

Subject:	2020/21 Local Transport Plan Capital Programme		
Date of Meeting:	30 April 2020		
Report of:	Executive Director – Economy, Environment & Culture		
Contact Officer:	Name:	Andrew Renaut	Tel: 01273- 292477
	Email:	andrew.renaut@brighton-hove.gov.uk	
Ward(s) affected:	All		

FOR GENERAL RELEASE

1. PURPOSE OF REPORT AND POLICY CONTEXT

- 1.1 The council receives capital funding each year for transport schemes through the Government's Local Transport Plan [LTP] process. The council approved the use of this capital funding (£4.758m) for approved and new transport schemes and projects for 2020/21 on 27 February 2020 as part of the overall budget. In addition, the funding in 2020/21 expected to be available has also been increased by £3.900m of additional capital funding for investment in citywide improvements to supplement the planned LTP investment. This was agreed at Budget Council on 27 February 2020, and therefore provides a total of £8.658m. This report primarily seeks approval of specific allocations of this funding to particular maintenance and sustainable transport projects and programmes of work. The programme was considered by the council's Environment, Transport & Sustainability Urgency Sub-Committee on 24 March 2020, which recommended it for approval by this committee.
- 1.2 The LTP is a statutory document and the council's fourth LTP [LTP4] was approved by the council in March 2015. The development of a new LTP will begin this year. An LTP must consist of a long-term Strategy (2030 for Brighton & Hove), and a short-term Delivery Plan. Maintaining, managing and improving the city's transport and highway infrastructure, which is one of the city's largest assets with an estimated value of £4.04 billion, is an essential part of the council's investment which helps support and provide access to the many activities that are important to the city's residents and local communities and its wider, sub-regional economic role within the Greater Brighton City Region.

2. RECOMMENDATIONS:

- 2.1 That the 2020/21 Local Transport Plan capital programme budget allocation of £8.658 million, as set out in Appendix 1 of this report be agreed;
- 2.2 That it be noted that a final decision on the allocation of £3.900m of the capital programme to projects and programmes outlined in paragraph 3.8 of this report, will be made at a future Environment, Transport & Sustainability Committee meeting; and

- 2.3 That the availability of the £3.900m element of the 2020/21 capital programme in 2.2. above, is likely to be deferred until the 2021/22 financial year be noted as it was expected to be achieved through borrowing against forecast surplus parking income and will therefore need to be reviewed in light of the financial implications arising from the Covid-19 outbreak.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 The amount of 2020/21 capital funding is initially based on Government estimates of how much investment is required in the city. However, over many years, the levels of funding provided have not been sufficient to fully maintain and improve the city's infrastructure to meet standards and demands. This has resulted in ongoing deterioration of the council's transport network which becomes more costly to repair or replace over time. A future report on this issue will be brought to the Environment, Transport & Sustainability Committee later this year.
- 3.2 The council ensures that the investment it makes with the funding it is allocated is focused on maintaining and renewing the road network to a high standard; improving safety; increasing choices for some journeys by providing for, and encouraging, the use of sustainable transport; and creating a more attractive public realm. The proposed, capital programme for 2020/21 allocates funding across a number of areas including capital renewal (maintenance); capital repairs (potholes); asset management; and sustainable (integrated) transport projects and programmes. It includes commitments to schemes that are already approved, ongoing programmes of works and new projects which will deliver long-term benefits to the city and its residents. The content of the programme is based on a number of factors, which include: -
- recent or past decisions made by this or other council committees, often following public consultation, to deliver transport projects and programmes;
 - prioritised projects or programmes identified in investment or action plans to deliver the aims and objectives of approved council strategies or plans following public consultation;
 - decisions made by committees in response to the receipt of petitions, deputations or Notices of Motion;
 - engagement and discussion with The Connected City's Transport Partnership;
 - requests for improvements from ward councillors or residents which are prioritised according to need or significance, based on committee-approved policies or assessment criteria, if available; and
 - technical or statistical data, surveys or evidence which indicate that a significant problem exists and requires capital investment to correct it.
- 3.3 Investment in short-term, reactive repairs to the transport network in response to relatively minor problems identified by officers or residents is carried out from within existing revenue budgets, which are allocated separately within each financial year via the delegated authority assigned to the Executive Director of Economy, Environment & Culture.
- 3.4 The capital funding secured through the LTP process and invested in its Strategy and Delivery Plan contributes towards enhancing local neighbourhoods and environments and strengthening the city's role as a transport hub and centre for economic activity within the wider Greater Brighton City Region. Major schemes include those within the city centre, such as Valley Gardens, and the seafront,

including rebuilding and regenerating the city's historic 'arches' (which are highway structures supporting the promenade and A259). More localised investment in neighbourhoods includes bus stops, pedestrian crossings, cycle facilities and Rights of Way improvements.

- 3.5 In addition, the LTP budget has been used to help secure and deliver significant levels of capital funding from other sources for many different projects. These have included competitive, Government funding rounds, and applications to secure funding allocated to the Coast to Capital Local Enterprise Partnership [LEP] as part of the Local Growth Fund, which is the primary funding source for delivering the Valley Gardens project.
- 3.6 The Government funding included in the 2020/21 capital programme consists of two traditional LTP block allocations for Maintenance and Integrated (Sustainable) Transport, plus two additional funding streams which are:-
- **'Incentive' Funding** – additional funding allocated to councils that demonstrate: approval of a highway infrastructure asset management strategy; input of stakeholders into the process; collaborative working with construction partners; standard specifications; joint contracts and collaboration with other local authorities.
 - **Pothole Action Fund and Flood Resilience Fund** – for minor road surface repairs, or to prevent potholes forming.
- 3.7 The proposed allocation of funds set out in Appendix 1 is based on a number of factors: 1) the progress made on completing or continuing spend on 2019/20 projects and programmes; 2) previously agreed financial contributions or commitments to begin or continue projects or programmes in 2020/21; and 3) success in securing, or being allocated, additional funding from external sources e.g DfT and LEP (Local Growth Fund) [LGF]. An extract from the draft minutes for the 24 March 2020 Environment, Transport & Sustainability Urgency Sub-Committee which recommended the programme to this committee for approval is included in Appendix 2 of this report.
- 3.8 The funding in 2020/21 has also been increased by £3.900m of additional capital funding for investment in citywide improvements to supplement the planned LTP investment. This was agreed at Budget Council on 27 February 2020. This funding will be allocated across projects and programmes which include infrastructure to expand zero emission transport; improvements to roads; filling potholes, repairing uneven pavements and other works to make cycling, walking and driving safer; improvements to cycling, bus, pedestrian and electric/hydrogen vehicle projects, to support carbon emission reduction; further investment into the bus network, introducing more bus shelters, real-time bus stops and schemes to reduce bus journey times; staff posts (funded through these capital resources) to support the increased spending on transport projects and priorities; increased tree planting, to help absorb toxic emissions and improve air quality; and support for the work and outcomes of the Climate Assembly on transport. Following consideration by the council's Sustainability & Carbon Reduction Investment Fund [SCRIF] Members' Oversight Group, a future report to the Environment, Transport & Sustainability Committee will indicate how the additional £3.900m is proposed to be allocated.

- 3.9 The content of the programme is described briefly below, and is consistent with the principles established within the LTP4 Delivery Plan – maintaining the network, managing movement, and improving streets and infrastructure.

CAPITAL RENEWAL (MAINTENANCE) FUNDING

- 3.10 The proposed allocation of £3.290m of LTP funding for this area of work includes estimated sums of Incentive Funding and Pothole Action Funds of £0.589m. Further allocations from the additional £3.900m Budget Council sum will be proposed for this area as part of the SCRIF process, and decided by the Environment, Transport & Sustainability Committee. This area of funding is focused on maintaining links and routes and reflects the continued and growing need to renew highway infrastructure in order to ensure that it has a longer life. This minimises the need for ongoing/short-term repairs which are funded from revenue budgets. This sum is in addition to £1.792m worth of funding from other approved, council sources for the street lighting improvement programme.
- 3.11 The programme includes £1.485m for road re-construction. Priority consideration will continue to be given to repairing damage that has occurred to key routes to address the effects of high traffic volumes and recent episodes of winter weather conditions. Sections of roads where the surface requires immediate, major repairs or renewal will be identified based on recent surveys. A further £0.600m will help improve the condition of footways across the city, with a continued focus on well-used corridors. The programme will include the use of permeable, flexible paving to treat tree root areas and reduce flood risk. £0.095m is also allocated to continue investment in addressing problems associated with damaged highway drainage which causes surface water flooding on roads and pavements.
- 3.12 Significant works to assess and strengthen highway structures across the city will also continue (requiring £0.450m from the 2020/21 LTP allocations) to ensure they remain in a safe condition and are fit for purpose. The investment involves the inspection, maintenance or renewal of structures which is currently focused on the seafront, in line with the principles of the council's Seafront Investment Plan. The Shelter Hall structure supports the A259, and the scheme includes improvements to the King's Road/West Street junction which are expected to be completed in June this year. Further work will be undertaken to develop detailed designs for Phase 4 of the seafront programme. Other sites where structural work on retaining walls are planned include Dyke Road Drive, Hartington Road and Bates Road.
- 3.13 A further additional £0.300m will be invested in maintaining Hove Station Footbridge, which provides important local connections between the Hove Park area and the station and Central Hove. Network Rail owns the bridge, but the council has responsibility for its upkeep.
- 3.14 An annual allocation of £0.300m has been previously approved to assist in reducing the ongoing maintenance requirements for the £10m-plus worth of street lighting in the city, primarily funded by an 'Invest to Save' initiative. Ongoing surveys and condition assessments identify areas/corridors that require street lighting column replacement. The works include upgraded lighting with more efficient lanterns/lamps to help accelerate reductions in electricity and maintenance costs and achieve the city's target of becoming carbon neutral by

2030. The programme of investment in 2020/21 is currently being planned and finalised.

- 3.15 The Government requires all Local Highway Authorities to identify and account for their infrastructure (often referred to as 'assets') by updating their Highway Asset Management Strategy, which provides a comprehensive inventory of current asset condition. This will be continued during 2020/21 with £0.060m as it is also a requirement for securing Government funding for maintenance. This strategy is used to prepare medium and long-term programmes of works to maintain the highway to required standards. The council's self-assessment of its progress is a 'Band 3' grading, which is the highest level of compliance and is expected to secure additional ('incentive') funding for works of approximately £0.400m.

INTEGRATED (SUSTAINABLE) TRANSPORT FUNDING

- 3.16 The proposed allocation of £1.468m of LTP funding for this area of work includes increased provision for safe, sustainable and healthy forms of transport and will create more efficient movement through junctions and crossings that will help reduce congestion and/or emissions, therefore improving air quality. This is in addition to £4.482m worth of LGF from the LEP. Further allocations from the additional £3.900m Budget Council sum will be proposed for this area as part of the SCRIF process, and decided by the Environment, Transport & Sustainability Committee. This total amount of funding will be focused on delivering the following key LTP objectives.

Connecting people with destinations, activities and services

- 3.17 Targeting transport investment in certain locations will help support the wider needs of the city and deliver a broad range of improved service outcomes. These locations can include important local facilities and/or more significant destinations that help draw people and investment to the city, by improving safety and increasing the transport options available to reach them.
- 3.18 The prioritisation of developing a trial 'School Streets' scheme in the city will begin with a proposed investment of £0.030m in 2020/21, which will be combined with funding from the council's Sustainability and Carbon Reduction Investment Fund. Pioneered in Hackney in London, a 'School Street' is a road outside a school with a temporary restriction on motorised traffic at school drop-off and pick-up times. This will help improve the safety and environment around school entrances and complement other measures on routes to and from schools. Other measures will assist in encouraging sustainable travel behaviour change, such as workplace and school travel planning, some of which are match-funded by businesses, and which also support the council's Government revenue-funded Access Fund for Sustainable Travel project.
- 3.19 Local shopping centres are a focus for many communities/visitors and provide a variety of facilities and services that can help to reduce the need to make separate journeys. Enabling these locations to be more accessible and attractive to everybody and function safely and practically e.g deliveries and servicing, provides the opportunity for them to thrive as part of the local economy. A funding allocation of £0.075m is proposed to undertake feasibility, design and consultation for the Boundary Road/Station Road corridor in Portslade in 2020/21. This work

will be integrated with the successful extension of the council's Access for Sustainable Travel Fund for a fourth year.

- 3.20 Local parks and open spaces provide opportunities for people of all ages to improve their quality of life in terms of relaxation, fresh air or exercise. Improving access to those locations will enable them to be reached safely and sustainably, or address local perceptions of danger or severance, and therefore be used more regularly. Improving Rights of Way [RoW] in line with the statutory, approved RoW Improvement Plan will continue with £0.040m, and improved links between the city and the South Downs National Park remain a priority.
- 3.21 £0.170m worth of investment is proposed in interchange facilities, where people can transfer between different forms of transport on their journey/visit. This will include investment in more secure, on-street motorcycle parking.

Improving neighbourhoods

- 3.22 Continued investment is required in targeted road safety engineering schemes to maximise casualty reduction, especially the number of people killed or seriously injured in collisions. £0.173m is proposed to be invested in priority ('high risk') locations, and a programme is currently being developed. Safety improvements will be implemented in Surrenden Road to address residents' concerns, especially about school children; and £0.020m will contribute towards improving the Whitehawk Road/Bristol Gardens junction which is a priority ('high risk') locations. This scheme will complement the current improvements to the Wilson Avenue/Roedean Road junction, and both sites are linked to movements to and from GB Met College, and St Mark's and Steiner Schools. The programme also includes £0.040m to undertake an experimental road closure of Temple Street to address rat-running drivers, as agreed by the ET&S Committee.
- 3.23 Tackling pollution levels in the city's Air Quality Management Areas remains a high priority. For example, the new, minor traffic management scheme in Rottingdean Village is designed to help reduce harmful emissions in the High Street. Walking and cycling are the best forms of 'low carbon' transport and the activity involved also provides additional personal health benefits for individuals and can help reduce pollution if they replace some car journeys. 'Dropped' kerbs at road crossings are important ways of increasing the mobility of local residents and visitors and increasing the attractiveness and convenience of journeys, especially over short distances. A total of £0.250m is planned to be spent specifically in these areas in 2020/21, including pedestrian crossing facilities outside Hove Station and at the A293/Hangleton Lane junction, and feasibility/design work for a cycle route along the A259 (Wellington Road). Other named projects within the overall capital programme will also include measures to enable and increase active and healthy travel.
- 3.24 The expansion of the city's electric vehicle charging point network will help meet the growing demands for this infrastructure by widening choice, increasing uptake and therefore reducing carbon emissions. A £0.070m allocation will help deliver more 'Rapid' charging points and support the additional £0.300m worth of grant funding secured from the Government's Office for Low Emission Vehicles for 'Fast' charging points.

Managing links and improving routes

- 3.25 Ensuring the efficient movement of people and vehicles across and along key transport corridors helps to keep the city moving and enable or promote regeneration. Construction of the agreed Valley Gardens (Phases 1 & 2) scheme will be completed in 2020/21 using LGF money only; and progress will continue on developing the detailed design for Phase 3 of the project between Edward Street and the A259/Palace Pier, also using LGF money only in 2020/21.
- 3.26 Continued £0.350m worth of investment in the use of technology to manage the city's transport network is planned to replace, modernise and optimise traffic signal-controlled junctions and pedestrian crossings and improve the flows of people and traffic. A prioritised programme of locations is currently being developed.
- 3.27 A programme of investment in improvements to address locations where buses frequently get delayed and then impact on the reliable operation of the city's bus network will be funded with LTP money. In 2020/21, this will include £0.050 being invested in improving the busy Western Road/Dyke Road area near the Clock Tower.

General allocations

- 3.28 Minor investment is often required for some schemes after the main construction works have been completed in the previous financial year e.g safety audits and additional remedial works, and to also allow some initial scoping and preliminary work on new or emerging schemes. Some data collection will also be undertaken to assist in monitoring and assessing the wider effects of some schemes and projects. An allocation of £0.065m of funding will enable work to be undertaken on investing funding secured from permitted planning applications (referred to as 'Section 106 contributions') in locations across the city. This will include investment in transport and highway measures which are primarily focused on sustainable (walking, cycling and public transport) measures.

Future transport capital programme investment

- 3.29 In approving its 2020/21 budget, the council has also confirmed that it expects to receive an LTP capital allocation from the Government in the order of £5.0m in 2021/22. This sum could be confirmed in the Government's forthcoming Budget announcement in March 2020 and will enable the ongoing development and delivery of capital projects, programmes and initiatives in line with the council's LTP Strategy. The final sum and its allocation will be dependent upon future funding allocations and budget decisions made by the council.

OTHER SOURCES OF FUNDING

- 3.30 The LTP process is one of many funding sources that are used to deliver transport schemes. For example, in 2017 the council was successful with its £1.485m bid for the Government's Access for Sustainable Travel Fund which supports sustainable and accessible travel projects to help overcome barriers to jobs and economic activity. This has been focused in the Sackville Road and Lewes Road corridors and Whitehawk/Eastern Road. The council's successful application for a fourth year of this funding in 2020/21 has secured a further £0.495m, and will be focused on the Portslade area.

- 3.31 As referred to in paragraph 3.28 above, investment in local transport is also secured through the planning process via legal agreements. For example, funds from the redevelopment of the Royal Sussex County Hospital will fund measures within 2km of the site and the Eastern Road corridor. Other sums previously secured for making bus stops and pedestrian routes accessible and level will also be used in 2020/21 to continue these important work programmes across the city near development sites. From October 2020 onwards, some transport funding may also be secured through Planning process via the Community Infrastructure Levy.
- 3.32 The council has also successfully secured funding for major and significant transport schemes by bidding for Local Growth Fund [LGF] money, such as the BikeShare scheme and the three phases of Valley Gardens. This funding is administered by the LEP and ceases to be available beyond March 2021, but any successor funding has not yet been announced by the Government.
- 3.33 In future years, the LTP capital programme may also need to reflect new or successful bids for funding, when these opportunities arise. For example, the council led a bid on behalf of the Greater Brighton City Region to the Government's Transforming Cities Fund for the A259 in 2018 but unfortunately it was not successful. However, future Government funding streams could result in access to significant levels of investment for transport and travel in the city and wider City Region such as the new National Roads Fund for the newly established Major Road Network. This should become available in 2020.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 The proposed 2020/21 LTP capital programme is consistent with the Strategy and the principles of the Delivery Plan in the current LTP, and the proposed allocation of capital investment will help contribute to meeting local transport and wider policy objectives and outcomes. The programme includes commitments to financial contributions to projects and programmes. These will have either helped secure much larger sums of capital funding from other sources for the council, or will be combined with other sums to invest in comprehensive improvements to the city's transport network. Maintaining these commitments is essential to deliver those projects and will help support the council's case for any similar future bids.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 The majority of the overall level of funding available through the LTP process is the outcome of the council's budget setting process. The proposed, detailed 2020/21 programme will be conveyed to The Connected City's Transport Partnership on 10 March 2020. Engagement and consultation also took place with the Partnership in 2014/15 prior to the approval of the current LTP in March 2015. The ET&S Committee also considered and approved a number of new projects and priorities to be progressed as part of the LTP capital programme/Delivery Plan in November 2015.
- 5.2 As outlined in paragraph 3.2 of this report, many individual projects and programmes have been, or will be, the subject of consultation with local communities and ward councillors. Alongside the Maintenance/Renewal

programme, the delivery of Integrated Transport schemes will be considered by the council's Head of Traffic Management in order to minimise the potential effects of works on the overall operation and management of the city's transport network.

- 5.3 Multi-agency working remains key to helping achieve improvements in service outcomes and overall performance across the city through scheme development and transport investment. Improving transport infrastructure and services ensures that the council and its partners can meet the varying needs of the city, especially at a time when achieving sustainable economic, environmental and social outcomes, through value for money investment, are high priorities. When required, all projects will be fully co-ordinated with other council schemes and works by other agencies (gas, water etc) to minimise disruption and ensure efficient use of funds.

6. CONCLUSION

- 6.1 The decision of the committees to consider and approve the allocation of the 2020/21 LTP capital programme to projects and programmes will provide a clear indication of proposed plans for capital investment in transport using the LTP budget, and other sources of funding such as the LGF. The overall programme is based on the relevant allocations agreed at Budget Council on 27 February 2020 and it will enable works to be continued or started, which will support the council's, city's and wider stakeholders' objectives.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial implications:

- 7.1 In 2014, a Government announcement included the council's indicative funding allocations for 2020/21 from the LTP process. The sum for 2020/21 was confirmed in the Government's 2018 Roads Information Pack and has been included within the council's Capital Investment Programme 2020/21 to 2024/25.
- 7.2 The overall level of 2020/21 funding available through the LTP process was approved at Budget Council in February 2020. This report sets out the proposed use of a net sum of £4.758m worth of Government funding within the LTP capital programme, which takes into account the return of £1.000m to council reserves which was brought forward to fund works on the Shelter Hall project in 2019/20. It also includes other sources of funding secured or approved, as summarised in the table below. A fuller description and breakdown of these sums is shown in Appendix 1 of this report.
- 7.3 Future allocations from the additional £3.900m Budget Council sum will be made following consideration by the council's Sustainability & Carbon Reduction Investment Fund [SCRIF] Members' Oversight Group, and a future report to the Environment, Transport & Sustainability Committee. This additional allocation was expected to be met through borrowing based on forecast, surplus parking income, with the financing costs incorporated into the Council's revenue budget. However, it will need to be reviewed in the light of the financial implications arising from the Covid-19 outbreak and any investment of it is likely to be deferred until the 2021/22 financial year.

FUNDING SOURCE	2020/21 Allocations (£'000s)
Government LTP Grant Funding	
LTP Integrated Transport Block	3,059
LTP Highway Maintenance Block	2,110
Sub-total	5,169
Additional Government Transport Funding	
Incentive Funding (<i>estimated sum - assumes Band 3 self-assessment ranking for Highway Asset Management</i>)	400
Pothole Action Fund (<i>estimated sum - assumes same allocation as 2019/20</i>)	189
Sub-total	589
Council funding	
Council borrowing – Street lighting ‘Invest to Save’	1,792
Funding returned to reserves (from Shelter Hall 2019/20)	-1,000
Additional capital funding (27/2/20 Budget Council)*	3,900
Sub-total	4,692
LEP funding	
Local Growth Fund [LGF] – Valley Gardens Phases 1,2 & 3	4,482
Sub-total	4,482
TOTAL TRANSPORT CAPITAL FUNDING AVAILABLE	14,932

* - see paragraph 7.3 above

- 7.4 Future years’ capital programmes will require Policy & Resources Committee approval and will reported at future committees. Any revenue implications as a result of these schemes including financing costs from borrowing will be met from existing revenue budgets.

Finance Officer Consulted: Rob Allen

Date: 26/2/2020

Legal Implications:

- 7.5 The LTP is a statutory requirement and was adopted by Full Council in March 2015. There are no direct legal implications associated with approving the 2020/21 LTP capital programme, which are consistent with the Strategy and the Delivery Plan set out within the LTP4. Where sums of money relate to projects which are funded by the LEP, these are subject to formal Funding Agreements. Any relevant legal implications will be considered when individual schemes are brought forward for implementation.

Lawyer Consulted: Hilary Woodward

Date: 10/2/2020

Equalities Implications:

- 7.6 In developing specific projects and programmes within the 2020/21 LTP capital programme, the needs of those people and communities who are identified as having ‘protected characteristics’ (those against which discrimination is unlawful) as defined by the Equality Act 2010 will be prioritised from the outset, and wherever possible their needs will be incorporated into 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 everybody, irrespective of any protected characteristic. Improvements to local areas and strategic transport routes will enhance the provision and choice for people, especially those with mobility difficulties, or other disabilities. Road safety schemes will improve conditions for vulnerable road users.

Sustainability Implications:

- 7.7 LTP capital funding enables the council to meet environmental objectives set out in the LTP4 Strategy and the council's Sustainability Action Plan, such as a shift towards greater use of sustainable transport, improving air quality and reducing emissions to help achieve a carbon neutral city by 2030.

Brexit Implications

- 7.8 There are none.

Any Other Significant Implications:

- 7.9 The 2020/21 LTP capital programme helps deliver the objectives of the LTP as 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 below.

Crime & Disorder Implications:

- 7.10 There are no direct implications arising from the proposed 2020/21 LTP capital programme. However, the LTP4 has a particular focus on improving road safety and personal security and, wherever possible, its projects and programmes will seek to support the aims and priorities of the council's Community Safety and Crime Reduction Strategy 2017-20, especially in helping to deliver measures that improve the physical environment, ensure communities are stronger, and help people feel safer. This can include work to design, improve, manage and maintain public spaces and streets so that people feel safe. The positive use of spaces is encouraged to ensure that crime and anti-social behaviour are discouraged.

Risk and Opportunity Management Implications:

- 7.11 The design of most transport schemes are road safety audited to ensure they comply with current design standards. Regular monitoring and reporting throughout the year of the LTP capital programme and its projects will minimise any risk of not fully spending the approved investment programme. Maintenance and renewal of the seafront as an asset to the city is identified within the council's Strategic Risk Register (Risk SR23 - Unable to develop an effective Investment Strategy for the Seafront) because it includes the transport routes and highway structures that form and support it. Investment in it therefore forms part of the proposed 2020/21 capital programme. Investment in scheduled maintenance of roads, pavements and cycle routes provides safer infrastructure for all users and reduces the need for expensive reactive repairs.

Public Health Implications:

- 7.12 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. Improving people's and communities' health and well-being is a key objective of the LTP4, and the LTP capital programme allows continued investment in transport improvements that provide for and promote active travel, such as walking and cycling. This investment also helps to improve air quality by reducing harmful emissions therefore delivering objectives and actions set out in the council's Air Quality Action Plan, such as providing for electric vehicles and enabling greater use of alternatives to the car for some journeys. Creating less dangerous and more attractive environments, such as road safety and public realm schemes, will improve individual and community health and quality of life.

Corporate / Citywide Implications:

- 7.13 The LTP includes principles and objectives that will help support the city's planned economic growth, social development and environmental enhancement. The annual LTP capital programme plays an important role in delivering the council's Corporate Plan; the City Plan Part 1 policies (especially Policy CP9 on Sustainable Transport) and the schemes/projects identified within its associated Infrastructure Delivery Plan. The LTP capital programme will also reflect the current and emerging priorities and policies of the council, city, and other partners and stakeholders which are set out in other strategies, policy documents or statements such as the LEP's new Strategic Economic Plan 'Gatwick 360'; the Greater Brighton City Region Inward Investment and Trade Strategy and 5-year Strategic Priorities; and the outcomes set out in the 2014-2019 South Downs National Park Partnership Management Plan. The council is also playing an important role within the wider region by its participation in the Shadow Partnership Board and officer groups that are part of the Sub-national Transport Body known as Transport for the South East [TfSE]. This is helping to shape the emerging priorities of a draft Transport Strategy, and seek powers to set investment plans for roads and railways, reduce emissions, improve air quality and make travelling simpler and easier which will allow it to transform travel, boost the economy and protect the environment.

SUPPORTING DOCUMENTATION

Appendices:

1. Proposed 2020/21 LTP capital programme allocations
2. Extract from draft minutes for Environment, Transport & Sustainability Urgency Sub-Committee – March 2020

Background Documents

1. Report and addendum to Environment, Transport & Sustainability Urgency Sub-Committee – March 2020
2. Report, addendum and minutes from Budget Council – February 2020
3. Government's Roads Information Pack - November 2018
4. Report to Environment, Transport & Sustainability Committee (LTP Future Priorities) – November 2015
5. Report to Full Council meeting (Approval of LTP4) – March 2015
6. Brighton & Hove City Council's Fourth Local Transport Plan [LTP4] – March 2015

