allocating Road Safety resources, for example, cycle, scooter and child pedestrian training to those schools which, through their School Travel Plan (STP) surveys, and associated targets, have highlighted a need for training etc within their STP.

The Safer Routes to School initiative aims to reduce the dependency on the car for the school journey, by improving the area around the school and making routes to school safer for children and their parents/carers to walk or cycle. It is also an opportunity to raise awareness of transport, sustainability and health. The Safer Routes to School project is a joint initiative involving the school community – the council, school governors and staff, pupils, parents and local residents.

Schools included in the Safer Routes to School Scheme are usually identified by the number and location of child pedestrian collisions and fatalities within a 750 metre radius of the chosen school or cluster of schools. Other factors are taken into account including participation in other road safety schemes and initiatives. A Safer Routes to School scheme usually consists of a range of new or improved road safety engineering measures and associated publicity and information.

In recent years, planning permission has been granted for the expansion of existing schools, such as the Portslade Aldridge Community Academy, or the creation of new schools such as the Brighton Bilingual Schol next to Hove Park and King's School in Portslade. Transport and travel issues are often identified as being critical in such circumstances and significant importance is attached to ensuring that the impacts of such developments on local communities are mitigated and the facilities provided for pupils and staff are safe and sustainable, where possible.

Apprenticeships combine practical training in a job with study and can be available within many different sectors, so therefore provide an excellent route into full-time employment. Therefore, ensuring access to such opportunities is not restricted by any transport or travel barrier is an important consideration.

### Facts and figures

- The council has a statutory duty under the Education and Inspections Act 2006 to promote sustainable travel to school, in particular the promotion of sustainable travel and transport on the journey to, from, and between schools and other institutions.
- There are over 90 schools in the city (including 10 secondary and nearly 50 LEA infant and primary schools), and 4 colleges.
- In 2013, nearly 55% of children walked or scooted to school, and just over 30% were driven.
- The city's 2 nationally recognised Universities, formed of a number of campuses within the city, have 35,000 students registered as studying full or part time.

### Between 2015/16 and 2018/19 we aim to :

- Continue working with schools and local communities to develop, maintain and update School Travel Plans.
- Continue working with schools and local communities to develop and deliver Safer Routes to School.
- Review access, transport facilities and services, and travel information for learning, education and training sites within the city.
- Explore the opportunity to extend the Wheels to Work scheme operating in East Sussex to parts of the city to support access to education, learning and training opportunities.

### We will work together with stakeholders including:

- Schools and colleges (including their pupils, students, teachers and governing bodies)
- Brighton and Sussex Universities
- Employment, volunteering and apprenticeship providers
- The Greater Brighton Economic Board
- Coast to Capital LEP
- Public transport operators

## **Healthcare & Medical Facilities**

### **Introduction**

Transport and travel can have positive and negative impacts on people's personal health, but providing good access to healthcare and medical facilities is also essential for those who need it on a regular or one-off basis for many different reasons.

As part of the wider strategy for healthcare and medical provision within the sub-region, the Royal Sussex County Hospital site in Eastern Road has been identified, and has planning permission for an expansion of hospital healthcare provision in 'teaching, trauma and tertiary' (known as the 3Ts) sectors, and the Brighton & Sussex University Hospital NHS Health Trust has begun the redevelopment process. The site already includes the Royal Alexandra Children's Hospital and other key medical facilities. The redevelopment will make the hospital better for patients from across Sussex and the South East of England and develop and expand the services provided for the most seriously ill and injured patients, and strengthen its role as the regional teaching hospital.

Other large facilities for patients and medical care are provided at Brighton General Hospital and the Mill View Hospital and Hove Polyclinic site in Hove. In addition there are a number of medical centres and doctor's surgeries within the city that

The Brighton & Hove NHS Clinical Commissioning Group [CCG] is led and run by GPs and nurses and is responsible for making sure that the people of Brighton & Hove have access to the healthcare services they need. Amongst its many responsibilities, the CCG provides the Patient Transport Service which helps people access healthcare appointments with community and hospital care providers in the county. The Patient Transport Bureau will arrange free transport for patients who have a clinical need and need to get to hospital or to other NHS healthcare providers, but whose requirements are non-urgent. The need is assessed by the bureau who will determine eligibility based on clinical need.

### **Facts and figures**

- The CCG's Patient Transport Service provides approximately 25,000 journeys per month for people who are unable to use public or other transport owing to medical conditions.
- The CCG operates a Healthcare Travel Costs Scheme which may be available to some people if they are not eligible for the Patient Transport Service.
- There are 46 GP (doctor's) surgeries in the city.
- The construction of the £480 million 3Ts development will take place over 10 years and include a number of transport, travel and highway improvements around the site.

### **Between 2015/16 and 2018/19 we aim to :**

- Work with the BSUH NHS Trust on the further development and delivery of transport and highway measures associated with the planning permission for the Royal Sussex County Hospital (3Ts) redevelopment.

- Support the CCG with any advice it requires on the review of its Patient Transport Service in 2014/15.
- Review access, transport facilities and services, and travel information for healthcare and medical facilities within the city.

We will work together with stakeholders including:

- Clinical Commissioning Group
- Brighton and Sussex Universities Hospitals NHS Trust
- Public health practitioners
- Patient Advice Liaison Services

## **Care and support facilities and services**

### **Introduction**

Protecting and providing for the more frail or vulnerable people in our communities, such as children and adults is essential to provide care and independence, and also access to facilities and services for people in a variety of situations. Transport and travel plays an essential supporting role in addressing many varied needs of these members of our communities, whether being cared for or living at home. Care and community facilities can be provided in many forms. Examples include nurseries, children's centres, care for older people, disabled people and people with mental health problems, people with learning difficulties.

People's mental health and wellbeing are central to their overall quality of life and general health. Mental health problems are widespread and common. Every year, one in four adults experiences at least one mental disorder. We can all do something to improve happiness for ourselves and others, and ensure that transport and travel remain accessible in order to assist people.

In Brighton & Hove the council is committed to creating an inclusive and accessible city for our older population, which is why Brighton & Hove is a member of the World Health Organisation [WHO] Age Friendly City [AFC] network. Working with policy makers, service providers and older people in our city, the council is continually assessing and improving the city's 'age friendliness'. As part of the AFC network it shares ideas, best practice and information to help make Brighton & Hove a place where older people feel fully included.

In Brighton & Hove, the council has a broader definition of 'frailty' to include people who have complex needs (e.g. people with mental health needs, people who are homeless) as well as older people who are frail, as this is the cohort of people most likely to benefit from a more integrated system. It is estimated that approximately 5% of the city's adult population will be defined as significantly frail and a further 10% of the over 65 year old population with moderate frailty.

The overall approach to care is based on ensuring that future service provision includes those which are designed around the individual and delivered close to home, and help people stay healthy and remain independent. This will be achieved by working with organisations in innovative ways to provide general care and health services.

### **Facts and figures**

- There are over 50 children's nurseries in the city
- There are many Children's Centres in the city, which include 4 hub centres in Brighton (linked with 7 smaller centres), 2 in Hove (linked with 2 smaller centres) and 1 in Portslade (linked to 1 smaller centre).
- There are over 100 care and nursing homes for elderly people.

### **Between 2015/16 and 2018/19 we aim to :**

- Review access, transport facilities and services, and travel information for care and support sites and facilities within the city.



- Continue to work with children’s nurseries to develop Travel Plans.

We will work together with stakeholders including:

- Nurseries
- Care providers for elderly people
- Support facilities for people with learning disabilities
- Community Works
- Support centres for children, families and others

## **Parks, Recreation Grounds & Open/Green Spaces**

### **Introduction**

Parks and open spaces contribute to making the city an attractive place to live and visit, improving health and wellbeing, acting as a buffer against weather extremes and contributing to the local economy. Brighton & Hove has a rich heritage of city parks and open spaces with destination parks like Preston Park, and the newly regenerated The Level, and the South Downs National Park extends directly in to the city. It also includes allotments, amenity green space, playing fields, green verges and extensive areas of natural and semi natural space.

The city needs an updated strategy to inform the future development and maintenance of parks and open spaces. Since the previous strategy was adopted in 2006 a lot of progress has been made: the National Park has been formally designated, the city is part of the Brighton & Lewes Downs UNESCO Biosphere Reserve, significant capital projects have been delivered including Playbuilder and The Level and funding has been secured to extend wildflower planting in the city to improve biodiversity. The strategy will provide a clear prioritised framework for the long term management of infrastructure.

The term Open Spaces incorporates a wide range of land uses including:

- Formal parks and gardens
- Natural and semi natural green space
- Amenity green space
- Church yards
- Allotments
- Outdoor sports facilities
- Play areas.

Maintaining high quality open spaces is vital to the city. Open spaces contribute to economic growth, urban regeneration and neighbourhood renewal making the city a more attractive destination and a nicer place to live. They help improve the mental and physical wellbeing of the population. Green networks support biodiversity, including rare species of plants and animals and link the city to the sea and the Downs. They play an important role in creating more resilience to extreme weather. The city is part of the wider Brighton & Lewes Downs Biosphere recognising the unique nature of the local environment.

The council is developing a long term Masterplan for Stanmer Park and Estate, with the aim of restoring and protecting its historic buildings and landscape, enhancing its natural features and improving the environment, and making it more accessible to all. It will develop the park into a major gateway from the city into the South Downs and result in an expected significant increase in visitor numbers and will provide an important base for achieving stronger eco-tourism and securing greater recreational economic benefits.

Outdoor events play a major role in the city as a leisure destination and therefore contribute significantly to the economic impact that tourism brings to the city, especially when using the city's open spaces.

### Facts and figures

- The city has 7 green flag parks and approximately 50 play grounds.
- There are over 36 allotment sites and 3,000 tenants.
- There are over 200 sports pitches, greens and courts
- Stanmer Park is used by up to 500,000 people per year.
- Satisfaction with the city's parks and open spaces, including access to the South Downs, is very high – 91% (2013).

### Between 2015/16 and 2018/19 we aim to :

- Support the work of the transitional Biosphere Board and the Biosphere Partnership.
- Support and contribute to the work to develop a new Open Spaces Strategy for the city.
- Contribute to the development and delivery of the long-term Master Plan for Stanmer Park and Estate to ensure that it becomes accessible to all.
- Support work on planned improvements to parks and opens spaces where transport or access improvements are a key element.
- Review access, transport facilities and services, and travel information for parks and opens spaces within the city.

### We will work together with stakeholders including:

- Biosphere Board
- Local Access Forum
- Stanmer Park and Estate stakeholders
- Volunteers and 'Friends of' Groups

## **Sports, Recreation and Leisure**

### **Introduction**

The city's residents and visitors benefit from a wide range of stadia, sports centres and recreational and leisure facilities, some of which operate as multi-functional facilities in order to maximise their appeal and use.

The city is a major tourist destination and is of regional sporting importance. The city also helps to support the surrounding villages and towns, offering a wider range of facilities than those that can reasonably be provided within smaller urban areas. The city therefore needs to ensure it provides appropriate sports and recreational facilities to reflect its regional status and aspirations. Existing facilities such as the American Express Community Stadium, Sussex County Cricket Ground, Brighton Racecourse and Withdean Sports Complex should be retained and where possible improved with greater public access and uses provided to promote physical activity and sport. The replacement and enhancement of the King Alfred sports provision will help to ensure Brighton & Hove provides the type and quality of facilities expected from a regional centre.

As well as providing fun, exercise and a sense of achievement, participation in sport and active recreation helps to create sustainable communities, improve health and well being, supports social inclusion and educational attainment and helps to reduce crime. A varied choice of activities helps to appeal and engage more people in physical activity and helps in the adoption of a 'lifetime habit' of participation in sport and to bring about the associated wider benefits.

In addition to the natural environments within open spaces mentioned previously that can provide relaxation and exercise, the city also offers other leisure opportunities such as cinema. The city has two multiplex cinemas – one at Brighton Marina and another in the heart of the city. The city also offers an annual film festival, CINE-CITY, every October, with a mix of premieres, previews, classics and home-grown digital adventures.

### **Facts and figures**

- The Amex Community Stadium now has a capacity of 30,000 for Championship football matches and a high proportion of supporters use sustainable transport.
- The city will host the Rugby World Cup in 2015 at the AmEx Community Stadium.
- Sussex County Cricket Club is the world's oldest county cricket club and the County Cricket Ground also hosts large scale music concerts annually.
- The city is home of the one of the oldest working cinemas in the country, the Duke Of York's Picturehouse at Preston Circus.

### **Between 2015/16 and 2018/19 we aim to :**

- Work with England 2015 and other agencies to ensure that the Rugby World Cup matches are
- Support and advise on proposals to improve the city's sport, recreation and leisure facilities, such as the King Alfred Leisure Centre and new proposals for the seafront, such as Madeira Drive.

- Review access, transport facilities and services, and travel information for sports, recreation and leisure facilities within the city.

We will work together with stakeholders including:

- Public Health experts
- Clinical Commissioning group
- Owners and operators of sports, recreation and leisure facilities

## **Culture & Heritage**

### **Introduction**

Tourism is inextricably linked to the cultural life of the city and the historic built environment and contributes to the prosperity of the local economy and region. Brighton & Hove is one of Britain's leading and established visitor destinations with an approximate 11 million tourist visitors per year. The city has a strong cultural and creative industries sector and is home to several arts and creative industries organisations of regional and national importance.

The city has a reputation as a cultural hub for the region. It hosts the largest arts festival in England (which brings £20m into the local economy each year) as well as many other major arts festivals and community festivals. Regency Brighton is regarded as a nationally significant historic built environment. These attractions generate significant movement which needs to be accommodated within the city's transport system.

Developing and promoting culture is a key way of attracting valuable offpeak visitors but also supports regeneration and sustainable communities. Recent investment by agencies such as the Arts Council and through Lottery funding for venues such as the Brighton Dome, Brighton Museum and Art Gallery have helped to establish a critical mass of cultural development around the Royal Pavilion and Dome (see SA2 Central Brighton). However the arts and cultural sector can also be found across the city including public art, open studios, retail galleries and exhibitions, the universities and further education institutions, street theatre and free arts events and festivals.

Brighton & Hove is considered to be the creative powerhouse of the region and has the potential to become a national cultural leader. It is important that the city's existing cultural infrastructure (arts, performance and creation space) is protected and enhanced. This would include the development of any transport-related schemes or investment to ensure that sites are accessible and can contribute to the city's unique tourism offer. Examples include the Old Market in Hove and the Hippodrome in the city centre.

The role of iconic buildings such as the Royal Pavilion to the attractiveness of the city as a visitor destination is recognised and the importance of culture to the city's environment, image and prosperity needs to be reflected in transport policies, priorities and projects. These include achieving high quality design and improving the public realm and heritage, seafront regeneration proposals, regenerating the Valley Gardens, and maintaining and enhancing the role of central Brighton including supporting the Cultural Quarter.

The city's rich architectural heritage encompasses a variety of internationally renowned sites including the Royal Pavilion and the remains of the West Pier, as well as many local and highly valued sites and landmarks. As part of promoting better understanding of the extent and significance of all the city's heritage assets and their settings in order to ensure a well informed and proportionate approach to their conservation, consideration will be given to ensuring accurate travel information is available to residents and visitors. This will be focused on the council's proposals for improving public streets and spaces in the city, which includes initial priority areas as Brighton Station Gateway, Lewes Road, London Road,

Edward Street/Eastern Road, Old Shoreham, Road, A259 Seafront, Seven Dials, Hove Station, Pool Valley and local shopping areas.

A number of these fall wholly or partly within conservation areas and/or affect the setting of listed buildings and the heritage officers in the Planning service will work corporately with the Transport Planning and Policy teams to ensure that these heritage assets are enhanced by future schemes. Additionally, the council's commitment to delivering the regeneration of Madeira Drive as a centre for sports and family based activities will be supported by an improved public realm and the conservation and enhancement of the historic environment.

The city's conservation areas contain a large number of historic, cast iron street lighting columns of various patterns, sometimes with historic lanterns. The council does not have sufficient resources to guarantee the retention of all historic lighting columns. Council planning officers will therefore work with the Street Lighting team to identify the priorities for future conservation, which may for example be particularly significant streets or squares and any rare column patterns.

The latest economic impact assessment values the contribution of tourism to the city's economy at £800m per year which supports 20,000 jobs (15,000 full time equivalents). The economic impact of events staged in the city is largely through hotel, restaurant and retail spend. A good example of an event that has developed to provide a considerable economic impact to the city (estimated to be £3.7 million per annum) is the Brighton Marathon.

#### Facts and figures

The city is home to:-

- nearly 3,400 other listed buildings;
- 15 scheduled ancient monuments;
- 6 registered parks or gardens of special historic interest;
- 34 conservation areas;
- numerous locally listed buildings; and
- over 80 archaeologically sensitive areas.

#### Between 2015/16 and 2018/19 we aim to :

- Contribute to the Royal Pavilion Estate capital project to ensure that transport and access is supported and prioritised, where appropriate.
- Support other cultural and heritage projects where transport or access improvements are a key element
- Help enhance and protect historic environments within the city
- Review access, transport facilities and services, and travel information for cultural and heritage sites within the city.

#### We will work together with stakeholders including:

- VisitBrighton
- Heritage and Conservation Groups
- Owners and operators of cultural and heritage attractions

## **The city centre**

### **Introduction**

The 'city centre' within Brighton & Hove supports many different functions and activities – residential, retail, business, tourism and leisure uses, plus many events and festivals, for example – and these introduce high and varied demands and pressures on the city's transport network and services. These demands can vary daily, weekly and seasonally throughout the year.

The area's historic form is a fundamental part of its distinctive character and resulting sense of place. The area contains a unique independent retail sector, restaurants and cafes, a diverse evening economy (clubs, theatres, cinema and mixed arts entertainment venues), a commercial core and hub for media and creative industries as well as some of the city's key cultural and heritage assets and significant residential areas.

Issues associated with transport, movement and access dominate the central area because of the major attractions that it contains, generating demands and pressure all year round. One consequence of this is that the area is within a designated Air Quality Management Area and the council's Air Quality Action Plan sets out the priorities to improve local air quality. The introduction of the LEZ for buses in North Street is an important step for the city, because the measure requires vehicles passing through to comply with the Traffic Regulation Condition and therefore these improvements will benefit the other areas of the city that the vehicles pass through and help improve their air quality. Supporting this, there is a continuing scheme of urban realm improvements which will be informed, undertaken and developed as part of a consistent vision based on the findings of the Public Space Public Life Study (2007).

The quality of the air impacts on human health, the natural environment, other species and can damage buildings and materials. It does not coincide with local authority boundaries and therefore the council will continue to work with partners across Sussex through SussexAir to deliver cleaner air for all of its residents and visitors. One particular example of this work has been the development of a document which will provide advice for developers and their consultants on addressing local air quality within the planning process. Air quality is a material consideration when a development is planned, and councils will require an air quality assessment where it deems air quality impacts from the development may be detrimental to the environment or people's health. Transport's contribution to air quality is significant and reducing its impacts will remain a key consideration within the city centre.

### **Facts and figures**

- Approximately 3,000 buses per day travel up and down North Street.
- The 'prime retail pitch' of Western Road, fronting Churchill Square, has been estimated to have had a footfall count of over 15 million people per year.
- The city centre has almost 4,000 car parking spaces.



Between 2015/16 and 2018/19 we aim to :

- Monitor the success of the Low Emission Zone in the North Street/Western Road corridor and seek further opportunities to reduce emissions in the city centre.
- Ensure the Valley Gardens maximises the connections and benefits to the central area.
- Develop bids for funding for the Local Growth Fund including the 'Gateway To the Sea' (Brighton Station to the seafront including the Clock Tower) and Old Town Public Realm Improvement projects.
- Contribute towards the development of the Waterfront project.

We will work together with stakeholders including :

- the Brighton & Hove Economic Partnership
- the Business Improvement District
- VisitBrighton
- Standard Life (on the redevelopment of the Waterfront Central (Churchill Square and Brighton Centre) site)
- SussexAir (local authorities)
- Public transport operators

## **The Seafront**

### **Introduction**

The Seafront is of vital importance to the economy of the city as a focal point which attracts both residents and visitors in large numbers. The Seafront is a showcase for the city and plays a major role in attracting business visitors to conferences and events. This historic location provides for both commercial and residential uses and makes a significant contribution to the setting, heritage and vibrant character of this part of the city. The seafront area as a whole varies in its intensity of activity with both lively and tranquil stretches. This variety necessitates a sensitive and qualitative approach in terms of managing future change and development.

A number of major development and regeneration opportunities have occurred or been identified along the length of the seafront over many years such as:-

- Saltdean Lido;
- Brighton Marina;
- the former Black Rock swimming pool site (referred to as Waterfront East);
- Brighton Centre (referred to as Waterfront Central);
- King Alfred Leisure Centre; and
- Shoreham Harbour.

The need to enhance and improve the public realm along the length of the seafront is recognised. New opportunities should encourage people to extend the amount of time they spend at the seafront as well as exploring opportunities to provide shade and shelter. These opportunities are expected to be identified and realised through the Parks and Open Spaces Strategy; the Public Space and Public Life Study and the Tourism Strategy.

The eastern section of the seafront suffers from the severance and barrier created by the A259 coast road and the differences in levels that exist because of the natural cliff face, which is now hidden by infrastructure or buildings. Overcoming this issue requires better links for pedestrians to the seafront and improved routes for cyclists. By considering the reallocation of roadspace and incorporating inclusive, high quality design to enhance the public realm to the benefit of all, investment in targeted improvements will address identified gaps in current infrastructure and deliver significant economic benefits, link key business and residential development sites and reduce health and social inequalities in identified priority areas.

In the western area of the seafront, a significant amount of joint work has been done with West Sussex County Council and Adur District Council to develop the Shoreham Harbour Transport Strategy to support the regeneration of the area through a Joint Area Action Plan. Transport and access are fundamental issues that need to be addressed in order to deliver the regenerative land-use proposals and the Strategy seeks to achieve five outcomes focused on reducing levels of congestion; increasing the sustainable transport share for local journeys; improving connectivity with important locations for communities and business in the local area and further afield; creating a more safe and attractive environment, benefiting

quality of life; and providing adequate parking provision and controls to manage the transport network efficiently.

The popular cycle route which runs along the length of the seafront forms part of the National Cycle Network and opportunities for its further improvement will also be encouraged and supported, particularly in the west. Opportunities will also be sought to standardise road capacity along the length of the A259 and to reduce its severance effect with the seafront and improvements to sustainable transport infrastructure along the A259 will be secured supporting improvement to noise and air quality.

#### Facts and figures

- The seafront includes a total of 375 highway structures (often referred to as Arches) covering an area equivalent to 21,000m<sup>2</sup>, 2.5kms of retaining wall, and 4.4kms of listed railings.
- The total value of that infrastructure (asset) is estimated to be over £300 million.
- The majority of the structures are over 120 years old and the estimated cost of replacing the arches, retaining walls and railings is at least £80 million.
- On average, the seafront is used daily by approximately 30,000 pedestrians, 2,500 cyclists, and 36,000 vehicles.

#### Between 2015/16 and 2018/19 we aim to :

- Improve the accessibility along/to & from the Seafront to enable greater access to a wide range of goods, services, and places.
- Encourage and enable greater levels of active and healthy travel along/to & from the seafront, such as cycling and walking, especially for shorter journeys.
- To improve access to job opportunities, shopping areas and cultural and visitor attractions.
- Improve the “pinch-points” on the Seafront where pedestrians, cycles and cars interact.
- Improve signage and routes in relation to the Seafront to improve its connectivity.
- Respond positively to the outcomes of the Seafront Infrastructure Scrutiny Panel, especially in relation the Highway Structures.
- Continue the ongoing programme on assessment, renewal and rebuilding of the arch structures, retaining walls and railings.
- Actively participate, and lead where required, on developing and implementing coastal protection and flood defence strategies for the city’s coastline.
- Develop ideas to improve movement and access along the A259 corridor in preparation for bids for funding from the LGF.
- Deliver measures consistent with the Shoreham Harbour Transport Strategy.

#### We will work together with stakeholders including:

- Seafront businesses

- Community and Heritage Associations
- i360 viewing tower
- Standard Life (Churchill Square)
- VisitBrighton

## **The South Downs National Park**

### **Introduction**

The primary objectives of the South Downs National Park [SDNP] Authority are set out in its Partnership Management Plan. The most relevant transport-related outcome that is identified within the Plan is :-

***Outcome 5: Outstanding visitor experiences are underpinned by a high quality access and sustainable transport network providing benefits such as improved health and wellbeing.***

Public Rights of Way (PRoW) are an important means of providing healthy and sustainable access to and within the SDNP. Improving and maintaining rights of way and access land will provide a better connected and accessible network for a range of abilities and users, and reduce conflict where it occurs. This will help contribute towards enhancing the health and wellbeing of residents and visitors by encouraging, supporting and developing the use of the National Park as a place for healthy outdoor activity and relaxation. In particular, developing 'access for all' opportunities will provide particular support for those groups currently underrepresented in the National Park visitor profile.

In overall terms, the SDNP aims to promote and provide sustainable visitor and transport opportunities. This will focus on sustainable travel and tourism and how this can support or be driven by the economy. It will include, as a key priority, a sustainable tourism strategy for the National Park with regional and local partners. The strategy will need to build on the existing travel gateways and develop visitor hubs within the National Park, using the natural assets to drive the local economy. This will also enable clear plans for encouraging cycling and bus enhancement to be articulated. Particular emphasis will be placed on measures and investment that:-

- Promote and enhance integrated travel provision from rail stations located at gateways and within the National Park for pedestrians, cyclists and bus travel.
- Improve existing public transport provision for visitors and local communities, especially by increasing the availability of Sunday and evening bus and train services.
- Encourage cycling for both commuting and leisure purposes through the development and promotion of a seamless and safer network and by protecting the potential opportunities for future off-road cycling infrastructure.
- Manage vehicle parking to improve visitor experiences and reduce the impact of traffic and parking on the local area.
- Manage the highway network and its infrastructure to integrate it more effectively into the landscape and reduce the impact of traffic on communities and visitors.

While recognising that cars will continue to be necessary, and the preferred means of transport for many, there needs to be a significant long-term shift towards more sustainable transport if the special qualities of the National Park are to be protected, visitor enjoyment maintained and more choice provided for those without a car or the ability to drive. Encouraging alternatives to the private car will help make tourism and community travel

more sustainable and, according to recent surveys, increase the spend per person, so supporting the local economy.

Examples of this include increases in electric vehicle charging points, cycle paths, cycle hire facilities, bus services, community transport, car share and car clubs. Encouraging people to travel more sustainably also contributes to improved health and wellbeing, as a short cycle journey or walk to public transport is a form of exercise. Some of the area is well served by rail, with stations providing good opportunities to act as visitor gateways, linking directly to the National Park or to other forms of transport. Services, particularly to the smaller stations, need to be protected and enhanced, to promote commuting by public transport, to enable better use of the off peak capacity for leisure visits and encourage people to leave their cars at home.

There are reasonably good bus services, including on Sundays, especially those connecting the city to the Park's main local attractions – Ditchling Beacon, Devil's Dyke and Stanmer Park. These services are attractive and successful but maintaining long-term travel patterns may be limited in the face of continuing pressures on budgets for public transport, and therefore new and innovative arrangements may also need to be considered.

There is a real demand for commuting and leisure cycling opportunities, but the cycle network is currently fragmented and limited in its extent. There are, however, a number of disused railway lines, rights of way and quiet roads that could be used to help create a more coherent cycling and walking network which could generate new tourism opportunities and support local community travel.

It is acknowledged that car parks can have detrimental environmental, visual and noise impacts on local areas due to their design and location and by the generation of additional traffic and visitors in concentrated areas. Car parking should therefore be managed sensitively taking into account local surroundings.

Roads, traffic and their associated infrastructure including signage, can have a significant impact on local distinctiveness, tranquillity and dark night skies. Roads should be considered as an integral part of the landscape and efforts should be made to seek to reduce the impacts of traffic (for example, HGV routes and vehicle speeds) on local communities and visitors.

#### Facts and figures

- It is heavily populated compared to other National Parks, and 112,000 residents live within it.
- Nearly 2 million people live within 5 kilometres of its boundary and are able to enjoy its extensive network of paths and trails.
- The South Downs National Park covers over 1600 square kilometres of England's most valued lowland landscapes, and over 40% of Brighton & Hove, including the ancient woodland at Stanmer Park, is included within its boundary.
- The National Park brings many tangible benefits, including contributing an estimated £2.23 billion to the regional economy.
- Over 80 per cent of the visitor days to the National Park are made by private car.

Between 2015/16 and 2018/19 we aim to :

- Continue to seek funding opportunities to deliver improvements in connections and access to and from the Park
- Support the SDNPA in developing its Local Plan
- Assist the SDNPA and its stakeholders to deliver priority actions within the priority outcomes of its PMP.
- Work in partnership with key partners, business and organisations to promote and provide sustainable travel options and initiatives, improve Rights of Way, and assist in the development of user codes of conduct for cycling.
- Seek to reduce car travel across the National Park to minimise the impacts of its protected environment.

We will work together with stakeholders including:

- The South Downs National Park Authority
- Adjacent local authorities
- The Local Access Forum
- Public transport operators

## PLANNED LTP CAPITAL INVESTMENT PROGRAMME

### 2015/16 LTP capital programme

Although this new LTP will replace the previous one, a number of projects and programmes require ongoing investment to deliver or complete them. The proposed overall programme for capital investment in 2015/16, using the LTP funding, is set out below. (The programme includes additional funding from the council's reserves in order to enable the completion of the essential strengthening works on the seafront to the highway structures either side of the i360 viewing tower site.)

<b>Project/ Scheme</b>	<b>Description</b>	<b>2015/16 Proposed Allocation (£'000)</b>
<b><i>CAPITAL RENEWAL/MAINTENANCE BLOCK</i></b> <b><i>Maintaining links and routes to improve.....</i></b>		
<b>Surfaces</b>	Roads	800
	Pavement/Footways	100
<b>Street Lighting</b>	Replacement columns/lanterns	300
<b>Bridges &amp; Structures</b>	A259 Kings Road Arches (next to i360 site)	1,400
	Former West Street Shelter Hall (A259)*	250
	Falmer bridge works	150
	Marine Parade retaining wall (Duke's Mound)	75
	Other locations	50
<b>Highway Asset Management</b>	Validation of inventory and finalising plan	50
<b><i>CAPITAL RENEWAL/MAINTENANCE SUB-TOTAL</i></b>		<b><i>3,175</i></b>
<b><i>INTEGRATED TRANSPORT BLOCK</i></b> <b><i>Connecting people with.....</i></b>		
<b>Education, Training &amp; Learning</b>	Safer Routes to Schools	50
	School Travel Plan Measures	20
<b><i>SUB-TOTAL</i></b>		<b><i>70</i></b>
<b>Workplaces &amp; job opportunities</b>	Business Travel Plan Measures - matched funding with businesses	20
	Personalised Travel Planning – matched funding with LSTF2	40
	Valley Gardens – contribution to approved LGF project**	200
<b><i>SUB-TOTAL</i></b>		<b><i>260</i></b>
<b>Shopping areas</b>	Old Town/The Lanes – East Street	30
<b><i>SUB-TOTAL</i></b>		<b><i>30</i></b>



Project/ Scheme	Description	2015/16 Proposed Allocation (£'000)
<b>Parks, open spaces &amp; the National Park</b>	Dyke Road – cycle route	300
	Rights of Way	50
<b>SUB-TOTAL</b>		<b>350</b>
<b>Interchanges</b>	Brighton Station Gateway - completion	360
	Cycle Parking at Stations – contribution to joint bid with Southern Railways to DfT***	85
	Bike Share/Hire project – contribution to LGF bid***	60
<b>SUB-TOTAL</b>		<b>505</b>
<b><i>Improving neighbourhoods with.....</i></b>		
<b>Road Safety</b>	Area-wide 20mph limits	185
	High risk sites	200
<b>SUB-TOTAL</b>		<b>385</b>
<b>Active travel improvements</b>	Pedestrian crossings – freestanding crossings	100
	Cycle facilities	20
<b>SUB-TOTAL</b>		<b>120</b>
<i>.....continued</i>		
<b><i>Managing links and routes with.....</i></b>		
<b>Technology &amp; Travel Information</b>	Real Time Bus Information–system upgrade	50
	Intelligent Transport Systems [ITS] project (incl. cameras and Variable Message Signs) – contribution to LGF bid***	130
	Information - Traveline	15
	JourneyOn website	10
	Electric vehicle charging points	55
<b>SUB-TOTAL</b>		<b>260</b>
<b>Corridor improvements</b>	A270 Lewes Road–Elm Grove traffic signals upgrade - matched with LSTF budget	200
	Eastern Road/Edward Street - BBA project	10
	A23 & A259 priority lanes - trial motorcycle scheme	10
<b>SUB-TOTAL</b>		<b>220</b>
<b>Minor works</b>	Completion of schemes and scoping of future schemes	30
	Monitoring	45
<b>SUB-TOTAL</b>		<b>75</b>
<b>INTEGRATED TRANSPORT SUB-TOTAL</b>		<b>2,275</b>
<b>GRAND TOTAL</b>		<b>5,450</b>
<b>Funded From</b>		
<b>LTP Grant Allocation (as approved at Budget Council)</b>		<b>4,261</b>

Project/ Scheme	Description	2015/16 Proposed Allocation (£'000)
<b>Funding from/(to) Reserves</b>		<b>1,189</b>

\* - provides for a local contribution as part of the council's bid to the government's Highways Maintenance Challenge Fund bid, if successful, or continued propping of structure and development of Business Case for LGF bid.

\*\* - local contribution to support approved LGF allocation of £2.8 million.

\*\*\* - allocations will be committed if bids are successful.

### 2016/17 to 2018/19

Programmes of capital investment in transport will continue to be primarily delivered through the LTP. The levels of funding that are expected to be available to do so during the four years of this Delivery Plan are set out below.

Allocation	Confirmed allocation (£'000) 2015/16	Confirmed allocation (£'000) 2016/17	Confirmed allocation (£'000) 2017/18	Indicative allocation (£'000) 2018/19
Integrated Transport Block	3,059	3,059	3,059	3,059
Maintenance Block	2,623	2,404	2,332	2,110
<b>Total Grant Funding</b>	<b>5,682</b>	<b>5,463</b>	<b>5,391</b>	<b>5,169</b>
Repayment to Reserves	(1,421)			
<b>Total Funding Available</b>	<b>4,261</b>	<b>5,463</b>	<b>5,391</b>	<b>5,169</b>

Decisions will be made by the council on the allocation of this funding to projects each year, as part of its Budget setting process.

### Beyond 2018/19

The council has identified the physical, social and environmental infrastructure that will be required to implement the proposals set out in the City Plan, within the associated Infrastructure Delivery Plan. It includes indications of the physical works that are expected to be implemented for public realm, transport and highways, highway maintenance, and public transport up to 2030. It will be taken into account in identifying and developing future transport investment proposals, either within development proposals that come forward, or in association with the Local Transport Plan.

The council has also put forward a number of proposals for consideration as part of the Local Growth Fund bidding process and subject to the available resources required to develop

such bids, and any subsequent funding decisions that are made, some of these proposals may be deliverable between 2019/20 and 2020/21.

### **OTHER POTENTIAL FUNDING SOURCES**

The council will continue to use and seek to secure additional funding to support and deliver Transport schemes and initiatives within the city and wider City Region. These have and can include:

- the council's capital and revenue budgets;
- surplus parking income from civil enforcement;
- European Union initiatives, such as CIVITAS;
- Government funding streams such as the Highways Maintenance Challenge Fund, Clean Vehicle Technology Fund, Local Sustainable Transport Fund, Better Bus Areas, Cycling Delivery Plan and Go Ultra Low City Scheme;
- the Technology Strategy Board (Innovate UK); and
- planning-related developer contributions.

# PROGRESS & PERFORMANCE

## Introduction

The implementation of the Local Transport Plan [LTP] will depend on effective action from a range of different agencies and organisations and involvement and engagement with local communities. The city council, as the local transport and highway authority, will be a key player through its approach to delivering schemes and initiatives. However, other partners will also play an important role in helping to deliver or support different elements of the LTP, either as a provider or facilitator of transport, a user of transport and the transport network, or through their statutory role within the city. The council will maintain close engagement with them in the coming years, through a number of different mechanisms and fora, such as the Coast to Capital Local Transport Body, the Greater Brighton Economic Board, the city's Transport Partnership or Local Action Teams. It will also remain central to this approach to ensure the involvement of the wider community, whether those are people who live, work or visit here. The council will continue to engage local communities and seek to build on their capacity to engage and influence change to ensure the new LTP delivers sustainable, safe, accessible and healthy transport and travel options and create the kind of city that residents want to live in.

## Monitoring performance and results

In order to ensure that the council's priorities are the right ones and that progress is being towards delivering them, communicating how well this is being achieved is essential. Monitoring and reporting the progress and performance that will be achieved through the delivery of the measures described in this LTP requires a framework of appropriate and measurable indicators to ensure that the investment being made in transport schemes and initiatives is making a positive contribution towards achieving the city's and the wider City Region's long-term strategic goals and local transport objectives.

The amount of funding that is secured or made available each year to deliver highway maintenance and transport improvements in the city will have an effect on how much progress can be made. However, demonstrating positive progress or change through investment in transport and travel is also important in providing support for bids for additional funding. It will assist in showing that the council can develop and deliver schemes and measures that will meet individual, or a combination of, objectives, and achieve value for money.

Monitoring of indicators can take place across a variety of different frequencies, time periods and baselines and relies on a number of different monitoring methodologies or sources of information. A number of sources of data and monitoring for transport and travel in the city are referred to earlier in this document and include:

- Carbon dioxide emissions from transport
- Nitrogen Dioxide emission levels at certain locations
- Traffic flows on main roads

- Bus passenger journey numbers
- Cyclists using certain routes
- Slight, serious and fatal casualties resulting from collisions
- Condition of road surfaces and highway structures
- Levels of satisfaction - roads, pavements, road safety and parking services, for example.

#### Developing and reporting progress

There are a number of areas of work where data and monitoring results are already available, and a number of these are being reviewed or refreshed in 2015. This ongoing work will inform the priority areas that will continue to be, or become, the focused of performance monitoring for the council and city in the future. In order to ensure that the indicator set for transport is consistent with the city's overall vision, a performance monitoring framework of indicators will therefore be developed for this LTP during 2015. It will show the links to the strategic goals and particular schemes and measures, where possible, and will be used as a way of assessing the progress and continued success that is expected to be achieved through the delivery of maintenance, management and improvement schemes for transport and travel.

Reporting the progress that is being made within the performance monitoring framework on an annual basis will help ensure that the work of the council and its partners is clearly and regularly communicated to residents and other stakeholders, and can be used to inform decision/making and investment priorities in the future.



**PROPOSED 2015/16 LTP CAPITAL PROGRAMME ALLOCATION**

Project/ Scheme	Description	2015/16 Proposed Allocation (£'000s)
<b><i>CAPITAL RENEWAL/MAINTENANCE BLOCK</i></b>		
<b><i>Maintaining links and routes to improve.....</i></b>		
<b>Surfaces</b>	Roads	800
	Pavement/Footways	100
<b>Street Lighting</b>	Replacement columns/lanterns	300
<b>Bridges &amp; Structures</b>	A259 Kings Road Arches (east of i360 site)	1,400
	Former West Street Shelter Hall (A259)*	250
	Falmer bridge works	150
	Marine Parade retaining wall (Duke's Mound)	75
	Other locations	50
<b>Highway Asset Management</b>	Validation of inventory and finalising plan	50
<b><i>CAPITAL RENEWAL/MAINTENANCE SUB-TOTAL</i></b>		<b>3,175</b>
<b><i>INTEGRATED TRANSPORT BLOCK</i></b>		
<b><i>Connecting people with.....</i></b>		
<b>Education, Training &amp; Learning</b>	Safer Routes to Schools	50
	School Travel Plan Measures	20
<b><i>SUB-TOTAL</i></b>		<b>70</b>
<b>Workplaces &amp; job opportunities</b>	Business Travel Plan Measures - matched funding with businesses	20
	Personalised Travel Planning – matched funding with LSTF2	40
	Valley Gardens – contribution to approved LGF project**	200
<b><i>SUB-TOTAL</i></b>		<b>260</b>
<b>Shopping areas</b>	Old Town/The Lanes – East Street	30
<b><i>SUB-TOTAL</i></b>		<b>30</b>
<b>Parks, open spaces &amp; the National Park</b>	Dyke Road – cycle route	300
	Rights of Way	50
<b><i>SUB-TOTAL</i></b>		<b>350</b>
<b>Interchanges</b>	Brighton Station Gateway - completion	360
	Cycle Parking at Stations – contribution to joint bid with Southern Railways to DfT***	85
	Bike Share/Hire project – contribution to LGF bid***	60
<b><i>SUB-TOTAL</i></b>		<b>505</b>
<b><i>Improving neighbourhoods with.....</i></b>		
<b>Road Safety</b>	Area-wide 20mph limits	185
	High risk sites	200
<b><i>SUB-TOTAL</i></b>		<b>385</b>
<b>Active travel improvements</b>	Pedestrian crossings – freestanding crossings	100
	Cycle facilities	20
<b><i>SUB-TOTAL</i></b>		<b>120</b>
		<i>.....continued</i>

Project/ Scheme	Description	2015/16 Proposed Allocation (£'000s)
<b><i>Managing links and routes with.....</i></b>		
<b>Technology &amp; Travel Information</b>	Real Time Bus Information–system upgrade	50
	Intelligent Transport Systems [ITS] project (incl. cameras and Variable Message Signs) – contribution to LGF bid***	130
	Information - Traveline	15
	JourneyOn website	10
	Electric vehicle charging points	55
	<b>SUB-TOTAL</b>	<b>260</b>
<b>Corridor improvements</b>	A270 Lewes Road–Elm Grove traffic signals upgrade - matched with LSTF budget	200
	Eastern Road/Edward Street- BBA project	10
	A23 & A259 priority lanes - trial motorcycle scheme	10
	<b>SUB-TOTAL</b>	<b>220</b>
<b>Minor works</b>	Completion of schemes and scoping of future schemes	30
	Monitoring	45
	<b>SUB-TOTAL</b>	<b>75</b>
	<b>INTEGRATED TRANSPORT SUB-TOTAL</b>	<b>2,275</b>
	<b>GRAND TOTAL</b>	<b>5,450</b>
<b>Funded From</b>		
	<b>LTP Grant Allocation (as approved at Budget Council)</b>	<b>4,261</b>
	<b>Funding from/(to) Reserves</b>	<b>1,189</b>

\* - provides for a local contribution as part of the council's bid to the government's Highways Maintenance Challenge Fund bid, if successful, or continued propping of structure and development of Business Case for LGF bid.

\*\* - local contribution to support approved LGF allocation of £2.8 million for 2015/16.

\*\*\* - allocations would be committed if bids are successful.

## NOTES –

Measures to make bus stops and walking routes and facilities more accessible will continue to be delivered using 'Section 106' funds secured through legal agreements for development schemes approved through the planning process. Opportunities will also be taken to invest in secure on-street motorcycle parking through the same process.

In many cases, costs indicated are preliminary estimates. Expenditure on schemes may need to be increased, reduced or deferred during a financial year as information on scheme progress becomes available. Some works are also subject to network co-ordination with other projects, developers and utility companies, contractor availability and weather conditions.