

<b>Subject:</b>	<b>Local Transport Plan - Outline Programme for the development of a new Transport Strategy for Brighton &amp; Hove</b>		
<b>Date of Meeting:</b>	<b>25 June 2019</b>		
<b>Report of:</b>	<b>Executive Director, Economy, Environment &amp; Culture</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Andrew Renaut</b>	<b>Tel: 01273 292477</b>
	<b>Email:</b>	<b>andrew.renaut@brighton-hove.gov.uk</b>	
<b>Ward(s) affected:</b>	<b>All</b>		

**FOR GENERAL RELEASE****1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 Local highway authorities have had a statutory requirement to have a Local Transport Plan [LTP] since 2000. 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 LTP4, as it is the fourth version) was approved in 2015.
- 1.2 Since 2015 there have been a number of changes in focus and priority that affect a number of issues related to transport. These include new Government policies and priorities; the emergence of a new Shadow Sub-National Transport Body (Transport for the South East [TFSE]; a new Coast to Capital Local Enterprise Partnership [LEP] Strategic Economic Plan [SEP]; the establishment of the Greater Brighton City Region and its newly set 5-year strategic priorities, which include Transport & Travel; a number of new council strategies and plans; new forms of urban mobility; the growing use of technology in delivering strategic transport projects and solutions; the need to accelerate local carbon reduction to create a carbon-neutral city by 2030; a significant uplift in development in the city; and capital investment of over £20 million in planned and prioritised projects and programmes in the city. Having an LTP in place has helped the council secure significant levels of additional external grant funding from specific bids to DfT and the LEP that have supported existing and new LTP projects. Therefore there are good grounds to review and update the council's LTP and this report outlines an indicative programme of activities and decisions associated with the development of a new LTP document setting out the city's future transport strategy and investment priorities.

**2. RECOMMENDATIONS:**

- 2.1 That the Committee agree the indicative, outline project programme for the development of the council's next Local Transport Plan, as set out in paragraph 3.6 of this report.

### 3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 An LTP includes a long-term Transport Strategy (the current horizon is 2030, in line with the council's adopted City Plan Part 1) and a short-term Delivery Plan. Overall, the document should illustrate how a planned investment programme of schemes and measures to maintain, manage and improve the city's strategic and local transport network will assist in meeting much wider policy objectives to improve the economy, environment, health, safety and equality for residents, communities, businesses and visitors to the city and the wider city region. It will also include indicators against which the progress made towards meeting objectives will be monitored. The indicators will assist in reviewing the Delivery Plan 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.
- 3.2 The government process which requires local authorities to have an 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 will build on the previous plan (known as LTP4), and the success of schemes and measures that have been delivered to date. The new plan will set out an ambitious vision for the future of mobility in the city, outlining how transport investment and the promotion and application of advances in transport-related technology can help contribute towards high level goals such as:-
- Supporting sustainable economic growth
  - Reducing carbon emissions
  - Promoting equality of opportunity
  - Contributing towards better safety, security and health
  - Improving quality of life and a healthy, natural environment.
- 3.3 In principle, the document would be expected to set out how these goals would be 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. These include the City Plan, the new Economic Strategy and Health & Wellbeing Strategy, and the Corporate Plan (which is expected to be approved during 2019). The Connected City's Sustainable Community Strategy is also relevant. The LTP would also seek to take account of and support neighbouring authority and sub-regional transport policies and strategies where appropriate, including the emerging TfSE Transport Strategy (expected to be finalised later this year).
- 3.4 An LTP Transport Strategy will be based on clear, robust evidence including data, statistics and surveys such as the city's Joint Strategic Needs Assessment [JSNA] and the National Highways and Transport [NHT] Survey of satisfaction levels. This information and evidence will also be used to help inform priorities and issues that can be addressed through targeted investment. The LTP Delivery Plan would be expected to include a range of projects that will help achieve these objectives and goals by focussing on renewing roads, pavements, highway structures and street lights; creating better places; increasing the range and safety of transport choices, including active travel, for everybody; and using

innovation and technology to reduce the need to travel and mitigate congestion and improve air quality, and therefore residents' health and well-being.

- 3.5 It is proposed that an Advisory Panel will be established to provide technical and professional advice and challenge in the development of the new LTP. It is expected that it will consist of a limited number of representatives, possibly including national transport experts and emerging technology specialists, if available.
- 3.6 The proposed timeline of main activities and decisions that are expected to be undertaken to develop a new LTP are set out below:-

<b>Date</b>	<b>Activity/Decision</b>
2019	
June	Seek ETS Committee approval of outline programme Establish Project Team and governance Agree Communications Plan Identify and set up Advisory Panel
July - September	Partner/Stakeholder engagement.
September	Begin Strategic Environmental and Sustainability Assessment process and document drafting
October	Seek ETS Committee's approval of draft LTP and permission to undertake public consultation
November – December	Public consultation
December	Amend draft LTP to reflect consultation outcomes
2020	
January	Report results of consultation to ETS Committee and seek approval of amended draft document
March	Seek ET&S and PR&G Committees approval of draft Final LTP and Full Council approval of Final LTP. ETS and PR&G Committees consider proposed LTP Delivery Plan and capital programme for 2020/21
April	Begin 2020/21 Delivery Programme

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

- 4.1 Local highway authorities have a statutory requirement to have an LTP, and the council's previous LTP was approved in 2015. The LTP 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.

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

- 5.1 Engagement and consultation with local people and communities will be key to developing a new LTP Strategy and Delivery Plan, and a Communications Plan will be an essential early activity within the process. Opportunities to further engage with a wider range of interests will be developed and officers will also draw on consultation and evidence from current/recently approved strategies,

plans and projects, where available. The document will also be discussed and shaped at meetings of the city's Local Strategic Partnership's Transport Partnership, which has previously helped to prepare past LTPs. The Transport Partnership includes a wide range of interests, including people who represent those who use or provide transport within the city.

- 5.2 Workshops or meetings will also be arranged 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 will seek to involve representatives from as many groups as possible, such as the Older People's and Youth Councils, and Possability People.
- 5.3 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 new LTP.

## **6. CONCLUSION**

- 6.1 The council has a statutory requirement to have an LTP and it is an appropriate time to review and update the existing Plan which was approved over 4 years ago. The Committee is therefore requested to consider and agree the proposed programme of activities associated with this process. When completed, a draft LTP Transport Strategy will be submitted to committees in March 2020 for their consideration and approval. As the new LTP 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 Government allocates future levels of Local Transport capital funding to local authorities using a grant formula. This funding is invested in the delivery of transport improvements in the city. The LTP process is the council's primary source of annual capital funding for investment in transport infrastructure, providing between £5-£6 million which is split between Maintenance and Integrated Transport schemes.
- 7.2 Once the long-term Transport Strategy within the LTP has been developed, a short-term Delivery Plan will be prepared and approved separately. The council has been advised by the Department for Transport that it will receive £5.169m for 2020/21, and further announcements about future funding allocations are expected later in 2019. Future years' capital programmes will require approval from Policy, Resources and Growth committee.

*Finance Officer Consulted: Gemma Jackson*

*Date: 29/05/19*

### Legal Implications:

- 7.3 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 can be replaced when the local transport authority deems appropriate.

- 7.4 The LTP is required to be adopted by Full Council.

*Lawyer Consulted: Stephanie Stammers*

*Date: 29 May 2019*

Equalities Implications:

- 7.5 The needs of those people and communities who are identified as having 'protected characteristics' under the Equality Act 2010 will be taken into consideration throughout the preparation of the LTP.
- 7.6 The council as a public authority exercising a public function is subject to the Public Sector Equality Duty enacted by the Equality Act 2010. Under the Public Sector Equality Duty the council must have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between different people. Due regard must be exercised with rigour and an open mind.
- 7.7 Equality Impact Assessments (EIAs) are assessments that public authorities often carry out before implementing a policy, with a view to ascertaining its potential impact on equality. EIAs are not required by law, but they are a way of facilitating and evidencing compliance with the Public Sector Equality Duty.
- 7.8 An EIA will be carried out by the council as part of the work to be undertaken in producing the LTP and the equalities considerations will be contained in it.

Sustainability Implications:

- 7.9 European legislation requires that a Strategic Environmental Assessment [SEA] should be undertaken of all LTPs. Local transport authorities should therefore ensure that the Strategic Environmental Assessment of their LTP is an integral part of developing and later delivering their LTP. In addition to the SEA and EIA, the LTP requires a Health Impact Assessment (HIA) and Habitat Regulation Assessment (HRA). The council will follow the DfT's advice on the SEA process and statutory environmental agencies, such as the Environment Agency, Natural England and English Heritage should be involved throughout the development and monitoring of an LTP's SEA. The DfT recommends that local authorities examine their internal SEA processes and take their own legal advice in order to ensure that they are complying with the requirements of SEA in respect of LTP strategies and implementation plans. DfT has produced guidance on SEAs and LTPs.

Any Other Significant Implications:

- 7.10 There are no direct or immediate implications for crime and disorder, risk and opportunity management, and public health of seeking to approve the outline programme of activities for the development of a new LTP, and all any significant corporate and citywide implications are referred to in the main body of this report.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. None.

### **Background Documents**

1. BHCC Local Transport Plan (2015)
2. DfT Guidance on Local Transport Plans (2009)