CABINET
Item 194 Local Transport Plan

4.00PM, THURSDAY, 17 MARCH 2011

COUNCIL CHAMBER, HOVE TOWN HALL

ADDENDUM

CABINET	Agenda Item 194
	Brighton & Hove City Council

Subject:	**Local Transport Plan**
Date of Meeting:	**17 March 2011**
Report of:	**Strategic Director, Place**
Contact Officer: **Name**:	**Andrew Renaut** **Tel:** **29-2477**
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Key Decision: **Yes**	**Forward Plan No: CAB20205**
Wards Affected: All	

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

1.1 Local highway authorities have a statutory requirement to produce a Local Transport Plan [LTP] as part of the process to secure government grant funding. The current LTP expires at the end of March 2011 and a third LTP [LTP3] for Brighton & Hove will need to be in place by the beginning of April 2011. The LTP provides a policy framework for a capital investment programme in schemes and measures to maintain, manage and improve the city's transport network. This report outlines the results of public consultation and seeks endorsement of the draft plan, prior to approval at Full Council.

2. RECOMMENDATIONS:

2.1 That Cabinet notes the results of the public consultation;

2.2 That Cabinet endorses, for approval at Full Council, the draft of the Local Transport Plan attached in Appendix 3.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

3.1 Consistent with government guidance to "prepare a Plan which best meets the area's needs", the LTP3 sets out a 15-year strategy to 2026 and a Delivery Plan for investment covering the period from 2011-14.

National policy context

3.2 The requirement to produce Local Transport Plans is set out in the Transport Acts 2000 and 2008, and guidance is provided for local authorities. The Coalition government has recently set out its policy direction in the new Transport White Paper called 'Creating growth, cutting carbon' (January 2011), emphasising the importance of delivering local transport solutions. The government highlights the importance of transport investment for:
- Supporting economic growth
- Reducing carbon emissions
- Promoting equality of opportunity
- Contributing to better safety, security and health
- Improving quality of life.

3.3	In developing the draft Local Transport Plan, a significant number of local strategies and plans have been taken into account such as the Sustainable Community Strategy (May 2010), the Local Development Framework Core Strategy – proposed submission (February 2010), and the Air Quality Action Plan and Rights of Way Improvement Plan.

3.4	The draft LTP3 is structured around a number of key themes and principles, which include :-
- Maintain – repairing roads, pavements and street lights;
- Manage – increasing transport choices for everybody and making the transport network more efficient through information and innovation and technology;
- Improve –providing additional infrastructure to assist travel and improve environments e.g better air quality levels and residents' health.

15-year Strategy (to 2026)

3.5	The proposed policy framework for delivering transport improvements in the city is summarised in Appendix 1 of this report and includes:
➢ a Vision Statement;
➢ strategic transport objectives;
➢ delivery approaches; and
➢ examples of measures.

3.6	It is proposed that periodic reviews of the 15-year strategy will take place at 5-year intervals to ensure that sufficient progress is being made and that the strategy remains fit for purpose and in line with council priorities.

Delivery Plan (2011-14)

3.7	The proposed 2011-14 Delivery Plan in the LTP3 sets out proposed and potential investment priorities as well as delivery and monitoring arrangements. The first year of the Delivery Plan (2011/12) will primarily prioritise commitments for investment in schemes that are already approved, brought forward from 2008-11, or ongoing programmes of work.

3.8	Later this year proposals will be brought forward for approval for Delivery Plan programmes for 2012/13 and 2013/14. These will be assessed in relation to the council's overall capital programme, consistent with the council's intelligent commissioning approach, and will be submitted to the Environment Cabinet Member Meeting for formal approval.

3.9	The proposed 2012-14 Delivery Plan allows for flexibility in prioritising which schemes should be progressed, in order to respond to future levels of funding and emerging local priorities. Consistent with intelligent commissioning, it will focus on achieving value for money and efficient working by delivering co-ordinated packages of maintenance works and transport improvements. In terms of scheme implementation, it will minimise disruption to local residents and businesses by combining and co-ordinating different work programmes, and maximise measurable benefits when completed. Combining LTP budgets with funding from other investment programmes will help to maximise the impact of the programme.

3.10 A review of the 2011-14 Delivery Plan, will be scheduled in 2013 to enable proposals to be drawn up and consultation to be timetabled for the following 3-year investment period.

4. CONSULTATION

4.1 Preparation of the LTP3 has drawn on a considerable amount of consultation and evidence provided in current and recently approved strategies and plans. Consultation on the draft plan itself has included:
- Obtaining residents views through the council's website consultation portal, City News, other local media and household surveys;
- Two workshops have been undertaken with the council's Environment & Community Safety Overview and Scrutiny Committee [ECSOSC]
- Presentations to and workshops with the Local Strategic Partnership's Transport Partnership.
- Attendance at the Community and Voluntary Sector's Transport Viewpoint event in July 2010.

4.2 In particular, the ECSOSC workshops have helped to refine the Vision Statement and strategic objectives and consider the relative merits of particular transport measures that can be used to achieve them.

4.3 The results of the public consultation are set out in Appendix 2 of this report. Further public consultation will be undertaken throughout the duration of the LTP3 as detailed proposals are brought forward for determination. This process will be informed by the council's intelligent commissioning framework.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

5.1 The LTP3 will provide future levels of capital funding to deliver transport improvements in the city, split between programmes of work for Maintenance and Integrated Transport schemes. On 3 March 2011, the council approved its budget for 2011/12 which included an allocation of £3.35 million for the first year of the LTP3 Delivery Plan investment programme. The detail of this programme will be considered and agreed by the Environment Cabinet Member.

5.2 Although revenue budgets are also available to fund transport improvements and the city's transport infrastructure, there are no significant financial implications in approving the draft LTP3.

Finance Officer consulted: Karen Brookshaw Date: 04/03/11

Legal Implications:

5.3 The Transport Act 2000, as subsequently amended by the Local Transport Act 2008, introduced a statutory requirement for local transport authorities to 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. The Transport Act sets out the statutory framework for LTPs, including policies to be developed and consultation requirements. In addition, the Secretary of State has issued statutory guidance to support local transport authorities in

producing LTPs and to which local transport authorities must have regard when producing their LTPs.

5.4   The preparation of and recommendations set out in this report have had due regard to the legislative requirements referred to above. It is not considered that any adverse human rights implications arise from the report.

Lawyer Consulted: *Hilary Woodward*   *Date: 14/02/11*

Equalities Implications:

5.5   The development of the LTP3 has taken the city's Single Equality Scheme and equality policies into account, and an Equalities Impact Assessment will be completed as a supporting document.

Sustainability Implications:

5.6   The development of the LTP3 has taken the city's council's Climate Change Action Plan into account and a Strategic Environmental Assessment will be completed as a supporting document.

Crime & Disorder Implications:

5.7   The development of the LTP3 has taken the city's Community Safety Strategy into account, with a focus on improving road safety and personal security.

Risk and Opportunity Management Implications:

5.8   There are no significant risks associated with endorsing the LTP3, if it is done by April 2011. By ensuring that the LTP3 Strategy is reviewed regularly; the Delivery Plan is sufficiently flexible; and that monitoring informs how much progress is being made to achieve priorities, the need for risk management should be minimised.

Corporate / Citywide Implications:

5.9   The LTP3 reflects the current and emerging priorities and policies of the council and city, as established in key strategies and policy documents.

6.   EVALUATION OF ANY ALTERNATIVE OPTION(S):

6.1   Local highway authorities have a statutory requirement to produce a Local Transport Plan [LTP] by April 2011. The draft LTP3 is consistent with, and will help to deliver, other citywide strategies, and takes account of approaches to delivering transport improvements which have been successful in achieving positive changes in the city.

7.   REASONS FOR REPORT RECOMMENDATIONS

7.1   To enable Cabinet to consider and approve the draft LTP3, following public consultation, and seek its final approval by Full Council.

SUPPORTING DOCUMENTATION

Appendices:

1. LTP3 Vision, Strategic Objectives and Delivery Plan principles

2. Summary of public consultation responses

3. Draft Local Transport Plan (Part A-Strategy & Part B-Delivery Plan)

Documents in Members' Rooms

None

Background Documents

1. Department for Transport : Local Transport Plan Guidance

2. Various citywide strategies and plans

STRATEGIC VISION AND OBJECTIVES AND DELIVERY PLAN PRINCIPLES FOR DRAFT THIRD LOCAL TRANSPORT PLAN [LTP3]

<u>Vision statement</u>

"To deliver an integrated, accessible and balanced transport system that supports economic growth and enables people to travel around and access services as safely and freely as possible while minimising damage to the environment and contributing to a safer, cleaner, quieter and healthier city."

<u>Strategic transport objectives to deliver wider policy goals</u>

<u>Supporting economic growth</u>
- ❖ To ensure the local transport system operates efficiently, is well maintained and can cope with extreme occurrences.

- ❖ To improve access to job opportunities, shopping areas and cultural and visitor attractions.

- ❖ To help inform travel decisions and improve reliability of journey times for all road users.

- ❖ To deliver transport improvements required to support sustainable housing growth.

<u>Reducing carbon emissions</u>
- ❖ Increase the use of low-emission forms of transport and support the use of associated technologies.

- ❖ To reduce the need to travel for some journeys and enable people to travel more sustainably.

<u>Promoting equality and opportunity</u>
- ❖ To increase the availability and accessibility of travel choices for everyone, particularly disadvantaged people, and those living outside the central area.

- ❖ To improve streets and the wider transport system to assist in the regeneration of deprived areas and communities.

<u>Contributing to safety, security and health</u>
- ❖ To reduce fear of danger and the risk of personal injury as a result of transport collisions.

- ❖ To minimise the impacts of transport-related air and noise pollution on people, and the natural and built environments.

- ❖ To encourage and enable greater levels of active and healthy travel, such as cycling and walking, especially for shorter journeys.

<u>Improving quality of life</u>
- ❖ To create safe and attractive streets and places that everyone can enjoy and use responsibly.

- ❖ To enable greater access to a wide range of goods, services, and places, including the city's natural environment.

<u>Delivery Plan principles and examples of measures</u>

<u>MAINTAINING</u>

- <u>Maintaining the network and infrastructure</u>
  - repairing road surfaces
  - improving pavement surfaces
  - better street lighting

<u>MANAGING</u>

- <u>Managing movement and the network</u>
  - co-ordinating roadworks
  - controlled parking zones, with priority for residents
  - reducing congestion by use of technology and 'intelligent' transport systems

- <u>Changing travel behaviour and informing travel choices</u>
  - awareness and publicity campaigns to promote transport options
  - travel and passenger information for, and during, journeys

<u>IMPROVING</u>

- <u>Delivering sustainable and accessible transport options</u>
  - walking and cycling facilities, routes, networks
  - improved Rights of Way and access to open spaces/parks and the National Park
  - better citywide public transport services – bus, rail, coach, taxi
  - better access to/from/at bus stops, train and coach stations, car parks and taxi ranks
  - new Park + Ride sites
  - alternative technology/fuels and associated equipment e.g electric vehicle charging points

- <u>Creating a safer environment</u>
  - redesigned road layouts to reduce number and severity of casualties and collisions, especially vulnerable people
  - road safety publicity, education, and awareness campaigns
  - addressing perceptions of danger and anti-social behaviour

- <u>Creating an attractive and user-friendly environment</u>
  - improved street layouts and environments (including street trees)
  - use of good quality materials and 'decluttering'

SUMMARY OF LTP3 PUBLIC CONSULTATION RESULTS

Background
Brighton & Hove City Council [BHCC] is currently developing a new Local Transport Plan [LTP3] for the city which will enable the council to prioritise how it maintains and improves the transport network. The LTP will look 15 years ahead to ensure that by 2026 the city can keep moving and will remain a place that we can all enjoy.

LTP3 has been developed using existing strategies and plans for the city, and the consultation used to develop them, as well as building on the improvements delivered through the previous LTP and it will set out the City's long-term transport strategy to deliver better transport across the city. The LTP considers all forms of transport and the different networks they need to operate.

The current LTP2 was developed in 2006 and is due to expire in April 2011. It is based on a 5-year programme of transport and maintenance schemes. LTP3 contains a 15-year Strategy and a short-term, 3-year Delivery Plan of improvements. The measures in the Delivery Plan will help deliver the long-term strategy aims to meet the wider economic, environmental and social objectives and priorities of the government, the council, and stakeholders in the city.

A public consultation took place from 1 November to 10 December 2010. The aim of the engagement was to identify the importance of certain transport measures to the public, and use those views to inform the development of the plan and the level of priority that people place on future transport measures in the city.

The public were asked whether they supported the proposed, new, local strategic transport objectives for the city, which were grouped under the five National Transport Goals set by the government:
- o Supporting economic growth
- o Tackling climate change
- o Promoting equality of opportunity
- o Contributing to better safety, security and health
- o Improving quality of life

Their level of agreement was also sought on measures that would support the proposed delivery approach, set out under the following headings:
- o Managing movement and the network
- o Informing travel choices
- o Delivering sustainable and accessible transport options
- o Creating an attractive environment
- o Creating a safer environment
- o Maintaining the network

Methodology

Postal surveys were sent to 6,000 randomised addresses across the city, taken from an up to date version of the Land and Property Gazeteer which is a property-based data base of addresses. The survey was incentivised by offering Churchill Square shopping vouchers, and prepaid envelopes were supplied for return of survey forms.

The survey was also available on-line at the council's consultation portal (supported by a summary document), links to this on-line survey were publicised on the City Focus page of BHCC's website, through an article appearing in the November issue of City News which reaches most households in the city, through www.journeyon.co.uk, BHCC's travel planning website and also through the Transport Planning pages of BHCC's website. Over 800 organisations and individuals who had expressed an interest, or been involved, in the development of the city's LDF Core Strategy were also notified of the consultation by e:mail.

Results

979 forms were received from the postal survey giving a response rate of 16.5% and 337 on-line responses were received, totalling just under 1320 responses. A number of individual letters were also received from local organisations.

Although a smaller %age of responses overall were received on-line than by mail order – more men responded on-line than women. The age group(s) that favoured on-line responses were 35 -44 & 45 – 54.

Questions on Proposed Local Strategic Transport Objectives

Respondents were asked to say whether they agreed, disagreed, or neither, with the following strategic transport objectives (some numbers have been rounded):

Transport Goal: Supporting economic growth	**Agree**		**Neither agree nor disagree**		**Disagree**	
	No.	%	No.	%	No.	%
To improve transport to provide access to job opportunities, shopping areas and cultural and visitor attractions	1126	86.5	151	11.5	25	2
To deliver transport improvements to support new housing	809	62.5	411	31.5	77	6
To improve journey times for all road users	986	76	226	17.5	83	6.5
To ensure the city transport system operates efficiently and can cope with extremes (eg severe weather)	1151	89	119	9	25	2
Average response	*1018*	*78.5*	*227*	*17*	*52.5*	*4*

Transport Goal: Tackling climate change	Agree		Neither agree nor disagree		Disagree	
	No.	%	No.	%	No.	%
To reduce the need to travel and enable people to travel more sustainably	942	72.5	271	21	83	6.5
Increase the use of low emission vehicles	1027	79	211	16	61	5
Average response	*984.5*	*76*	*241*	*18.5*	*72*	*6*

Transport Goal: Promoting equality of opportunity	Agree		Neither agree nor disagree		Disagree	
	No.	%	No.	%	No.	%
To increase the availability and accessibility of travel choices for everyone	1087	84	186	14	29	2
To improve transport and streets to help regenerate deprived communities	1009	78	237	18	49	4
Average response	*1048*	*81*	*211.5*	*16*	*39*	*3*

Transport Goal: Contributing to better safety, security and health	Agree		Neither agree nor disagree		Disagree	
	No.	%	No.	%	No.	%
To create safe and attractive streets and places that everyone can enjoy	1187	91	104	8	11	1
To encourage greater levels of active travel, such as cycling and walking	1012	78	227	17.5	61	4.5
To reduce road traffic-related accidents and injuries	1175	90.5	105	8	18	1.5
Average response	*1125*	*86.5*	*436*	*11.2*	*30*	*2.3*

Transport Goal: Improving quality of life	Agree		Neither agree nor disagree		Disagree	
	No.	%	No.	%	No.	%
To minimise the effects of transport-related air and noise pollution on the environment	1125	86	157	12	22	2
To enable greater access to a wide range of goods, services and places	924	71.5	328	25.5	42	3
Average response	*1024.5*	*79*	*242.5*	*19*	*32*	*2.5*

Support across the strategic objectives was high with two thirds of respondents supporting all but one of the objectives. The lowest level of agreement was 62.5% for delivering transport improvements to support new housing, which is still significantly supportive.

By comparing the average responses to the public's level of agreement to the local transport objectives, it is also possible to determine an indication of priority across the government's National Transport Goals, which are the wider objectives that transport will contribute towards addressing.

National Transport Goal	Agree		Neither agree nor disagree		Disagree	
	No.	%	No.	%	No.	%
Supporting economic growth	1018	78.5	226	17	52.5	4
Tackling Climate Change	984.5	76	241	18.5	72	6
Promoting Equality of Opportunity	1048	81	211.5	16	39	3
Contributing to Better Safety Security and Health	1125	86.5	436	11.2	30	2.3
Improving Quality of Life	1024.5	79	242.5	19	32	2.5

Overall, most people were in agreement with all the strategic objectives. On average more seemed to be in agreement with the objectives which contribute to Better Safety, Security and Health (86.5%), with supporting economic growth being least in comparison (but still a significant 78.5%).

Questions on proposed approaches to delivering transport improvements

Respondents were also asked whether they agreed, disagreed (or neither) with a list of potential transport schemes or measures, categorised under six broad themes for delivering the strategy, and whether these were important both for their local area and also for the city. Results were as follows:

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Transport Priorities	IMPORTANT FOR YOUR LOCAL AREA?						IMPORTANT FOR THE CITY?					
	Agree		Neither agree nor disagree		Disagree		Agree		Neither agree nor disagree		Disagree	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Managing movement and the network												
Ensure new development has good access to transport	757	59.5	425	33.5	90	7	859	**73**	285	24	38	3
Manage parking and deliveries for new developments	795	62	381	30	101	8	843	72	279	24	50	4
Well-managed public car parks	765	60	360	28.5	146	11.5	897	**76**	210	18	69	6
Manage demand for on-street parking	902	**70.5**	219	17	158	12.5	826	71	220	19	114	10
Manage deliveries in the city centre	698	57	443	36	84	7	838	71.5	298	25.5	36	3
Encourage on-line shopping to reduce road journeys	415	32.5	478	37.5	385	30	404	34	409	34.5	372	31.5
Use technology to improve journey times	863	**67.5**	344	27	71	5.5	841	**71.5**	279	24	54	4.5
Prioritise road space to improve journey times	708	56	393	31	163	13	757	64	298	25	124	11
Co-ordination of road works to reduce disruption	1100	**92.5**	121	9.5	16	0.5	1100	**92.5**	71	6	17	1.5
Informing travel choices												
Publicity campaign to promote transport choices	631	50	422	33	219	17	626	54	363	31	178	15
Provide travel information	990	**78**	228	18	54	4	968	**83**	166	14	31	3
Delivering sustainable and accessible transport options												
Improving walking facilities	870	68	298	23	112	9	841	72.5	232	20	88	7.5
Improving cycling facilities	791	62	312	24	180	14	736	64.5	244	21.5	160	14
Introduce a city-wide cycle hire scheme	589	46	434	34	249	20	604	51.5	359	30.5	210	18
Improve access to car clubs	533	43.5	533	43.5	154	13	566	48.5	453	39	147	12.5
Increase motor cycle parking	314	24.5	675	53	286	22.5	340	29	594	51	237	20
Improve access to open spaces and the National Park	899	**71**	300	23.5	69	5.5	858	**73**	256	22	60	5

Transport Priorities	IMPORTANT FOR YOUR LOCAL AREA?						IMPORTANT FOR THE CITY?					
	Agree		Neither agree nor disagree		Disagree		Agree		Neither agree nor disagree		Disagree	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Delivering sustainable and accessible transport options (cont)												
Improve transport links (eg at rail stations)	988	**77.5**	246	19	43	3.5	965	**82**	183	16	27	2
Work with train companies to improve rail services	1047	**82**	191	15	34	3	1024	**87**	130	11	22	2
Provide Park and Ride sites	714	56.5	372	29.5	181	14	766	65	284	24	131	11
Introduce an express bus route along the seafront	621	49.5	416	33	214	17	646	55	337	29	194	16
Better public transport eg bus, coach, taxi	917	72	273	21.5	84	6.5	860	73	250	21	69	6
More taxi ranks	270	21	586	46	423	33	314	27	506	43.5	340	29.5
Promote travel smartcard (eg like London's Oyster Card)	747	59.5	378	30	129	10.5	781	67.5	284	24.5	95	8
Promote electric vehicles and charging points	666	52.5	444	35	160	12.5	656	55.5	390	33	134	11.5
Creating an attractive environment												
Improve street layouts	761	59.5	401	31.5	114	9	775	66	323	27	80	7
Use quality materials (eg for road surfaces)	1017	**79**	231	18	36	3	941	**79.5**	216	18.5	27	2
Easy to understand signage	956	75	276	22	38	3	918	78	222	19	35	3
Remove unnecessary signs and road markings	993	**78**	242	19	43	3	965	**82**	191	16	27	2
More street trees	884	69	266	21	130	10	847	72	239	20	98	8
Creating a safer environment												
Redesign road layouts to reduce accidents	907	**71**	293	23	81	6	887	**74.5**	247	21	55	4.5
Road safety, education and awareness campaigns	767	60	398	31	115	9	705	59.5	362	30.5	118	9

| Transport Priorities | IMPORTANT FOR YOUR LOCAL AREA? | | | | | | IMPORTANT FOR THE CITY? | | | | | |
| | Agree | | Neither agree nor disagree | | Disagree | | Agree | | Neither agree nor disagree | | Disagree | |
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Creating a safer environment (cont)												
Manage driver speeds	923	72	248	19.5	111	8.5	815	71	243	21	96	8
Reduce perceptions of danger eg anti-social behaviour on public transport	980	**77**	242	19	52	4	916	**77.5**	223	19	43	3.5
More street lighting	562	44	468	36	253	20	529	45	410	35	242	20
Increase the number of people using certain areas to make them feel safer	651	51.5	498	39.5	115	9	626	54	437	37	102	9
Maintaining the network												
Better road surfaces and drainage	972	**75**	282	22	37	3	922	**78**	245	20.5	18	1.5
Better pavement surfaces and verges	1042	**81**	211	16.5	36	2.5	950	**80.5**	208	17.5	25	2
Repaint lines and replace damaged/ missing signs and street furniture	897	**70**	336	26	52	4	853	**72.5**	287	24.5	40	3
More efficient street lighting	878	68.5	307	24	98	7.5	811	69	297	25	73	6
Bridges and structures to carry heavier vehicles	337	26.5	578	45.5	359	28	350	30	563	48	260	22

Overall, most respondents (80%) were in agreement with the proposed measures/schemes that could be delivered. The highest levels of agreement (75% or more) were for:
  ➢ Coordination of roadworks
  ➢ Better pavement surfaces and verges
  ➢ Reduce perceptions of danger
  ➢ Work with train companies to improve rail services
  ➢ Use quality materials (eg for road surfaces)
  ➢ Better road surfaces and drainage
  ➢ Improve transport links (eg at rail stations), Remove unnecessary signs and road markings.

Out of the 41 different types of measure/scheme that were proposed, only 7 had responses indicating a relatively high levels of uncertainty (neither disagree or agree) about their priority. These were:
  ➢ Bridges and structures to carry heavier vehicles
  ➢ More street lighting
  ➢ More taxi ranks
  ➢ Introduce a city-wide cycle hire scheme
  ➢ Improve access to car clubs
  ➢ Increase motor cycle parking
  ➢ Encourage on-line shopping to reduce road journeys.

This indicates that people were generally able to indicate a clear level of agreement/disagreement to what was proposed.

Overall, respondents answers varied little on whether they were responding to questions from a local perspective, or in the wider context of importance for the city.

Under 'managing movement and the network', the local importance was slightly lower in connection with 'access for development proposals'. Both locally and citywide respondents supported the provision of 'travel information'.

Responses under the heading 'delivering sustainable and accessible transport options' received slightly more support when being considered citywide.

Again, in general, people were more supportive of 'creating an attractive environment' as something that was important for the city.

'Improving safety by changing road layouts' were marked as marginally more important at the local level.

Demographic Information

Gender	No.	%
Male	560	44.5
Female	692	55.5
Total	**1252**	**100**

Age	No.	%
U18	4	0.5
18-24	61	4.5
25-34	175	13.5
35-44	277	21.5
45-54	254	19.5
55-64	282	22
65-74	134	10.5
75+	102	8
Total	**1289**	**100**

Disability	No.	%
Yes	193	19.5
No	790	80.5
Total	**983**	**100**

Ethnicity	No.	%
White British	1099	87.8
White Irish	20	1.5
Other White Background	86	6.8
Indian	10	0.7
Pakistani	1	0.07
Bangladeshi	3	0.2
Other Asian background	3	0.2
White & Black Caribbean	1	0.07
White & Black African	0	0
White & Asian	11	0.8
Other mixed background	8	0.6
Caribbean	1	0.07
African	1	0.07
Other black background	1	0.07
Chinese	2	0.1
Other ethnic background	4	0.3
Total	**1251**	**99.35**

Religion	No.	%
None	609	46
Christian	511	39
Jewish	34	2.5
Hindu	9	0.5
Muslim	9	0.5
Buddhist	13	1
Other	23	1.5
No reply	112	8.5
Total	**1320**	**99.5**

Sexuality	No.	%
Heterosexual	976	74
Bisexual	31	2.5
Gay	93	7
Lesbian	20	1.5
Transgender	1	0.1
No reply	199	15
Total	**1320**	**100.1**

Brighton & Hove City Council

Draft Local Transport Plan 3
Transport Strategy: Part A

March 2011

national transport awards
Transport Local Authority of the Year
2010–11

Brighton & Hove City Council

Draft Local Transport Plan 3
TRANSPORT STRATEGY: PART A

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1   Introduction

1.1   The Local Transport Plan

1.1.1.   Transport plays a very important in our daily lives; being able to move freely can bring many advantages, but the growing need for movement also creates some disadvantages and challenges. Increased use of vehicles can increasingly conflict with our aspirations for economic growth, environmental improvement and better quality of life.

1.1.2.   We need to make sure that Brighton & Hove can continue to be the thriving and attractive 'City of Opportunities' where people who live, work and visit can have active and healthier lifestyles. We want to help people get work, have healthier lives and enjoy our city by providing the safe, healthy and more accessible travel options. While the city's transport network has generally improved over the recent years, demands will increase in the future as the city's population grows and more development occurs, therefore increasing the challenges involved in enabling people to live healthily while grow the economy sustainably.

1.1.3.   A Local Transport Plan [LTP] provides the opportunity to show how transport can reduce social and health issues, improve safety and support our local economy. In the challenging economic times that we are currently faced with, the preparation of a new LTP enables us plan ahead and set a vision, develop a strategy and identify transport measures and initiatives that will contribute towards ensuring that the city of Brighton & Hove remains a place that can continue to meet the many different expectations that people and communities have of it.

1.1.4.   Preparing an LTP is a statutory requirement of the 2000 and 2008 Transport Acts. LTPs set out the objectives, strategies and measures proposed to maintain and improve transport. For Brighton & Hove that means looking 15 years ahead so that we can do our best to ensure that the city can keep moving, and will remain a place we can still enjoy in 2026.

1.1.5.   This is the third Local Transport Plan (LTP3) prepared for Brighton & Hove. The previous Local Transport Plan (LTP2) covered the period 2006/2007 to 20010/11 and this new LTP must be in place by April 2011. The first and second Local Transport Plans have secured funding that has enabled substantial progress to be made in enhancing transport choice for our residents and visitors. This new LTP3 will focus on:-

- the continued maintenance of the transport network to ensure that it is safe and in good condition;

- the better management or use of the transport network and the demands for movement that are placed upon it;

- the improvement of the network in an innovative way which delivers effective and efficient integrated transport schemes and solutions to meet the needs of the city.

1.1.6. Brighton & Hove City Council is the local transport authority for the city. Through the LTP process, it can demonstrate how it will invest funding, especially that which is allocated by central government and supplemented by other funding partners. Investment of this funding contributes to meeting government and local goals, such as reducing traffic congestion and collisions, improving roads, pavements and cycle routes, maintaining the network and managing movement on it, and creating safer, more attractive places that are accessible by a variety of transport options.

1.1.7. Funding for transport schemes, whether it is secured through the government, developers or other funding partners will not be able to meet all the transport challenges that the city faces or provide all the improvements that people would like to see across the whole city. Recent reductions in government funding and ongoing reforms to policy and governance and this means that the LTP3 needs to be flexible to enable the council to prioritise Plan spending in a way that supports local priorities and maximises the benefits for as many people as possible.

1.1.8. LTP3, like the two preceding Plans, sets out a framework for how we propose to deliver better transport choices and facilities across the city over the long term. It considers how improving the transport network can support the city in addressing economic growth, reducing inequality, improving people's health and the quality of the environment, and increasing safety and security in our local communities. It therefore considers all forms of transport as well as how goods and deliveries are distributed.

1.2 Developing a new Local Transport Plan

1.2.1. The development of a new LTP for the city provides the opportunity to ensure that future plans and investment in transport are consistent with current thinking and can build on previous work. Brighton & Hove's second Local Transport Plan (LTP2) set out the transport strategy and implementation programme for the city from 2006 to 2011. The plan described:

- a strategy and schemes for delivering the government's shared priorities for transport in the city; and

- local objectives, indicators and targets which have been used to assess the progress made through the council's investment of funding.

1.2.2. The new LTP3 includes a Strategy and a Delivery Plan, each of which are subject to differing time periods. The Strategy looks ahead 15 years to 2026 and the Delivery Plan will be for 3 years. These time periods enable the LTP3 to be matched with the aspirations set out in the city's two key, local strategy documents – the 2020 Sustainable Community Strategy and the Local

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Development Framework Core Strategy. The LTP3 investment programme will help to deliver outcomes that will meet the objectives of those documents.

1.3 Supporting wider policies and strategies

1.3.1. The new transport strategy developed as part of the third LTP for Brighton & Hove is consistent and supports the direction and priorities set in other strategies and policies. These are now primarily other citywide/local strategies, as the government is making specific changes to regional governance arrangements which mean that Regional Spatial Strategies and associated Regional Transport Strategies will no longer exist.

1.3.2. Further central government guidance and advice is being developed to explain how the wider/regional challenges of sustaining economic growth and improving quality of life, as previously set out in the Regional Strategies, will be taken forward within the new Local Enterprise Partnerships [LEPs]. The council will play a significant role in developing the 'Coast to Capital LEP' with West Sussex authorities and the London Borough of Croydon.

1.3.3. The major expectation is that planning policy will be developed at a local level on all key matters such as housing, employment and tourism. The strategies and development plans for the city set out in the Councils' Local Development Framework Core Strategy and 2020 Sustainable Community Strategy have been a key influence on the development of the LTP3. Further announcements are being made by the government about new policy directions and powers, such as the Decentralisation and Localism Bill.

1.3.4. The Local Transport Plan does not operate in isolation and its vision, aims and objectives are directly related to a range of citywide plans and strategies produced by the council, its partner agencies or other stakeholders. These include the Economic Strategy, Housing Strategy, Tourism and Culture Strategy and Children and Young Persons' Plan.

1.3.5. In October 2010, central government also revoked all local improvement targets contained within council's Local Area Agreements [LAAs], and passed full control and responsibility for LAAs to local authorities. Consideration is being given to the future of the city's 2008 LAA through the involvement of the Local Strategic Partnership and Public Service Board.

1.4 Content of the Local Transport Plan [LTP]

1.4.1. This LTP sets out our strategic vision, key objectives and recommended approach for investing in the city's transport network and system. It considers transport in its wider context and explains the strategy that will address the challenges that the City is currently faced with. A profile of the city explains how recent commercial, retail, tourism and development prospects and the impact this has on transport systems and choices in the city. The document reviews current transport and travel patterns in the city, and sets out the

challenges faced and the opportunities available to meet the likely, future demands on the transport network.

1.4.2. This LTP3 includes the following

- **The Transport Strategy (Part A)** – This covers the period from 2011 to 2026 and is a 15-year plan setting out the council's vision and objectives for improving and maintaining transport in Brighton & Hove. It is specifically developed to align with existing national, regional and local strategies and policies.

  The Transport Strategy takes into account the city's demographic, economic, environmental and social profile and the future challenges to transport delivery and the opportunities to address those challenges. Through a long-term vision statement and strategic objectives we can summarise how we expect to help fulfil the government's goals for transport. These are supporting the economy, tackling climate change, contributing to better safety, security and health, achieving a more equal and fair society and improving quality of life.

- **The Delivery Plan (Part B)** - This includes the principal approaches and themes that will underpin a short-term programme of investment for the 3 years from 2011/12 to 2013/14. This will identify priority measures and schemes that will help to fulfil the Transport Strategy. It is proposed that there will be a detailed programme for the first year (2011/12), with an indicative outline of schemes for the following two years (2012/13 and 2013/14). The Delivery Plan will be supported by appropriate information that will help to summarise key issues and put forward a number of measures/initiatives that could form part of an area-based approach to addressing local or corridor issues.

1.4.3. This LTP3 has been prepared in line with the guidance issued by the government's Department for Transport (DfT). The Transport Strategy and Delivery Plan have been developed following a number of assessments which ensure that the LTP has fully considered some key issues.   These assessments are:

- **Strategic Environmental Assessment [SEA]** – The European Directive 2001/42/EC *'on the assessment of the effects of certain plans and programmes on the environment'* came into force in July 2004. The Directive seeks *"to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development".*

  All local authorities producing an LTP must produce a report detailing the likely significant environmental effects, undertake consultation with statutory

bodies and the public and take the outcome of both the report and consultation into account when producing the plan. In addition, local authorities must explain how the outcomes were considered within the plan.

- **Equality Impact Assessment [EqIA]** – To accord with the statutory requirement set out in the Equality Bill, which places a duty on all Local Authorities to carry out an Equality Impact Assessment [EqIA] against all of the functions, policies, plans and strategies which have a race, disability and gender equality dimension, an EqIA has been undertaken for this LTP3 to establish if the proposals in the plan could affect different groups of people in the community. It checks against the 6 equalities strands: ethnicity, disability, gender, age, sexual orientation and religion, faith or belief, and follows the council's guidelines for the process.

- **Health Impact Assessment [HIA] –** To fulfil the requirements of the SEA Directive, the likely significant effects on the environment of implementing the plans and programmes must be considered, including the effects on population and human health. Using the comprehensive health assessment of LTP2 as a starting point, a further assessment of the LTP3 has helped to identify health issues that may arise so that any negative effects can be mitigated within the plan. The LTP should contribute towards the national transport goals of contributing to better safety, security and health, therefore this assessment provides evidence of how this can be achieved.

1.5   Developing the Plan

1.5.1. This LTP has initially been developed by fully taking into account the transport-related aspects of the many strategies and plans that have already been developed, consulted on and approved for the city, including progress made through investment during the second Local Transport Plan period (2006/07-2010/11). Close working and discussion with a number of partners and stakeholders has also taken place. Transport influences many activities and areas of our lives and supports the wide range of objectives that many organisations, agencies and local communities want to achieve. The council is often responsible for, or involved in, the direct delivery of activities, services or measures and therefore the input and influence of representatives of communities within the city, as well as individuals, are important.

1.5.2. The direction and focus of the new LTP has been informed by a comprehensive review of public and stakeholder comments received by the council in recent years. These were responses to a number of consultations on a wide range of strategies and schemes which the Council has undertaken over the past two years. This review has helped to identify the main issues and concerns raised by the public on transport matters and where there may be gaps in the understanding or addressing of those concerns. The main areas where gaps were identified included urban regeneration, drainage and flooding and engineering innovation. The LTP3 consultation has helped to

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seek views on these issues from across the city and from a wide range of interests within the city.

1.6 Brighton & Hove Place Survey

1.6.1. The city's residents have been surveyed every 3 years as part of an assessment of council performance by the government to help identify the aspects of their local area that make it a good place to live. However, in 2010, the requirement for the Place Survey was removed by the government.

1.6.2. The most recent survey was carried out in autumn 2008. It showed that most people (86%) were satisfied with living in Brighton & Hove, compared to 73% in 2006. In terms of transport, the 2008 survey showed that 43% of people considered public transport was important in making the city a good place to live (compared to 37% in 2006), as well as clean streets and levels of crime. 46% of people considered that traffic congestion needed to be improved (little change to the 2006 figure), as well as road and pavement repairs.

1.6.3. Overall, the comparison with 2006 figures shows that in 2008 there was some improvement in transport-related issues such as public transport, but congestion and pollution remain aspects of concern.

1.7 Consulting on the LTP

1.7.1. Specific consultation on this plan has built on that which has been done recently for the city's Community and Core Strategies. It is an essential element of the development of the LTP3 and the council has engaged with local residents, communities, strategic partners and stakeholders. This has involved:

- Internal officer workshops
- Partnership, community and councillor meetings
- Analysis of public comments in response to past consultations
- Public Consultation

Internal workshops

1.7.2. Workshops undertaken over the summer with lead transport officers within Sustainable Transport initiated the early development and shaping of the Local Transport Plan. Key themes were identified in relation to known issues and opportunities, within the context of emerging policies and funding pressures.

Partnership, community and councillor meetings

1.7.3. The views of key local and strategic stakeholders and councillors have also assisted in shape the emerging plan. This involvement has primarily taken place through specific workshop events with the Local Strategic Partnership's [LSP's] Transport Partnership, the council's Environment and Community Safety Overview & Scrutiny Committee [O&SC], and events arranged independently, such as by the Community and Voluntary Sector Forum.

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1.7.4. The LSP Transport Partnership was formed in 2009. Its aim is to assist in developing an integrated and accessible transport system that minimises damage to the environment and promotes sustainable and healthy travel choices that will contribute to a safer, cleaner, quieter city, and contributes towards the delivery of the city's Community Strategy's other key priority areas. As well as discussing specific transport issues, the Partnership also considers the impacts of transport on carbon emissions, physical and mental well-being, community safety, air quality, noise, providing access to quality services and the efficient use of resources.

1.7.5. The main objectives of the Transport Partnership are based on raising awareness, having focus and influencing prioritisation, working together and building leadership capacity. This includes helping to prioritise the annual investment programmes that are funded through the current Local Transport Plan [LTP2] process, and helping in the development of strategic transport objectives and production of LTP3, including its priorities for investment. Its members have participated in a number of workshops and helped to identify gaps in data and useful sources of information, prioritise goals and shape the vision and strategic objectives, and considered measures to achieve those objectives.

1.7.6. New legislation means that council-led overview and scrutiny has a growing significance locally and nationally. A wide range of organisations and agencies are involved in order to drive forward shared priorities for the benefit of the whole city. Overview and Scrutiny committees are an important mechanism for ward councillors and are a focus for stakeholder and community involvement. They perform a key part of the council's decision making process. A commission and five committees aim to add value to the council services by monitoring performance, and developing and reviewing policy, and therefore help to oversee the council's strategic direction. The council's Environment and Community Safety O&SC has also assisted in the development of LTP3 through two workshops.

Public Consultation

1.7.7. The development of LTP3 has been further informed by seeking the views of the city's communities and residents. This has been undertaken in a number of ways, including:
- An article in City News
- Information and a survey on the council's website
- A questionnaire sent to 6,000 randomly selected households
- Information provided to over 800 organisations and individuals
- Information provided to the city's Local Action Teams
- Presentations to stakeholders and interested communities

1.7.8. The primary form of consultation involved the household and website questionnaire during November and December 2010. Just under 1320 responses were received, in addition to some additional correspondence and

comments from local organisations and community groups. These included the Brighton & Hove Local Access Forum, Bricycles, the South Downs Society, Natural England, the Highways Agency and the Theatres Trust.

1.7.9. People were asked whether they supported the 13 proposed, new, local strategic transport objectives for the city, which were grouped under the five National Transport Goals set by the government; and the also asked to indicate their level of agreement to measures that would help meet those objectives.

1.7.10. Support for the strategic objectives was high. At least 60% of people agreed with each of the objectives, ranging from 62% support for improved access to new housing up to 91% for creating safe and attractive streets. By comparing the average responses to the level of agreement to the local transport objectives, it is also possible to determine an indication of priority across the government's National Transport Goals, which are the wider objectives that transport will contribute towards addressing. This showed that on average more people were in agreement with the objectives which contribute to better safety, security and health (86.5%), with supporting economic growth being least in comparison (but still a significant 78.5%).

1.7.11. Questions about levels of importance/priority of potential transport schemes or measures were categorised under the proposed 6 broad themes for delivering the strategy, and how important these were for people's their local area and also for the city. Overall, most respondents (80%) were in agreement with the proposed measures/schemes that could be delivered. The highest levels of agreement (75% or more) were for:

- Coordination of roadworks
- Better pavement surfaces and verges
- Reduce perceptions of danger
- Work with train companies to improve rail services
- Use quality materials (eg for road surfaces)
- Better road surfaces and drainage
- Improve transport links (eg at rail stations), Remove unnecessary signs and road markings.

1.7.12. Out of the 41 different types of measure/scheme that were proposed, only 7 (17%) had responses indicating relatively higher levels of uncertainty (neither disagree or agree) about their priority. These were:

- Bridges and structures to carry heavier vehicles
- More street lighting
- More taxi ranks
- Introduce a city-wide cycle hire scheme
- Improve access to car clubs
- Increase motor cycle parking

- Encourage on-line shopping to reduce road journeys.

1.7.13. This indicates that people were generally able to indicate a clear level of agreement/disagreement to what was proposed, and the level of importance given to each measure varied little when comparing responses from a local perspective, or in the wider context of the city.

1.7.14. The analysis of the LTP3 questionnaire responses also supports findings in other consultations. For example, the national transport goal for safety, security and health is considered the most important issue in the majority of local areas, as well as for the city as a whole.

1.7.15. These views have been used to initially inform the development of the plan in terms of the strategic approach and the level of priority that people place on transport measures in the city has helped to develop the Delivery plan. As schemes that form part of the LTP Delivery Plan are developed and progressed, specific scheme or area consultation will take place on a more localised or citywide basis.

1.8   The importance of transport in the City

1.8.1. The efficient movement of people and goods to, from and around the city is an important factor in determining how people, whether residents or visitors, view the city on a daily basis. Transport significantly influences the social, economic and environmental power. It helps drive and boost the functioning of the city's economy, but can create pollution that affects people's health. It enables us to make choices about where and how we live, where we work, get educated, receive our healthcare, and spend our leisure time.

1.8.2. Transport also moves the goods and supplies that we all require – food, clothes etc. Together with technological developments such as the internet, it provides exceptional consumer choice, and has increasingly improved business efficiency. Different types of transport bring many advantages to our society. However, a high level of dependency and increasing demands on the transport network can also create disadvantages:

- Our roads and rail network are frequently busy and congested, resulting in longer and less reliable travel times, particularly during busy, peak periods.
- Many households do not have access to a car and therefore potentially have less choice in accessing employment, food, education or healthcare.
- Although many people walk and cycle regularly, there are many who don't and this can contribute to lower levels of health and fitness.
- Many people can be affected by noise and air pollution caused by transport, or are involved in collisions that result in injury.

- Transport is also a major source of carbon emissions, contributing to climate change.

1.8.3. Transport can have different impacts on local areas. The city's transport network provides the link between people and places, activities, neighbourhoods and services on a daily basis. This network forms part of a 'transport hub' that is linked to other strategic locations (or 'hubs') such as airports and ports, enabling the city to contribute to movement that needs to take place locally, regionally, nationally and internationally.

1.9   Transport Choices in Brighton & Hove

1.9.1. Brighton & Hove has successfully developed a reputation for cultural, retail, educational and economic attractions. Its key qualities include that it :

- has a growing and diverse population of over 250,000 people, the majority of whom live in the built up area. This figure is expected to further increase over the next 15 years to nearly 295, 000 people - a 16% increase;
- is a major European business conference and tourist destination attracting over 8 million visitors each year, contributing some £408 million to the local economy, and providing 15-20% of the city's jobs;
- has a thriving creative industries sector, and digital media have grown rapidly to attract some top companies into the city;
- contributes over £3 billion of Gross Value Added [GVA] to the national economy. GVA measures the contribution to the economy of each individual producer, industry or sector;
- is a major regional retail centre with a network of different centres and a strong market share, attracting shoppers from a wide area;
- has a significant number of major employers, schools and universities that are based in the city and it is therefore recognised as a profitable place for business and provides an important focus for employment and education in the region; and
- is a regional transport hub, with good road and rail links to London and to adjoining cities and towns along the south coast.

1.9.2. These qualities have a considerable effect on the way people travel within and to the city. By planning to meet the increasing transport needs of a successful city, we can further boost the perception and performance of the city for investment and development.

1.9.3. Brighton & Hove's economy has performed strongly providing nearly 3% to the overall south east output. However, like many other cities and areas across the UK this has slowed in recent years, and when compared to the South East average, the city is underperforming. This may reflect the current national economic downturn, and increasing congestion and unreliability when using the transport network can have significant impacts on productivity and competitiveness. In the Eddington Study, it is reported that reducing congestion and unreliability on transport systems to achieve a 5 per cent

reduction in travel time for all business and freight travel on the roads could generate around £2.5 billion of cost savings. That equates to nearly 0.2 per cent of Gross Domestic Product.

1.9.4. In addition to these GDP impacts, high quality, efficient transport affects the population's quality of life or 'welfare'. If commuting times are reduced, and people are able to use this extra time to use leisure opportunities or stress levels are reduced, then people's quality of life could be improved.

1.9.5. The health and well-being of the city's residents is in contrast to the strong performing economy, with many living with low incomes and sometimes in poor health. The result is that some areas of the city are classed as deprived and socially excluded – "areas and people suffering from a combination of linked problems as unemployment, poor skills, low incomes, poor housing, high crime, bad health and family breakdown". Despite the city's economic growth over past years, some of our residents have not shared in this growth, and like other coastal cities, it has areas of deprivation with complex health problems. The council continues to strive to is tackle many of the issues through pioneering and sustained interventions and policies.

1.9.6. An efficient and sustainable transport network are a key factor in council initiatives to reduce the city's social and health issues, while enabling increased economic activity and new employment. We have developed strong partnerships with a wide range of private, public, voluntary and community organisations established to address the city's key economic, environmental and social issues. These partnerships are working towards a common vision, to improve the quality of life of the city's residents and through promoting business interests to ensure the city's future economic strength.

2   A Profile of Brighton & Hove

2.1   Context

2.1.1.   In planning investment in transport, it is important to consider the profile of the city. It is made up of:

- the unique geography of the city;
- its people and their communities;
- the places that people want to go to - both now and in the future; and
- its successes and challenges.

2.2   Geographical location

2.2.1.   Brighton & Hove is a unique and popular coastal city which provides an important focus in the local conurbation that includes Worthing, Littlehampton, Shoreham, and Newhaven. The city is compact (87 square kilometres or 33 square miles) and it is the 5th most densely populated area in the region. To the north, it is bounded by the South Downs, which was successfully designated as a National Park in 2009.

2.2.2.   Hilly terrain has historically dictated the transport infrastructure and urban form of the city. The strategic, and only, north-south road (the A23) into the city links the A27 bypass with main east-west routes (the A270 and A259). The main urban and built environment, which boasts a heritage of listed buildings, spreads east to west radiating from the seafront. This has limited potential for strategic, east-west movements across the city, which are limited further by the constraint placed on some roads by the albeit important, north-south London-Brighton rail connection. The east and west coastway rail services link the city to Portsmouth and Southampton in the west, and Lewes, Eastbourne and Hastings in the east.

2.3   Population Demographics

2.3.1.   As well as being a busy and active '24/7' city that welcomes tourists, shoppers, businesses and students, it is a popular place to live. It is home to over 255,000 residents living in nearly 120,000 homes, in an area of just 33 square miles. Being so compact, Brighton & Hove has a very high population density in relation to the south east region and this growth is set to increase. By 2018 it is estimated that the population will be approximately 265,000 and by 2026 it will grow to 295, 000. The growth will not be even in all age groups and it is anticipated that in the next ten years the 15 to 19 year age group is anticipated to decrease, but younger age groups are set to increase.

2.3.2.   The majority of the current population is relatively young, being within the 16 to 44 year old age group, which is primarily a result of the large student population which makes up 12% of the total population, with many who stay on after University. One third (33.4%) is aged 25 to 44 years and this may
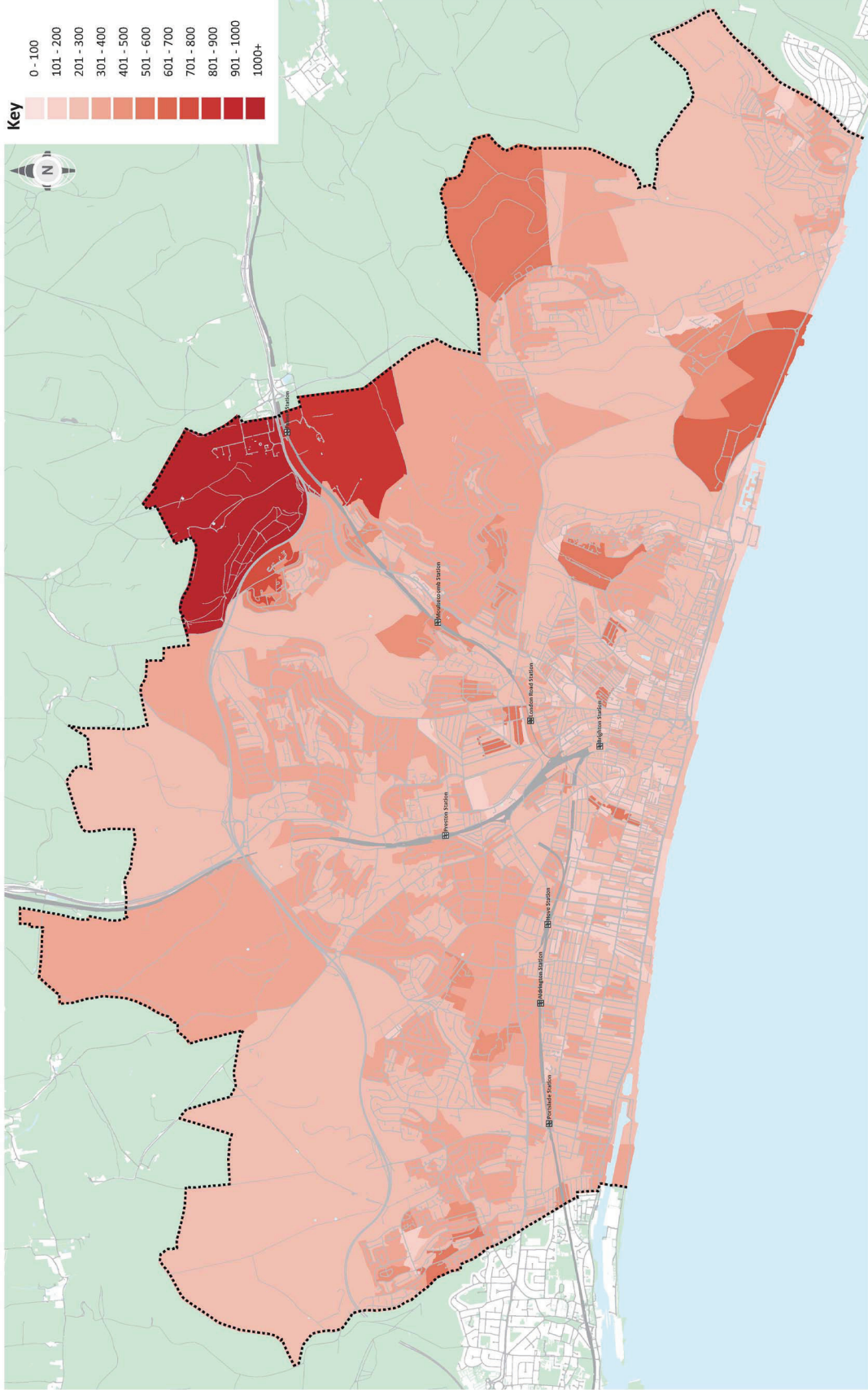
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contribute to Brighton & Hove's working age percentages being typically higher than both the regional and national levels. There has been growth in the proportion of the population of working age and a reduction in the proportion of post working age. Some of this change is a result of the in-migration of younger people.

2.3.3. The city's population is diverse. 94% of the city's population are white, and nearly 6% are black, or from minority ethnic groups [BME]. Nearly 9% of children and young people are from BME groups. The city's largest minority group is the lesbian, gay, bisexual and transgender (LGBT) community, estimated to be about one in six people in the city.

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Figure 2.1 Brighton & Hove Population Density

Key

- 0 - 100
- 101 - 200
- 201 - 300
- 301 - 400
- 401 - 500
- 501 - 600
- 601 - 700
- 701 - 800
- 801 - 900
- 901 - 1000
- 1000+

2.4   Socio-Economic Characteristics

Economy

2.4.1.   Brighton & Hove's economy has performed strongly in recent years and is estimated to be worth £4.2 billion, with reducing unemployment and increased average earnings. It benefits from its south coast location, cosmopolitan character and is an international city attracting in excess of 8 million visitors per year.

2.4.2.   The city is a regional centre or 'hub' for shopping and employment and a sub-regional centre for health services. The city has a number of shopping centres and a large number of shops run by independent traders. It has a strong retail market share across the immediate surrounding area, but over one third of people shopping in Brighton & Hove also live in the city.

2.4.3.   Brighton & Hove's VAT registered business numbered nearly 10,000 in 2008, with estimates of an overall total of 17,000 business enterprises. Between 1994 and 2003, the rate of increase in business growth was much faster than in the rest of the South East and Britain generally.

2.4.4.   Over three quarters of local employment is based in the business and financial services, retail and hospitality and public sectors. The city also benefits from a thriving creative industries sector with around 1,500 firms in this growing sector. A growth in digital media has attracted some of the world's top companies and the Sustainable Community Strategy aims to support growth in the creative industries sector and make it globally competitive by identifying site options for a business centre to house digital media companies, and to extend the city's Business Improvement District (BID).

2.4.5.   Unlike many other coastal cities, the local economy does not solely depend on the visitor economy, even though it is currently valued at £470m. Nearly 60% of that income comes from just 17% of visitors. Attracting and targeting tourists to stay longer and spend more in the area is a key target.

2.4.6.   Tourism brings real benefits to local people, providing nearly 16,000 jobs in the city's thriving culture industries. The city faces competition from home and abroad as a tourist destination in both the leisure and business tourism market. It also faces competition from developments and improvements to the tourism and retail offer from nearby towns, such as Crawley, Eastbourne, Lewes and Worthing.

Workforce and housing

2.4.7.   Brighton & Hove has a young workforce which is well educated. One third is between the ages of 24 and 44 and this is increasing as more people move

into the city. Nearly 6,500 students graduate from the City's two universities each year and many remain in the city to work, adding to the high level of education and providing businesses with a skilled pool to recruit from. They make a significant contribution to the economic, social and cultural momentum of the city.

2.4.8.   The lifestyle and attractiveness of the city brings graduates to work in jobs for which they may be overqualified. This reduces employment opportunities for many local people, including those in the most disadvantaged sections of the population, affecting the local economy. Whilst unemployment has fallen and there is a rise in average earnings, unemployment in August 2008 was 1.2 times the national rate, and it remains at 7% above the South East average. In coming out of the recession it is important that quality job opportunities are created. Around 20% of the working age population are not in work.

2.4.9.   However, Brighton & Hove is a net exporter of commuters, a pattern which is influenced by transport availability and people's ability to find local jobs. This may suggest that the City will be developing a 'dual economy'; with a high number of high skilled jobs in knowledge based occupations, supported by lower paid workers in lower skilled support services. Access to transport that ensures that access to more skilled and higher paid jobs in the local area will help to reduce the social and economic effects of a 'dual economy'.

2.4.10. Changing population patterns mean that the city will need to create 8,000 new jobs over the next 10 years just to maintain its current employment rate. This figure may increase over the next few years, as unemployment is expected to increase. It is therefore important to help local residents develop the right skills while providing more suitable employment opportunities for graduates, and others seeking jobs. Local job opportunities will contribute towards creating a strong and sustainable economy.

2.4.11. Despite some recent reductions in property prices and rents, the city's housing is still largely unaffordable for the majority of incoming potential residents. A shortage of affordable housing can increase the difficulty of attracting and retaining businesses. This impacts on the potential to increase the workforce to match a growing economy and creates the added pressures of in-commuting.

Disadvantaged and Deprived Areas

2.4.12. Brighton & Hove is like other coastal cities in having higher levels of disadvantage/deprivation in a number of neighbourhoods. Two wards (East Brighton and Queens Park) are within the top 2% most deprived wards in the country, although areas of high deprivation are located across the city. 14 of the city's 21 wards contain at least one 'Super Output Area [SOA] in the most deprived 20% of areas across England (based on the IMD 2004). (An SOA is a smaller area defined for the Census containing with around 1,500 people).

2.4.13. The SOA in East Brighton around central Whitehawk is in the most deprived 10% of all areas across England when measured against the key indices of deprivation – income, employment, health, education and crime. A further eight areas in the city are among the most deprived 10% when measured against 4 of these indices (4 in East Brighton, 2 in Hollingbury and Stanmer and 1 each on St Peter's and the North Laine and Regency).

2.4.14. People living in these areas are significantly more likely to experience inequality. It is critical to ensure that wherever possible transport (or lack of it) does not isolate those people with disadvantages but can improve their opportunities. There are potential implications here, for planning policies, access to jobs, community engagement, and targeting of service delivery. However, it is also important to bear in mind that large numbers of people experiencing inequality do not live in the most deprived areas of the city.

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Figure 2.2: Overall Deprivation Indices

Key

IMD Score 2007 / % Per Band
Low Score = Low Deprivation

- 5 - 10 (6%)
- 10 - 20 (35%)
- 20 - 30 (30%)
- 30 - 40 (12%)
- 40 - 50 (9%)
- 50 - 60 (4%)
- 65 (3%)

The social determinants of health

2.4.15. Brighton & Hove has been designated as a 'Healthy City' by the World Health Organisation [WHO], acknowledging the city's strong political and partnership commitment to reduce health inequalities and improve health for everyone. The health and well-being of people, and communities are affected by a combination of factors, but essentially the social and economic environment, the physical environment and individuals' characteristics and behaviours affect health considerably. The context of people's lives determines their health, and many are unlikely to be able to directly control many of the determinants of health.

2.4.16. The WHO recognises a number of determinants that affect health, including income and social status, education, social support networks. Having safe water, clean air, healthy workplaces, and safe houses, communities and roads all contribute to good health. In 2008, a report prepared by Professor Sir Michael Marmot, Chair of the WHO Commission on Social Determinants of Health [CSDH]; called for action to reduce "social injustice that is killing people on a grand scale".

2.4.17. The inclusion of health and equity in health in all local policies was selected as the overarching goal for the next five years (Phase V, 2009–2013) of the WHO European Healthy Cities Network. The plan calls for assessing the health impact of all policies and action plans of the public, corporate and voluntary sectors, and boldly using civic leadership to catalyse action to improve living, social, economic and environmental circumstances that may harm physical and mental health and well-being.

2.4.18. The European Office of the WHO is commissioning a European Review on the Social Determinants of Health and the Health Divide. The purpose of the review will be to identify the relevance of the findings of the WHO CSDH, the Strategic Review of Health Inequalities in England post 2010 (the Marmot Review), and other new evidence to the European context and specificity and translate these into policy proposals.

2.4.19. Alongside the key lifestyle issues and choices affecting health, some trends in the city are reported to be similar to those nationally. For example, 30% of year 6 children are obese and 20% of adults are obese. Obesity rates for school children in 2008 reached higher levels for reception years in Hangleton and Whitehawk and adult rates were higher in more deprived areas with 29% in Whitehawk and 24% Moulsecoomb, Bevendean and Coldean. Mental health is a particular issue in Brighton & Hove and the city has the highest, serious mental health needs index (MHNI) score of the 8 Local Implementation Teams (LITs) in the South Coast Strategic Health Authority.
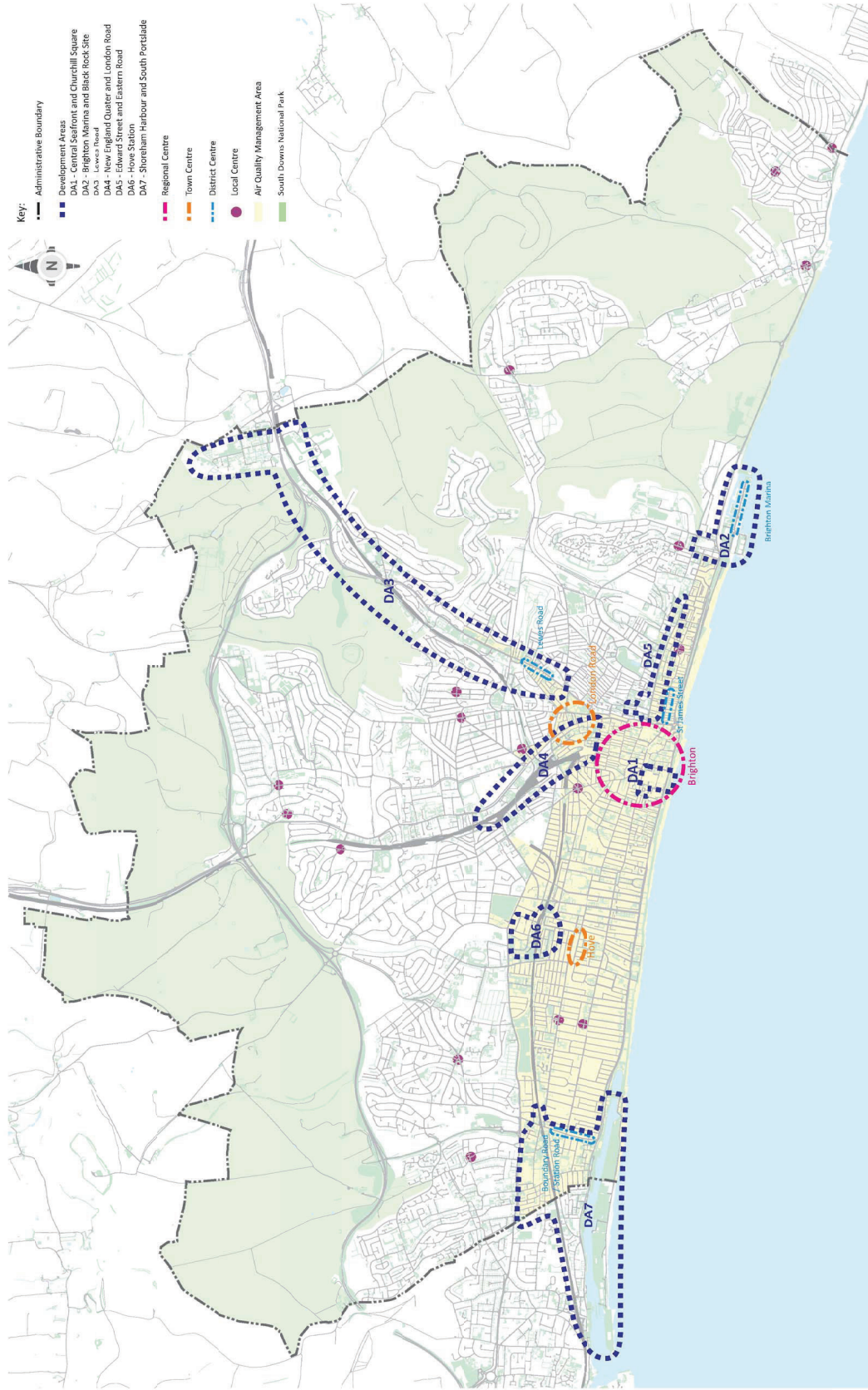
2.4.20. Transport can make significant improvements to the overall health of our population, by enabling people to access better local job opportunities and through providing choices which encourages more physical activity, more connections and wider engagement with individual's social networks, as well promoting and providing for the greater use of healthier forms of transport for some journeys, and reducing the impacts of traffic, especially by reducing traffic collisions and the number and severity of any resulting injuries or deaths.

2.5   Planned growth and major development

2.5.1.   The city's Community Strategy sets out a vision for Brighton & Hove to become the "city of opportunities". This vision reflects the role of the city in the region in generating economic growth, but also meeting the social, economic and environmental challenges in doing so. To help achieve this vision through proposals for planned growth in the city, the current adopted Local Plan (2005) and the emerging Local Development Framework [LDF] Core Strategy (approved 2010 Proposed Submission) identify the broad location, scale and type of development with supporting infrastructure that is required within the city.

2.5.2.   The emerging LDF Core Strategy seeks to provide for future development wholly within the constrained built up area, recognising the scarcity of developable land within the built-up area and having a newly designated, protected National Park on the northern boundary. By directing significant development to the most sustainable and accessible locations, and areas where there is a need for regeneration, the wider objectives and aspirations of the city, set out in the LDF, can be met. This also provides a principal opportunity to further accommodate a growing economy and population, and the potentially significant number of new homes that will be needed over the next 15 years.

2.5.3.   Seven areas of major development provide the core elements of the spatial strategy and are:

- Brighton Centre and Churchill Square Area
- Brighton Marina, Gas Works and Black Rock
- Lewes Road Area
- New England Quarter and London Road Area
- Eastern Road and Edward Street Area
- Hove Station Area
- Shoreham Harbour Area

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Figure 2.3: Core Strategy Development Areas

Key:

Administrative Boundary

Development Areas
DA1 - Central Seafront and Churchill Square
DA2 - Brighton Marina and Black Rock Site
DA3 - Lewes Road
DA4 - New England Quater and London Road
DA5 - Edward Street and Eastern Road
DA6 - Hove Station
DA7 - Shoreham Harbour and South Portslade

Regional Centre
Town Centre
District Centre
Local Centre
Air Quality Management Area
South Downs National Park

2.5.4. The findings of the Transport Assessment [TA] prepared to support the LDF Core Strategy in 2009 confirm that future development in the city will increase pressure on the city's road network unless positive measures are taken to mitigate the likely increases in, and impact of, journeys made by car. The TA outlines the likely effects of the approach of the spatial strategy which directs major development opportunities into sustainable transport locations and maximises the potential for people to travel by sustainable transport modes. Where significant development is proposed, additional transport infrastructure will be necessary to enable and support future planned development. This is set out in the LDF Infrastructure Delivery Plan. Increased development in some areas, particularly neighbourhoods, may provide the opportunity to improve access to the transport network and important services such as employment, education, health and leisure.

2.6   Environment

2.6.1.   The city's environment is affected by human activity. It is varied and includes air quality, biodiversity (fauna, flora), climatic factors, cultural heritage, landscape/townscape, noise, and water. These factors can subsequently affect our health in terms of physical fitness, human health, accidents, security etc. The current status of these elements in our City in the context of transport effects is summarised below. The Strategic Environmental Assessment (SEA) accompanying this LTP3 provides further details of the current situation as "baseline information" for assessing the effects of the LTP3 strategy on the environment.

Air Quality

2.6.2.   Since 2004, the council's Review & Assessment reports for air quality have consistently confirmed that road transport is the primary (but not exclusive) contributing factor to Nitrogen Dioxide [NO_2] exceedences in the city. This occurs mostly a result of a combination of slow moving heavy vehicles, high volumes of traffic and the proximity of buildings adjacent to traffic, creating a canyon effect which does not allow pollution to disperse. As a result, the council revised and expanded the city's Air Quality Management Area [AQMA] in 2008.

2.6.3.   To fulfil its subsequent statutory duty, an Air Quality Action Plan [AQAP] was produced to help reduce levels of NO_2 in and around the city. The majority of improvement measures and initiatives included in it are related to road traffic and improved flow, including the decisions people make when travelling, and measures to help introduce cleaner vehicles. These measures encouraged greater use of sustainable forms of transport such as public transport, walking and cycling, as an alternative for some journeys. The approach has been successfully supported by the introduction of educational initiatives such as walk to school week, personal travel plans, and information/signing

promoting vehicle emission reduction. The city council's AQAP was incorporated into the second Local Transport Plan [LTP2] in 2006, and further progress on the AQAP was reported in the LTP2 Progress Report (2008). A new AQAP was produced in 2010.

2.6.4. Air quality levels monitored during the LTP2 period show that improvements have been recorded in recent years. Three locations where measurements have been taken since 2004 have shown considerable improvement in pollution levels. However, the level of improvement achieved has not been as much as was initially predicted in 2004. Additional monitoring across the city has also shown that there are other sites with poorer air quality.

2.6.5. The new AQAP for the city builds on the approach to managing traffic and transport in the city and draws on the technical evidence and recommendations of the council's most recent Further Review and Assessment [FRA] of air quality. The 2010 Full Review & Assessment [FRA] modelling assessment has enabled detailed mapping of NO_2 concentrations throughout the Brighton & Hove AQMA. Areas adjacent to the AQMA (Portslade Old Village, the main roads surrounding Preston Park and Ditchling Road to Five Ways) are also included. The FRA shows that exceedence of the long-term air quality objective for NO_2 continues at specific locations, always within less than 10 to 15 metres from traffic that frequently stops and starts or moves slowly because of localised traffic related issues. For example, the frequent congestion that occurs on New England Road or the southern approach to the Vogue Gyratory, and where traffic on Viaduct Road merges with Ditchling Road. It also concludes that a more detailed assessment is required for the junction of Preston Drove and Preston Road (A23) and a distinct local area remote from the existing AQMA in Rottingdean High Street. This further dispersion modelling will to help establish the appropriate extent of any future AQMA designation.

2.6.6. Consultation is currently taking place on the 2010 AQAP and the government department, Defra, has already commented that the LTP3 should have strong links with the AQMA/AQAP work and that traffic signal technology has the potential to be an important tool to reduce congestion and emissions in the city. Emphasis should also be placed on addressing the significant impact of buses on air quality in and around the AQMA through consideration of measures that affect public transport, including information on estimated figures of bus patronage.

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Figure 2.4: Air Quality Management Area
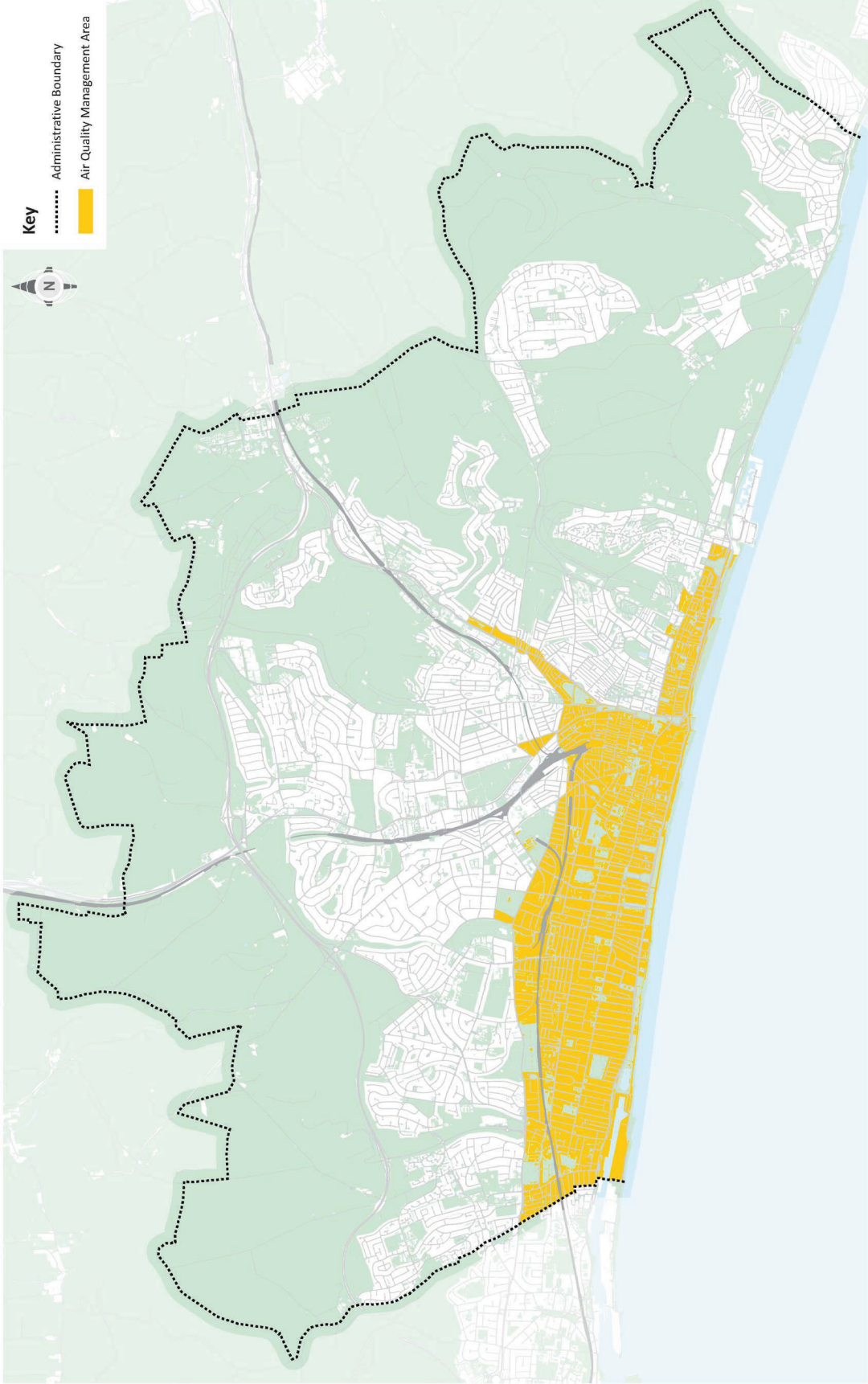
Key
- - - - - Administrative Boundary
� yellow Air Quality Management Area

Noise

2.6.7.   A noise map has been produced by DEFRA for the 'Brighton Agglomeration', which also includes parts of Adur, Arun, Lewes and Worthing Borough and District Councils. It shows an indication of average noise levels for the city and clearly illustrates the link between traffic levels on main roads and the highest levels of transport noise in the city.

2.6.8.   The map has informed the preparation of a noise action plan to manage transport noise across the Brighton agglomeration. It was published in March 2010. The action plan will seek to manage noise issues and effects including noise reduction if necessary.   In Brighton & Hove, it identified that approximately 2,250 dwellings (4,100 people) within 'important areas' required further investigation for potential action because of the effects of road traffic noise, and of these, 1,400 dwellings (2,600 people) were a 'first priority'.

2.6.9.   For each 'Important Area' that is identified, DEFRA expect that the relevant highway authority will consider what, if any, actions might be taken. This should include exploring the scope for:

- erecting noise barriers;
- installing low noise road surfaces;
- local traffic management measures; or
- improving sound insulation.

Biodiversity and ecology

2.6.10. The ecological footprint of the city is higher than regional and national averages at 5.72 gha/person and the transport sector has one of the highest impacts alongside the food sector, household energy consumption and manufactured durables and consumables. The footprint is the measure of human demand on the earth's ecosystem and this footprint needs to be stabilised through consumption and resource use.

2.6.11. The city provides habitats for a diverse range of flora and fauna in parks, the South Downs National Park and other open spaces in what is predominantly an urban area. These include rare and common species. To preserve and reverse declines in our habitats, Brighton & Hove has been designated as one of the first 'Urban BioSphere Reserves' in the UK, which defines a green network to link natural green spaces into the city with the sea and the National Park.

2.6.12. The city itself is an 'urban ecosystem' where the growth in the urban population and the supporting built infrastructure affects both urban environments and the surrounding rural areas. It is important that the urban ecological footprint of the city is reduced and the efficiency of the transport network and its infrastructure is increased. New approaches to urban and

streetscape design, such as New Road, can provide opportunities for people to improve their health or quality of life, therefore contributing towards reducing the urban ecological footprint.

Cultural Heritage

2.6.13. The city is famous for its cultural heritage, in terms of both the form of the built environment, its open spaces and the surrounding rural environment; from historic Regency (early 1800's) and Victorian and Edwardian (mid 1800-1900's) (including Grade Listed) buildings and structures such as the Royal Pavilion, West Pier, Stanmer Park, through to conservation areas and designated parks and gardens of national importance such as Queens Park, Kemp Town Enclosures, and parts of the city with archaeological features and monuments.

2.6.14. Since the Regency period, the city become a popular location for visitors, residents and businesses (some international), which combine to support the local economy, through jobs, income, education and create a vibrant place to live, and work and visit. Appropriate access to important locations is critical to both enabling their enjoyment while preserving them; transport options therefore need to be sensitive to preserve the heritage, but well-designed to encourage and cope with the associated demand.

2.6.15. The city's Public Life, Public Space (Legibility) Study has set standards to improve the quality of the city's public realm so that it is easier to navigate and move around. The city's public spaces are places that people want to enjoy as part of their day to day activities. Improving the legibility, look and feel of the city's cultural heritage through clearer signs and quality materials has helped to increase the profile of the city's attractions and assets. For example, the pedestrian network scheme on the A259 Kings Road, in the vicinity of The Ship Hotel, used high quality materials to improve the appearance of the pedestrian areas on this route. 'Wayfinding' (directional/information) signs in Queens Road and the Old Town area, together with on-line and paper maps, have been designed to be in keeping with and enhance the look and feel of these areas.

The effects of climate change

2.6.16. There are many factors which influence climate. These include elevation/altitude, prevailing wind patterns, topography and geography. Climate change is defined as the long term change in weather patterns and is often referred to in the context of global warming which traps heat in the earth's atmosphere. Consequences can include rising sea levels, warmer seas/oceans, more storms and hurricanes, increased probability and intensity of droughts and heatwaves, and heavier rainfall. All of these occurences can affect economies and human health.

2.6.17. Global warming is caused both naturally and through man-made influences, and is related to greenhouse gases. The man-made factors cause the

greatest problems by creating pollution and the emission of CO_2 through the burning of fossil fuels from transport, industries and homes, and a growing population.

2.6.18. In Brighton & Hove, the climate is also affected by local factors such as being located on the south coast, with associated prevailing wind patterns and its topography, and the level of carbon emissions from industries, transport and homes. A major area of concern for the city as a coastal community is the possibility of coastal/cliff erosion and flooding as a result of through heavy rain or storms. This can affect water supplies in the south east, as well as fresh water and coastal ecosystems. Brighton & Hove is designated as a high risk flood area.

2.6.19. The city is estimated to emit about 1.3 million tonnes of CO_2 per year and recent figures suggest that the tonnage per person is higher than the national average. Domestic emissions are the largest contributor to gross CO_2 levels, however alongside transport CO_2 emissions, they have been consistently reducing since 2005. To support the reduction in local CO_2 emissions, the council has been active in the city's 10:10 Campaign to lead and encourage organisations, businesses and individuals to commit to reduce their carbon emissions by 10% during 2010.

Landscape/Townscape Heritage

2.6.20. Brighton & Hove's landscape and townscape includes designated landscape protection and character areas, woodlands, open grasslands and features of geological parklands, as well as parks and gardens. These include the chalk cliff line to the east of Black Rock, which is designated a Site of Special Scientific Interest (SSSI), a Regionally Important Geological Site (RIGs) and a Geological Conservation Review site (GCR). There are also two other RIGs in Brighton & Hove: Stanmer Village and Park, and the Goldstone – Hove Park.

2.6.21. The most recent designation of landscape protection is the South Downs National Park, which covers approximately 40% of the city. From April 2011 the National Park Authority will become responsible for open access to land, although the council will continue to be responsible for the Rights of Way as footpaths, bridleways and Byways, and the associated priorities set out within the Rights of Way Improvement Plan [ROWIP]. The South Downs are an important habitat which can enhance residents' and visitors' quality of life and enable them to experience and enjoy a natural environment that is within easy reach of the built-up area.

Figure 2.5 & 2.6 South Downs National Park
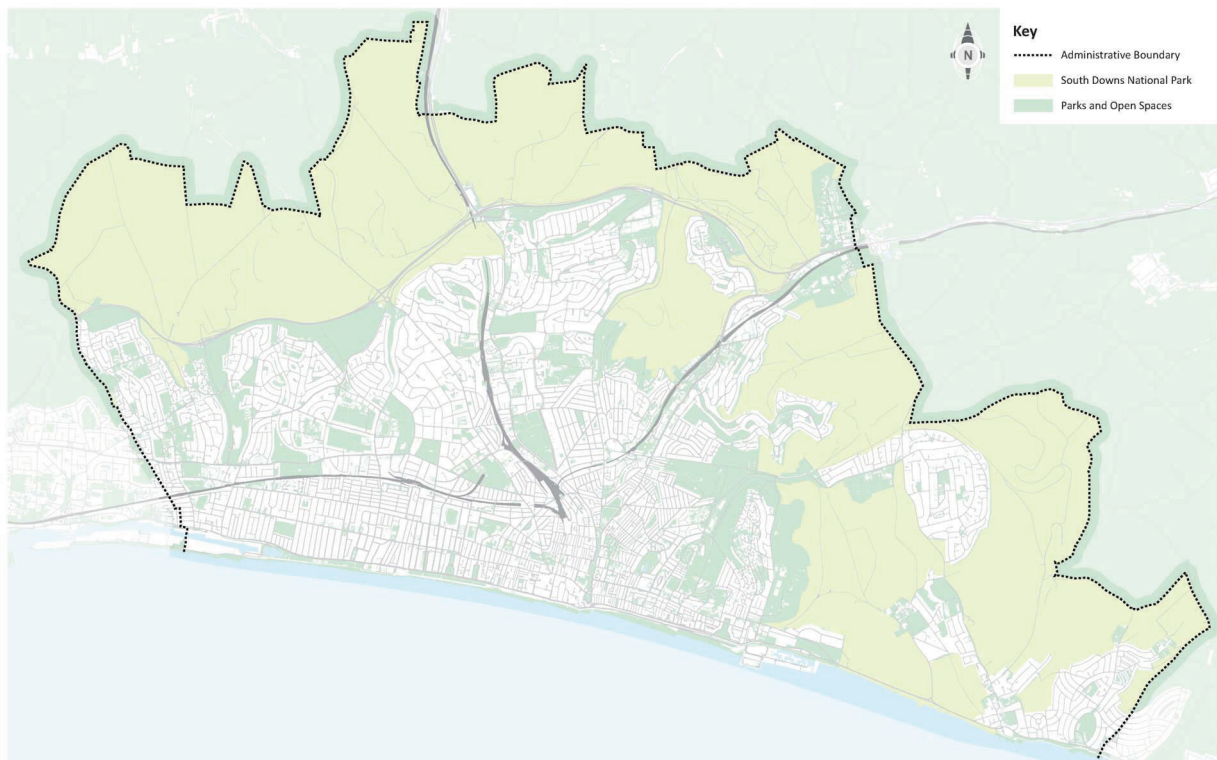
Parks and Open Spaces

2.6.22. Brighton & Hove has

- 98 parks and public open spaces
- 6,000 hectares of countryside
- 45 playgrounds

- 2,500 allotment plots
- 229 sports pitches, greens and courts
- 5 Green Flag parks

and these provide areas that are valued by local people and communities and help to create the variety and diversity of amenities that the city is renowned for.

Water and Flooding

2.6.23. The water resources in Brighton and Hove are from groundwater and coastal waters. The Brighton Chalk Aquifer, which underlies Brighton and Hove, is an important groundwater resource and supplies water for public consumption across our City and neighbouring towns on the south coast . The overall status for this aquifer is currently 'poor' and a range of measures are required to ensure that the overall status reaches 'good'. The quality of our seawater is of equal importance in terms of environmental quality and its value as a recreational asset. In 2008, seawater quality in Brighton was measured as "excellent" in Hove was measured as "good", and Kemp Town was measured as "good".

2.6.24. The Flood Risk Regulations (FRR), 2009 came into force on the 10th December 2009 and transposes the EU Floods Directive on the assessment and management of floods in England. FRR 2009 came from European Community Environmental Legislation driven by cross European flooding in 2000 and 2004. The Flood Risk Regulations 2009 require that the following are produced:

- Preliminary Flood Risk Assessment (PFRA)
- Flood hazard maps and flood risk maps
- Flood risk management plans

2.6.25. These deliverables are the responsibility of the Lead Local Flood Authority (LLFA), which under the Flood and Water Management Act 2010 and FRR 2009 is defined as either the unitary authority for the area or the county council for the area if there is no unitary authority. As Brighton & Hove City County is a unitary authority it is therefore a LLFA.

2.6.26. The Preliminary Flood Risk Assessment involves producing a preliminary assessment report to consider flooding from surface runoff, groundwater, ordinary watercourses and to identify Flood Risk Areas.

2.6.27. The Environment Agency (EA) has produced indicative Flood Risk Areas which have identified 10 significant flood risk areas within England, of which one covers the Brighton & Hove City area. With the use of local information, Brighton & Hove City Council are required to review, amend as necessary, and/or agree the Flood Risk Area with the EA as part of the PFRA process.

2.6.28. In addition, Brighton and Hove City Council have commenced phase 1 of a Surface Water Management Plan (SWMP). The SWMP will facilitate local Flood Risk Management and the production of the Preliminary Flood Risk Assessment through a partnership approach. It aims to understand and resolve the complex causes of local surface water flooding, and to agree on the most cost effective way to manage and mitigate flood risk.

2.6   Transport networks and movement

2.6.1. As the 'city of opportunities', Brighton & Hove's role as a major regional centre for shopping, employment and higher education, with a significant tourism and leisure offer, places many requirements on its transport system. The city is compact, with a 180° catchment and a high population density. Pressure on the transport system includes demand for car parking, different road users using the same roadspace, busy trains and stations at rush hours, crowded pavements at busy times. These pressures require the management of many different demands for movement and the mitigation of any resulting impacts on existing facilities and services. How these demands have been addressed so far provides an evidence base for considering the existing and future challenges and opportunities for the city and how planning and investment in transport can respond to them.

Highway network

2.6.2. The city's highway network is formed by hierarchy of strategic routes, local distributor routes and local access roads. The city benefits from the east-west A27 Trunk Road bypass around the northern edge of the built-up area. This also connects with five main routes into the city – the A23, A259 (east and west) and A270 (east and west).

2.6.3. The network experiences congestion during peak traffic hours and at weekends both on key routes, such as the A23 and A27 Trunk Roads, and on the major distributor roads within the city centre such A259 King's Road/Kingsway, A259 Marine Parade and A23 Old Steine. The city experiences additional demand on the transport network from tourist/leisure traffic, especially during peak seasons and weekends, sometimes adding to congestion outside the peak hours. These levels of traffic and congestion can have additional effects such as increasing the potential for collisions and associated injuries and road traffic-related air and noise pollution.

2.6.4. However, the rate of traffic growth traffic in the morning peak hour period has been decreasing within Brighton & Hove over the last few years. This is considered to be due to the level of congestion, the impact of decriminalisation of parking enforcement [DPE] and more informed choices of travel, rather than reduced demand. However, parts of the road network are still reaching capacity and it estimated that around 27,000 car trips per day in the city are less than 3 miles.

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Rail

2.6.5. Brighton & Hove benefits from excellent rail connections to many destinations via the three rail lines which terminate at Brighton Station. These are the London-Brighton Main Line, East Coastway, and West Coastway. Rail services to and from the city are currently operated by Southern, Gatwick Express, First Capital Connect, and First Great Western, as follows:

- London-Brighton Main Line
  - to/from Haywards Heath, Gatwick Airport, London and Bedford.
  - daytime service level of 7 trains/hour
  - peak usage of 70-90% of line capacity[1]
- East Coastway
  - to/from Lewes, Seaford, Eastbourne, Hastings and Ashford
  - daytime service level of 5 trains/hour
  - peak usage of 30-70% of line capacity[2]
- West Coastway
  - to/from Shoreham, Worthing, Littlehampton, Portsmouth, Southampton and Worcester.
  - daytime service level of 6 trains per hour
  - peak usage of 70-90% of line capacity

2.6.7. There are 8 rail stations in the city. Brighton, Hove, Aldrington, Portslade, Preston Park, London Road, Moulsecoomb and Falmer. Most, particularly Brighton Station, act as passenger interchanges for all forms of transport with facilities for taxis, buses, cycling and walking. The stations act as 'gateways' to the city and need to be of a good standard, connecting with the city centre, the seafront, other landmarks and transport routes. The combined, annual footfall at all 8 stations in the city is 19,250,000, of which 13,800,000 occurs at Brighton Station. In addition there are 1,930,000 interchanges per year, where passengers change trains without leaving the station. Brighton is the busiest station on the south coast between Kent and Hampshire.

2.6.8. There are 600 car parking spaces at Brighton Station, and 87 at Hove Station. Portslade and Falmer Stations have small car parks, but these and the other stations in the city tend to cater for a local market within a walkable catchment area. All the stations in the city are well served by the local bus network. The Brighton & Hove Bus and Coach Company has been pro-active in integrating its timetables for passengers to integrate train arrivals and departures. All the stations in the city have secure cycle parking, and the city council and Southern Railways have developed and delivered a number of jointly financed schemes to enhance this facility. All 8 railway stations in the city also have CCTV cameras, and have "Secure Station" accreditation. Brighton, Hove and Portslade Stations have taxi ranks in the immediate vicinity of the station.

2.6.9. The high level of rail use and the reasonable accessibility to stations has a clear link to supporting the economy, so that the city remains competitive in the south-east region. It is a very important form of public transport for commuters, as well as visitors to the city, but improvements to weekend services remains a high priority to enable rail to become an even more attractive form of transport to reach the city.

Bus and Coach

2.6.10. The city has an extensive and successful network of bus services, most of which are operated commercially (and therefore at no cost to the council) by Brighton & Hove Bus Company. Stagecoach, Countryliner, Metrobus, Compass Travel and The Big Lemon also operate in the city. Bus patronage has increased year on year from 30.2 million journeys in 2001 to 41.1 million in 2009/10. 12% of people living in the city use the bus regularly for journeys to work.

2.6.11. The current bus network radiates from a number of city centre 'hubs' at Churchill Square, Old Steine and Brighton Rail Station. Orbital links connect outer suburban areas of the city with the central area. There is little spare capacity at the key interchange locations and further expansion of services is somewhat constrained. In addition, bus congestion and capacity constraints exist on North Street and Western Road.

2.6.12. Despite excellent achievements in promoting and increasing bus use in the city, there is still a high level of car use for local trips. Two-thirds of vehicles on the road at any one time are making trips which begin and end within the city. In addition, car use for travel to work is high in some parts of the city, particularly in the suburbs where bus service provision and frequencies are relatively low. Opportunities exist for further enhancement of the bus network – both services and infrastructure.

2.6.13. Community Transport (Brighton, Hove & Area) Ltd provides accessible, safe and affordable transport to community groups, voluntary sector organisations and individuals with mobility difficulties. The company has been providing transport services to the local community for over 20 years, operating independently and as a not-for-profit Industrial & Provident Society.

2.6.14. Up until 2010, a dedicated, direct Park + Ride service was provided in the city using a small site at Withdean athletics stadium. Plans for larger, strategic purpose-built sites are being developed. Existing public transport priority such as the bus lanes on many strategic routes into the city provide an important part of any Park + Ride strategy to ensure services are frequent and reliable.

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Figure 2.7 Bus Network
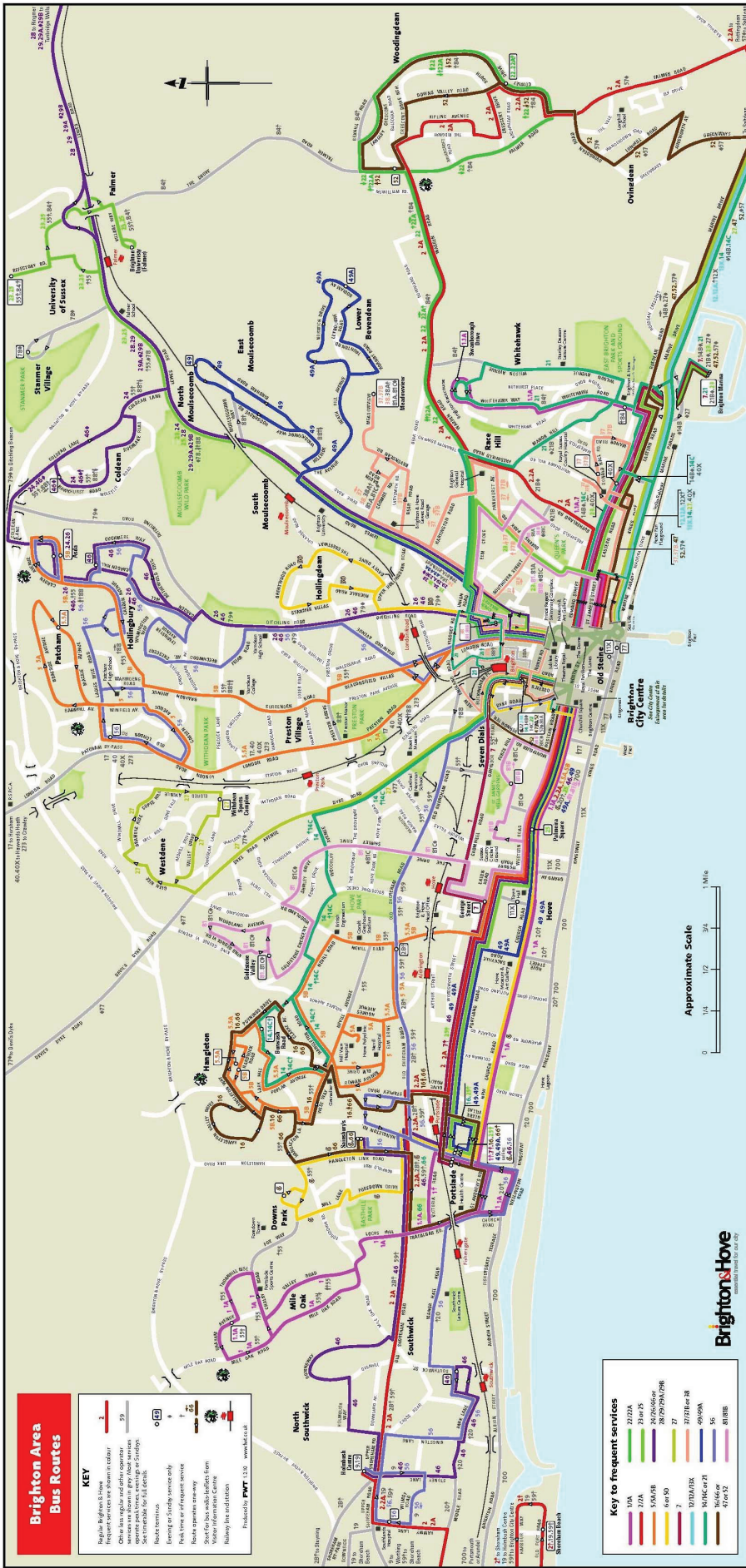
2.6.15. Long distance coach travel is also important to the city, especially for tourism. It also provides an affordable option for longer journeys. Pool Valley coach station is used by National Express for scheduled coach services and is used as a passenger interchange and layover facility for vehicles between journeys. There are 37 weekday departures serving Gatwick and Heathrow Airports, and London Victoria Coach Station.

2.6.16. Parking for coaches is also provided at various locations. There are also some localised problems that occur as a result of coach parking and therefore there is a need for this to be reviewed as part of the overall transport strategy.

Cycling and Walking

2.6.17. Cycling and walking are both popular forms of transport in the city. This is mainly because they are convenient to use in a compact city and of low or no cost to most people. More trips are likely to be attractive on foot if they are under 1 mile, or by cycling if they are under 5 miles. Gradients do impact on decisions to walk or cycle. While some parts of the city are hilly, the combination of some good cycle facilities and the personal and wider benefits associated with using such facilities, mean that hilliness is considered to be less of a deterrent than in some other cities.

Cycling

2.6.18. Cycling routes and facilities have improved significantly since Brighton & Hove was successfully designated as a Cycling Town and received additional funding and support. This began in October 2005 and has continued to March 2011. The focus of investment has been to deliver new infrastructure with targeted promotion. This includes new and improved routes, cycle parking, advanced stop lines, Bikeability training, sheltered cycle parking in schools and workplaces and events and promotion to support more people to cycle. The cycle network, although incomplete, includes over 20 km of designated routes. National Cycle Routes 2 and 20, and Regional Cycle Routes 82 and 90 have all been improved. Between 2006 and 2009 monitoring confirmed that cycling in the city has increased by 27%.. The number of people cycling to work is just under 3%, similar to the national average and slightly below the regional average

Walking

2.6.19. Walking is a popular choice for shorter trips. Continuing to promote, support and provide facilities for pedestrian movement is therefore a high priority in the city. The numbers have increased in recent years to the extent that the proportion of residents walking to work is well above both regional and national averages of 10%.

2.6.20. As a result of being a major tourist destination, the city centre experiences an estimated 100% increase in pedestrians between the summer and winter.

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Some streets become very busy, such as Dyke Road, Kings Road and Jubilee Street, while other areas of Brighton & Hove experience increased pedestrian activity at weekends, although this occurs as greater levels of activity in public spaces, where people sit and enjoy the area or activity, rather than movement. Such places include Pavilion Gardens, New Road, the beach, The Level, The Old Steine, Victoria Gardens, Bartholomew Square, parks and many more places. These levels of pedestrian activity occur in the daytime but the city also experiences high pedestrian activity at night, contributing to a very different and growing local economy.

2.6.21. To make the city centre easier to navigate on foot, pedestrian way-finding maps and direction signs have been introduced, to ensure that the main central attractions are highlighted. Improvements to public streets and areas such as North Street, the A259 Kings Road, and New Road and New England Quarter have also been made, improving the public realm where people travel through an area or use the space to enjoy, meet or rest.

2.6.22. This amount of footfall and pedestrian activity requires pavements and street furniture to be well-maintained to ensure that the city is an attractive and safe place to enjoy. Walking in the city is further encouraged through continued maintenance and improvement of the extensive network of public footpaths, rural, public Rights of Way, bridleways and byways.

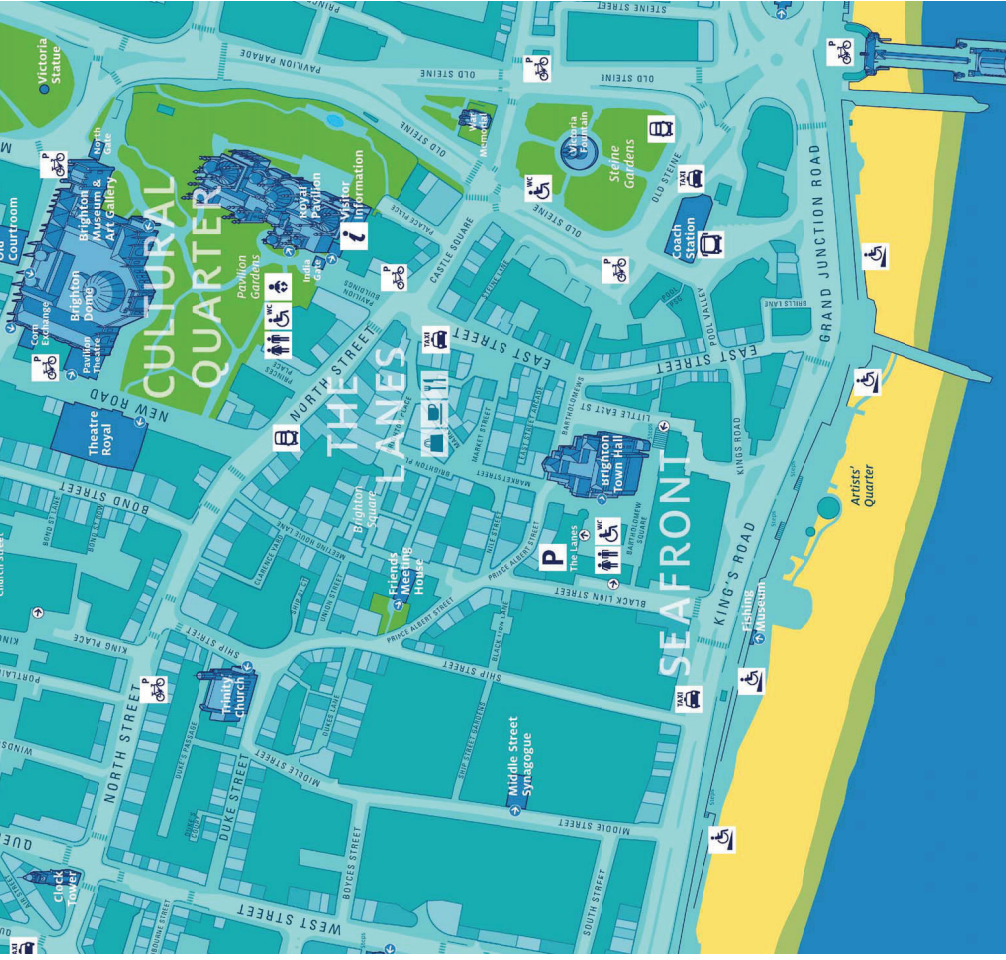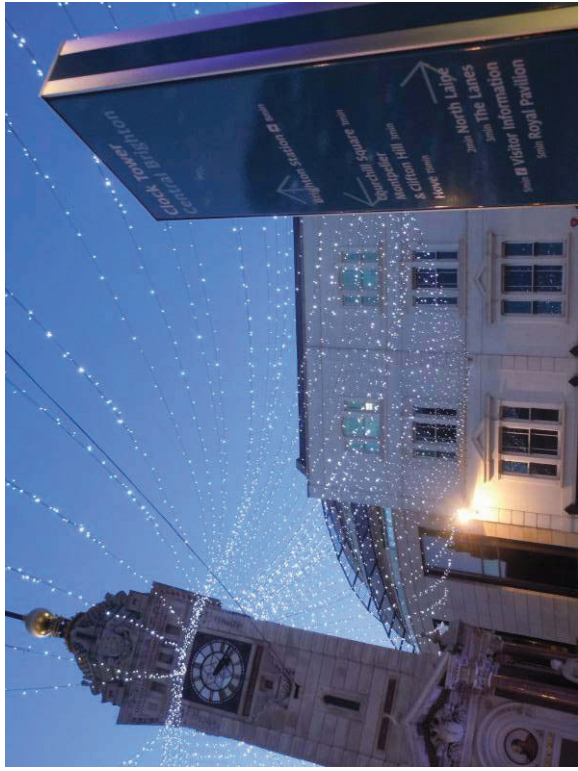# Draft Local Transport Plan 3
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Figure 2.8 Pedestrian Wayfinding Signs

Changing Travel Patterns through Promotion and Awareness

2.6.23. By working with local organisations and communities, information about transport options can provided. Supporting the development of different approaches to working practises and journey patterns can enable others to help deliver more sustainable travel. The Council has developed a Business Travel Plan Partnership to raise awareness of the potential benefits of using different forms of transport when appropriate or convenient and help reduce the impact of car use for some journeys. The Partnership has 36 organisations that have either developed Travel Plans, or are in the process of developing them. Recently between £25,000 and £35,000 of LTP funding has supported match-funded grants to organisations that wished to improve their cycle parking provision and also encourage employees to travel in a sustainable way.

2.6.24. The Council also has a dedicated School Travel Team, which supports all schools in the city to develop and implement School Travel Plans. These plans aim to encourage school children (and staff) to travel as often as they can on foot, by bicycle and by public transport. Where this is not possible then initiatives such as 'park and stride' (where children/parents can walk part-way to school) or car-sharing are encouraged.

2.6.25. All but one local authority school in the city now has a Travel Plan in place or under development, as do a number of private/independent schools. A number of initiatives are offered to schools to ensure that the plans remain live documents. The target for 2010 is for all schools to have a successful travel plan in place that benefits children, staff, parents and the wider community. School Travel Plans can also form an important element of Safer Routes to School scheme planning which enables some journeys to become safer, more accessible and more sustainable.

2.6.26. Providing information, incentives and motivation to help individuals or households understand what travel options are available to them, helps in raising awareness and supporting voluntary, sustainable travel choices that has emerged as an important way of delivering change in travel patterns at a local level. It is often referred to as Personalised Travel Planning [PTP]. The standard approach involves direct engagement with individuals by providing travel information such as cycle maps and bus timetables.

2.6.27. PTP began in Brighton & Hove in 2006 and has achieved notable success in reducing the proportion of car journeys made by one person, and raising the profile of sustainable transport such as walking and cycling, through a traditional PTP approach reaching over 60,000 households. Since 2008, more innovative techniques have been developed and funded through the European CIVITAS programme. These include the use of social marketing and community participation in order to will seek to achieve mass behaviour

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change that can be sustained over a longer period of time. The marketing and promotion of travel choices is supported by the 'JourneyOn' campaign through combining with wider community events such as Bike Week and Car Free Day and carrying out one-to-one conversations with residents on their doorsteps.

2.6.28. The 'JourneyOn' awareness and marketing campaign is the main focus of promoting the sustainable transport message in Brighton & Hove. It was launched at the same time as the introduction of the PTP programme designed to influence travel behaviour amongst a target population group. Both these programmes offer choice, whilst emphasising the health implications of travel choices. The JourneyOn campaign hosts a series of free public events which promote the sustainable transport message and links the campaign to key local and national dates in the calendar.

2.6.29. Two 'pay-as-you-drive' car clubs operators provide over 80 vehicles in the city, which are available in dedicated parking spaces. These can be booked quickly and conveniently online or by phone, from an hour upwards. The Council also promotes Liftshare schemes contributing towards reducing CO_2 emissions.

2.7   Working together in Partnership

Partnership working and community involvement

2.7.1   By working with our partners and communities, we maximise the opportunity to increase our knowledge and understanding of problems and challenges and develop solutions that can ensure that we have a social inclusive, healthy society. Harnessing and developing specialist skills from within and outside the city means we can create a dynamic partnership to deliver the city's transport strategy and initiatives. Through the council's new Intelligent Commissioning structure, it aims to provide better and more focused services and improvements. Working with external, technical specialists such as academic and research groups, or transport consultants as part of a framework agreement, as well as public-private arrangements like the new Local Enterprise Partnership, will also bring additional value and technical expertise.

Community and Business Involvement

2.7.2   Engagement with the community and businesses in developing strategies and schemes is a key part of our decision making process. In order to ensure that we closely involve influenced communities and business to understand their local priorities and needs, we actively engage and meet with a variety of individuals, groups, communities and representatives across Brighton & Hove

2.7.3   The city has a Community Engagement Framework, based on the principles of informing, consulting, collaborating and empowering. Engagement can be informal or formal and include direct correspondence and discussion, public

and stakeholder consultations, attendance at Resident Association, Parish Council or Community and Voluntary Sector meetings and workshops. The council is also a signatory to the Brighton & Hove Compact with the community and voluntary sector and other statutory agencies, providing a framework for all of our partnership working arrangements.

2.7.4   Through our background research and public consultation for this LTP3 we have assessed the views of local people and we will continue to do so as we develop and review annual programmes of work and deliver schemes that reflect the needs of the city and its local communities.

Formal Partnerships and Cross Boundary Working

2.7.5   Our established record of partnership working in transport helps to meet the long term aspirations and goals that are set out in the wider objectives and plans for the City. This involves a number of different sectors and service providers and can cross local, regional and national administrative boundaries This way of working can create value for money and efficiencies by encouraging the sharing of resources and expertise, and leads to better decision making and direction for effective and progressive services.

2.7.6   Transport issues and schemes affect and influence many forms of activities and increasingly require funding from partners and cross sector services. The current economic climate is also a driver in terms of working with partners in a way which can maximise the opportunities to deliver the strategic transport vision for the city.

2.7.7   A particularly, well-established and successful example of close working is the informal Quality Bus Partnership with the city's major bus company, Brighton & Hove Bus and Coach Company. It has resulted in substantial investment by both organisations in a number of improvements which have provided significant benefits to the city's residents and visitors. This investment has delivered a consistent and sustained average growth in passenger numbers of 5% per annum since 1993. The improvements include:

- new fully accessible low-emission vehicles, all equipped with CCTV;
- accessible bus stops;
- automatic vehicle tracking by satellite and associated real time passenger information displays at many bus stops;
- extensive bus priority measures including bus lanes and traffic signal priorities;
- improved bus service frequencies; and
- Innovative marketing, including a flat fare system and high quality branding.

2.7.8   Some further examples of partnership working include:

Table 2.1 Partnership Examples

Area	Name
European	CIVITAS Archimedes project
	MMOVE Interreg IVC project
National and regional	Coast to Capital Local Enterprise Partnership
	Southern Rail
Local: Cross sector and boundary	2020 Community Partnership Local Strategic Partnership (LSP)
	Crime & Disorder Reduction Partnership
	Sussex Improvement Partnership
	Formal and informal Quality Bus Partnerships
	Brighton Station Partnership
	Sussex Safer Roads Partnership
	South East local authorities (SE7)
	Shoreham Harbour regeneration
Community and Interest Groups	Local Access Forum
	Cycle Forum
	Local Action Teams

2.8 Summary

2.8.1. The profile of the city indicates that there are many constraints and challenges that the transport system faces, and that a transport strategy will help to address by identifying the opportunities that can be taken to improve movement and access. These challenges and opportunities for transport need to be considered in the context of the government's national Transport Goals, and the wider policy framework that exists.

2.8.2. Consideration of future transport options that will help meet the demands that a growing city will place on the network can also present many challenges.

These are discussed and evaluated in more detail in the following chapters in order to help identify how a new transport strategy for Brighton & Hove will :

- Support local economic growth and stability which also benefits the wider south east region
- Ensure that the local economy is competitive by increasing the working population to support the local economy, support and maintain the tourist industry and contribute to wider city aims such as reducing worklessness, improving neighbourhoods and cohesion by reducing anti- social behaviour, and reducing inequality
- Improve the mental and physical health of the population.
- Reduce inequality for people who are disadvantaged, and in deprived areas, to enhance access to employment, local services, social networks
- Ensure people feel safe when in the city, particularly at night, by reducing the fear of crime and anti social behaviour
- Develop sustainable travel solutions that will help address climate change and improve the environment.

2.8.3. The future success of the city's economy, the reduction of the effects of carbon emissions on the environment, our physical and mental well-being, community safety, air quality, noise, providing access to quality services and using resources more efficiently are all issues of concern which can be addressed by a sustainable and equitable transport system. Improving the city's transport system needs to build upon, and make better use of, what has already been achieved, by focussing on the people, places and communities which need transport to enable meet their needs on a daily basis.

3   Wider Strategies and Goals

3.1   Context

3.1.1. It is important that the Local Transport Plan delivers change at a local level in the city, but also considers the wider context of the south east region and the government's national policy direction. The key policies are those which guide and direct the council in its role of delivering and influencing other relevant activities, such as planning for major development, supporting the economy and protecting the environment.

3.1.2. A broad understanding and interpretation of the strategies and policies that address has informed this Local Transport Plan and been achieved through close working with a number of key partners and stakeholders. A number of these will also have a role to play in helping to deliver the strategic outcomes set out in this LTP.

3.2   Local strategies and policies

3.2.1. The Local Transport Plan sets out the vision of transport over a number of years. We recognise that this vision cannot succeed and be of benefit to Brighton & Hove if it does not reflect or relate to other plans and strategies, whether developed and approved by the council itself, its partner agencies or stakeholders.

3.2.2. Strategies, such as the city's Economic Strategy, Local Development Framework and Tourism Strategy, which promote regeneration, and offer a catalyst for business investment into the area. The overall aims are to increase economic productivity, and improve the vibrancy and health of the city, but these must be supported by continued investment in the transport system. Improved productivity and increased job opportunities need to be sustained by an efficient and viable transport system, which includes cycle routes, bus services and better managed highways and parking.

3.2.3. The delivery of planned growth (including housing) can contribute towards a number of the desired transport outcomes. It can help to support job creation, improve the vibrancy of the city centre and other centres of activity, reduce the need to travel and reduce CO_2 emissions by locating development in accessible and most sustainable locations. In Brighton & Hove, development sites which promote regeneration can reduce out commuting and increase employment locally. Public realm improvements can help regenerate areas with increased footfall and therefore increase the vibrancy and success of the area.

3.2.4. Education and health policies, whilst offering increased parental choice for schools and better access to GPs and other health initiatives, will also have transport implications which need to be considered.

3.2.5. There are a number of key strategies, policies and priorities which have been developed or adopted since the 2nd Local Transport Plan and which have influenced and informed the new transport strategy for the city. These primarily include:

- the creation of 'a council the city deserves';
- the 2020 Sustainable Community Strategy;
- the Local Development Framework Core Strategy; and
- the Local Area Agreement 2008 to 2011.

3.2.6. **'A Council the City Deserves'**: The council's organisational structure has provided a solid framework on which to build strong governance, high performance and excellent services across the City. To improve on this, a more effective organisational design for the future of the City that will deliver this transformational programme and new approaches to commissioning services that are more flexible and responsive and to change the way we work with our public, private and voluntary sector partners[3]. This will be focused on:

- Flexibility and adaptability to the changing needs of the City and its customer services
- Priorities to be set in relation to the needs of the City and based on sound, accurate, reliable data, provided by customers about their own needs
- A clear separation of the activities that are about 'deciding' what is to be provided from those that are about providing services
- Commissioning to sit at the interface between the 'decider' and the 'provider' roles

3.2.7. The new structure is based on 4 key themes: Place, People, Communities and Resources.
- **Place:**
  - o An attractive urban environment that works well for all residents and visitors
  - o A city where people can access the housing they need
- **People:**
  - o A city where all people can live long, healthy and fulfilling lives
  - o A city where every child and their family can develop to their full potential
- **Communities**
  - o A city where everyone can work, create and grow business
  - o A city that is internationally recognised for culture, arts and new media

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[3] http://www.brighton-hove.gov.uk/downloads/education/eds_news/PRE_CABINET_FINAL_-_JB.pdf

- o A city where people and communities get along, can take action and have their voices heard
- o A city where people are safe and feel secure
- **Resource**
  - o Planning to support outcomes

3.2.8. The principles of the reorganisation were considered and approved by the council's Cabinet in April and May 2010. It also supports, and will be consistent with, the emerging, national government reforms to encourage the 'Big Society' and will help ensure the continued delivery of high quality, local services during the transitional period of the government's Decentralisation and Localism Bill.

3.2.9. **The 2020 Sustainable Community Strategy** promotes Brighton & Hove as the 'city of opportunities'. Originally published in 2003, it was reviewed in 2009 to provide a long term plan of "opportunities for all" to improve the city's economic, social and environmental well-being. It includes 8 priority themes that will help achieve this objective:

- Promoting enterprise and learning;
- Reducing crime and improving safety;
- Improving health and well-being;
- Strengthening communities and involving people;
- Improving housing and affordability;
- Living within environmental limits and enhancing the environment;
- Promoting sustainable transport; and
- Providing quality advice and information services.

3.2.10. For transport, the Community Strategy's aim is to provide *"An integrated and accessible transport system that enables people to travel around and access services as safely and freely as possible while minimising damage to the environment and contributing to a safer, cleaner, quieter and healthier city"*. This aim provides the basis for the core vision of the long-term strategy in this third Local Transport Plan.

3.2.11. **The Local Development Framework (LDF):** The LDF Core Strategy provides the overall strategic planning vision for the city through to 2026. The council has been working on its LDF for the last two years. The Core Strategy submission was approved in 2010, and it was expected to be formally adopted in July 2011. The timetable for the document is now being reviewed, subject to the government's proposed changes in the planning system. The LDF addresses key city-wide planning issues including the economy, housing, shopping, transport, tourism, community safety, urban design and regeneration. The spatial action plan included in the transport strategy reflects the key priority areas of the emerging LDF and is aligned with the 15-year timescale identified for bringing forward new development.

3.2.12. 7 areas of proposed major development provide the core elements of the spatial strategy:

- Brighton Centre and Churchill Square Area
- Brighton Marina, Gas Works and Black Rock
- Lewes Road Area
- New England Quarter and London Road Area
- Eastern Road and Edward Street Area
- Hove Station Area
- Shoreham Harbour Area

3.2.13. The spatial areas include the Seafront, Central Brighton, Valley Gardens, the Urban Fringe, the South Downs and Sustainable Neighbourhood and seven areas of major development provide the core elements of the spatial strategy:

- The Seafront
- Central Brighton
- Valley Gardens
- Urban Fringe
- The South Downs
- Sustainable Neighbourhoods

3.2.14. **The Local Area Agreement [LAA] (2008 to 2011)** : The LAA forms one strand of a city wide 'contract' which sets priorities for Brighton and Hove and assesses how well we are delivering against these. After a broad and thorough consultation process in 2007, LAA targets were agreed by the Strategic Partnership as the main performance priorities in Brighton and Hove for 2008/11. During this process public sector partners, in collaboration with the third and private sector, agreed to 35 indicators selected from the National Indicator Set.

3.2.15. The responsibility for some indicators is shared across partner organisation across the city. However, the performance framework for managing the relationship between Central and Local Government has recently changed substantially. This change is intended to reduce bureaucratic burdens and enable focus on genuine local priorities. All designations of local improvement targets have therefore been revoked and full control of LAA's has been handed to local authorities. The future approach to be taken in the city is therefore under review as part of the move towards a commissioning approach to service delivery.

3.2.16. The LAA includes some key transport indicators and indicators which transport can directly affect or influence, which are:

Number of people killed or seriously injured in road traffic accidents;
- Congestion – average journey time per mile during the morning peak;

- Access to services and **facilities by public transport, walking and cycling; and,**
- Reduction of carbon dioxide emissions
- Obesity in school children

3.2.17. **Brighton & Hove City Council Corporate Plan 2008-2011**: In 2008 we set out a programme for improving services for our residents across the city. This plan focuses on prioritises based on protecting the environment while growing the economy: spending public money wisely: reducing inequality by increasing opportunity: fair enforcement of the law and open and effective leadership.

3.2.18. To achieve the Plan's aims, the needs of communities, individuals and families need to be understood so that services can be designed around them. Our City is rich in diversity and 'Working Towards an Equal City' sets out an Equality and Inclusion Policy to 2011 to ensure that the way the council delivers services is efficient and ensures those that need help the most are focused on. The policy is informed from the important work and conclusions of the 'Reducing Inequalities Review' which has also helped to develop other strategies such as those for health, employment, education, housing, and welfare.

3.2.19. **The Reducing Inequalities Review [RIR] 2008:** This review indicates that the most deprived areas across the city are not "closing the gap" on important indicators of equality. Those with low or no skills are facing increased pressure competing for work due to scarcity of appropriate jobs, competition from those with higher qualifications and competition from other groups including students and migrant workers. Reducing inequality is a high priority for the city.

3.2.20. **Brighton & Hove Housing Strategy 2008-2013:** The Housing Strategy sets out how the council and its partners will meet the city's housing needs over the next five years, including sub-strategies for particular communities in the city such as the city's Black & Minority Ethnic (BME) community and older people.

3.2.21. **Climate Change Action Plan 2006:** Climate change contributes towards changes in annual and seasonal average temperatures, rising sea levels and increased frequency of extreme conditions. These factors impact on biodiversity, health, building and infrastructure, soils and the economy. Tackling them is a key challenge for all authorities and communities across the UK.

3.2.22. The UK Stern report (2006) estimates that the cost of climate change will be 0.5 to 1% of the worlds GDP and that "the benefits of strong and early action far outweigh the costs of not acting". The costs will be 5-20% more of global GDP year on year, whereas the costs of reducing greenhouse gas

emissions to avoid the worst impacts of climate change would only be around 2% of global GDP by 2050.

3.2.23. In 2004 Brighton and Hove signed The Nottingham Declaration on Climate Change and produced a Climate Change Action Plan [CCAP] in 2006 to provide a framework of actions to address climate change. The CCAP puts forward six aims of reducing greenhouse gas emissions (to include unsustainable forms of transport), to encourage other sectors to reduce green house gas emissions, to prepare for the changes that will happen because of the changing climate, to create a behaviour change around how we use natural resources and to illustrate the economic, social and environmental benefits of taking action on climate change.

3.2.24. 19% of CO_2 emissions come from transport, 35% from industry and commerce and 45% from energy use in the home, and the council is committed to achieving a 12% reduction in CO_2 emissions across the city over the next three years. To assist in this, a practical guide for Brighton & Hove businesses on climate change was launched in September 2008 and updated in May 2010. The updated guide, 'Towards a Low Carbon Economy - The guide for businesses in Brighton & Hove aims to encourage and inspire businesses in the city to play their part in protecting the environment. It provides ideas and suggestions to help businesses reduce their carbon footprint. It includes 10 Top Transport Actions such as driving tips, vehicle care, route planning and use of different forms of transport.

3.2.25. **Economic Strategy:** 'Raising our Game' sets out the city's strategy to improve the economy from 2008 to 2016 and identifies the challenges that exist for the city. Produced by the Economic Partnership, the central part of the strategy is set out in the Local Action Plan based on 3 themes, aimed at being 'Ambitious', 'Distinctive' and 'More Equal'. The spatial action plan indicates where the public and private sector will work in partnership to stimulate growth by focusing on eight areas. They are:

- Lewes Road and the Academic Corridor
- The City Centre, Brighton Centre & Churchill Square
- Shoreham Harbour and South Portslade
- New England Quarter & London Road
- Brighton Marina & Black Rock
- Eastern Road & Edward Street
- The Seafront
- Hove

3.2.26. As well as seeking to maintain the quality of jobs in the City, enhancing jobs in the business and finance sector and future sectors such as digital media, the strategy places emphasis on a reduction in congestion and improved transport to keep the city moving.

3.2.27.   **Tourism Strategy:** Working with the Brighton & Hove Economic Partnership, the Tourism Strategy was refreshed in 2008. "A Refreshed Strategy for the Visitor Economy" sets out a ten year vision to 2018 that is based on 4 key themes that provide the overriding principles of the strategy. These are:

- Investment in Infrastructure and Physical Environment
- Sustainable & Responsible Tourism
- Improving Quality & Raising Standards with
- Partnership & Consultation

3.2.28.   Investment in infrastructure and the environment, together with improved quality provide a focus for the promotion and provision of sustainable transport options and improvements to the city's public realm. Key 'Tourism Places' in the city are defined as being:

- The Gateways
- The Seafront
- Neighbourhoods
- The Downs and Rural Villages
- Parks and Open Spaces
- Shopping Areas

3.2.29.   In partnership with businesses, developers, land owners this strategy identifies actions relating to identity, spaces, safety, economic infrastructure to improve these areas are set out; of which travel, transport, and links and good quality public realm are seen as important elements to deliver the strategy.

3.2.30.   **The Children and Young People's Plan [.CYPP]** provides a strategic plan for all local services for children and young people aged up to 19 years with five priorities to secure improvements in outcomes for all children and young people in Brighton & Hove

- **Being Healthy** - enjoying good physical and mental health, and living a healthy lifestyle.
- **Staying Safe** - being protected from harm and neglect and growing up able to look after themselves.
- **Enjoying & Achieving** - getting the most out of life and developing broad skills for adulthood.
- **Achieving Economic Well-being** - overcoming socio-economic disadvantages to achieve their full potential in life
- **Making a Positive Contribution** - to the community and to society, and not engaging in anti-social or offending behaviour.

3.2.31 Transport is influential in improving children and families lives and reaching these outcomes. This is not just in promoting good physical and mental health

through using cycling and walking but also providing opportunities so that children can enjoy and stay safe in our City with good design of environments, safe routes to school etc.

3.3   Regional policies

3.3.1   Very recently the regional and national policy framework has undergone comprehensive change. In June 2010, Regional Spatial Strategies (the South East Plan included Brighton & Hove) and associated transport strategies were revoked. In December 2010, the Decentralisation and Localism Bill was laid before Parliament confirming the proposed removal of regional planning with the abolition of the Regional Spatial Strategies. The Bill proposes further local planning relaxation and encourages the development of Neighbourhood Plans, indicating further reforms to planning. It is expected to be formally enacted by the end of 2011.

3.3.2   To replace the Regional Development Agencies, whose objectives of were set out in the Regional Economic Strategy (RES) of each region of the UK, the Government sought that councils and business leaders should form new Local Enterprise Partnerships (LEPs). These arrangements should provide strategic leadership in their local areas and create the right environment for business success and economic growth.

3.3.3   A bid to develop the 'Coast to Capital' LEP was submitted in 2010 and has received government backing. It includes a significant part of West Sussex, Brighton & Hove, the Gatwick Diamond and the London Borough of Croydon. Formed by the respective local authorities and businesses, the LEP places international growth and entrepreneurship at its heart, and a vision for a lasting relationship between public sector and employers to achieve sustainable economic prosperity for the area.

Figure 3.1 Coast to Capital LEP Area
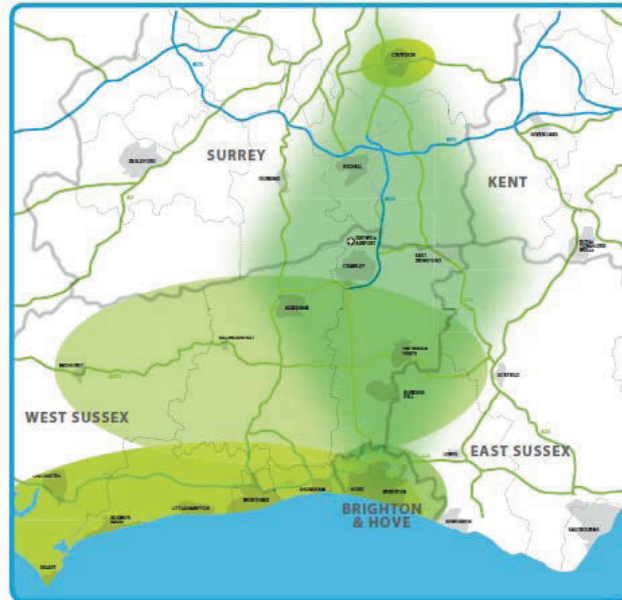
3.3.4 The LEP's focus on transport is to:

- Work with Gatwick Airport to support its ongoing promotion and development
- Work with other operators and entry points to build the capacity of international links
- Promote better public transport services including investment in infrastructure
- Facilitate, where possible private sector investment in transport infrastructure at the key catalytic development locations.

3.3.5 The context and issues for the Coast to Capital LEP have a strong synergy with those that were previously outlined in the South East Plan and the associated Regional Transport Strategy. These are to:

- improve economic performance and raise earnings;
- deliver sufficient decent homes and provide a well integrated mix to meet the needs of the area;
- create a better balance between jobs and homes, reduce the house price/local earnings 'affordability gap' and minimise the need for out-commuting;
- reduce deprivation and social exclusion by spreading the benefits of sustainable new development as widely as possible across local communities;

- improve the transport links to reduce peripherality and assist take up of strategic employment sites; and
- achieve all the above in the context of the constraints on land supply while respecting the sub-region's high environmental quality and nationally designated landscapes.

3.3.6 The Regional Transport Strategy [RTS] was established as the long term regional framework for the development of the main transport systems in the region. As Brighton & Hove sits at the heart of the South Coast sub-region, the improvement of access along the South Coast with an inter-urban bus-based public transport service has been a priority for a number of years. The Coastal Transport System [CTS] project, linking Worthing with the city and providing has been assessed and identified as funding priority in the region for a number of years. Access to government funding to enable its delivery is subject to the completion, submission and approval of a Major Scheme Business case by the Department for Transport. Following changes in regional governance and funding arrangements, the future progression of the CTS is being reviewed.

3.3.7 Within the Regional Transport Strategy Brighton & Hove was identified as a regional transport hub, supported by regional spokes (the A23 and A27, plus key rail links). Of the eleven hubs in the south east it was designated as a 'Diamond for Investment and Growth' by the South East England Regional Development Agency. Being a 'diamond' meant the city was expected, within the south east region context, to have the capability of stimulating prosperity, with further growth being unlocked through targeted investment in infrastructure.

3.3.8 Areas of investment were expected to be identified through policies and strategies set out by local authorities in their Local Transport Plans, as well as the relevant strategies and policies which Brighton & Hove will implement. Specifically for the South Coast the regionally led challenges to address were to:
- improve economic performance and raise earnings'
- deliver sufficient decent homes and provide a well integrated mix to meet the needs of the area;
- create a better balance between jobs and homes, reduce the house price/local earnings 'affordability gap' and minimise the need for out-commuting;
- reduce deprivation and social exclusion by spreading the benefits of sustainable new development as widely as possible across local communities;
- improve the transport links to reduce peripherality and assist take up of strategic employment sites; and
- achieve all the above in the context of the constraints on land supply while respecting the sub-region's high environmental quality and nationally designated landscapes.

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3.4 National policies and priorities

3.4.1. The election of a new government in May 2010 has resulted in a number of reviews and decisions about the national, regional and local policy framework. New policy direction is still emerging and revisions to budgets and funding processes are ongoing. This LTP has been prepared in line with existing national policies and guidance.

3.4.2. Through the Local Transport Act 2000, the Department for Transport [DfT] requires all local authorities to prepare LTPs. LTP3s should be primarily developed to deliver local priorities but are also expected to demonstrate how they will contribute towards the government's national Transport Goals. These "overarching priorities" help to set the scene for developing new Local Transport Plans. The aim is to demonstrate the connections between transport and other service areas such as planning, housing, environment, safety and equality.

3.4.3. The DfT published "Delivering a Sustainable Transport System'' [DaSTS] in November 2008, which defined five goals:

- **Support Economic Growth:** To support national economic competitiveness and growth, by delivering reliable and efficient transport networks
- **Climate Change:** To reduce transports emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change
- **Better Safety and Security and Health**: To contribute to better safety and health and longer life-expectancy by reducing the risk of death, injury or illness arising from transport and by promoting travel modes that are beneficial to health.
- **Equality of Opportunity**: To promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society
- **Quality of Life:** To improve quality of life for transport users and non-transport users, and to promote a healthy natural environment

3.4.4. In addition to the national DaSTS goals, there are **White Papers** and legislation which provide reference and governance to local authorities in delivering their Local Transport Plans.

3.4.5. In January 2011 the government published a new White Paper on local transport "Creating Growth Cutting Carbon" . The White Paper which also rationalises funding into four streams; Local Sustainable Transport Fund (LSTF) ,major schemes, local highway maintenance and integrated transport block, recognises and commits the importance of encouraging sustainable travel options at a local level, as a priority for encouraging economic growth and reducing carbon emissions from transport.

3.4.6. The vision of the White Paper is: "**for a transport system that is an engine for economic growth, but one that is also greener and safer and improves quality of life in our communities**"

3.4.7. The White Paper supports the benefits associated with health, economy, social inclusion that sustainable travel, particularly those as cycling, walking and by public transport can have particularly for short trips or those under five miles, and if these practical alternatives were available a substantial proportion of drivers would be willing to drive less.

3.4.8. In short the paper seeks to offer "**people choices that will deliver a shift in behaviour, in many more local journeys, particularly drawing on what has been tried and tested**". The following facts are presented in the White Paper

- Excess delay is costing the urban economies £11bn per annum

- Carbon Emissions impose costs to Society up to £4bn per annum

- Public Health costs associated with physical inactivity, air quality and noise costs up to £25bn

- Road Accidents cost £9 bn per annum.

3.4.9. These costs are indicated to be unsustainable particularly in the context of the UK's economy.

3.4.10. The Paper supports the important role of transport of making somewhere a good place to live but also in getting people to work, education, leisure and healthcare, its necessity in peoples quality of life and its ability to enhance peoples spending, affect amenities and ambience of town centres, and its necessity for the system to be resilient to extreme weather to avoid negative impacts on the economy

3.4.11. To enable choice more sustainable transport choices through the "Nudge" approach and a package of interventions, typically exemplified in the White Paper are those within the Sustainable Travel Towns and Cycling Towns. For the latter this includes Brighton & Hove's measures as a Cycling Town. Such approaches are considered by the White Paper to provide high value for money, reductions in carbon dioxide emissions and increases in physical activity

3.4.12. In addition, the White Paper recognises that there are some areas where there are no alternatives to car travel, and therefore car will be the only mode choice for some trips. In this instance the White Paper encourages means of making car travel more sustainable through Car Sharing and Car Clubs (where the city is referenced as a good practice example), managing traffic

flow better using Intelligent Transport Systems so people can plan journeys to avoid congestion and use of electric and other ultra low emission vehicles

3.4.13. To support the delivery of sustainable transport initiatives the White Paper supports the decentralisation of power to local authorities and communities as advocated through the Localism Bill through the following mechanisms:

- introduction of The Regional Growth Fund (RGF),
- development of Local Enterprise Partnerships(LEPS),
- Tax Incremental Find (TIF),
- Decentralisation of planning with a new planning framework: eg PPG13
- Four simplified funding streams (Major Schemes, Integrated Transport Block, Local Maintenance Block and Local Sustainable Transport Fund).

3.4.14. Statutorily Local Authorities have duties under the following in relation to delivering and operating transport systems:

- Traffic Management Act 2004
- Transport Act 2008
- Education and Inspections Act 2006
- Road Traffic Act 1998
- Transport and Works Act
- Highways Act 1990
- Equalities Act 2010
- Climate Change Act 2008
- Road Safety Act 2006

3.4.15. There are a number of plans and duties that need to be reflected in Local Transport Plans, as they are statutory requirements or are recommended in other guidance. These include:

- Air Quality Action Plan
- Rights of Way Improvement Plan
- Noise Action Plan
- Children and Young Peoples Plan
- Local Development Framework

3.5   Setting the Transport Vision

3.5.1. The wider policy framework for the city, region and country plays a substantial role in determining the role that a transport strategy will play in delivering key outcomes. The transport strategy needs to support those policies by enabling movement and access to be undertaken as freely, sustainably and healthily and possible.

3.5.2. In order to help summarise the role that transport can play in delivering the long-term, wider objectives for the city, a vision statement has been adopted for the overall strategy. The vision for transport is based on the aims identified and agreed with the Local Strategic Partnership, and set out in the Sustainable Community Strategy. It is:

> **TRANSPORT VISION ⇨**
>
> "*To deliver an integrated, accessible and balanced transport system that supports economic growth and enables people to travel around and access services as safely and freely as possible, while minimising damage to the environment and contributing to a safer, cleaner, quieter and healthier city.*"

3.5.3. The vision reflects the challenges and opportunities in the city and the national Transport Goals that have already been outlined in this LTP. It will be achieved through the delivery of a variety of measures which will help fulfil a number of specific, strategic local transport objectives. These objectives will seek to:

- Reduce transport congestion and journey delay
- Improve the city's public transport network to cope with increasing demands
- Provide cycling and walking routes which connect communities, natural environments and key local services and activities
- Create attractive and safe routes and places
- Reduce the number of killed or seriously injured on our network
- Control and mitigate carbon emissions, air quality and noise effects of our transport systems in our City

3.5.4. The following 5 chapters outline the key issues for the city in the context of the government's national transport goals, and how these can be addressed through new, local, strategic transport objectives that will be the focus of future transport investment and innovation and help deliver the local vision and strategy for transport in the city.

3.5.5. The ways in which schemes and measures that will be introduced in the city to deliver those objectives are set out in Part B of this document – the LTP3 Delivery Plan.

4   Supporting Economic Growth

4.1   Context

4.1.1   The most recent, key research on transport and the UK economy is known as the Eddington Study (2006) which demonstrated 'a compelling link between the transport system and prosperity throughout history'. Transport's key role, both now and in the future, is to support the success of the city as an economic centre in the wider regional, national and international market and to enable the efficient movement of goods and people.

4.1.2   The transport system and associated travel patterns extend beyond the city's boundaries allowing people to get to work, schools, hospitals and to access a wide range of services and enabling the delivery of goods. However, congestion and unreliability at certain places at certain times of the day can constrain our economic growth. Reliability is important to all transport users in the city – business, freight, commuter and leisure trips. Improving journey reliability and times will generally have more economic benefit for businesses through reducing lost productive time than minor improvements in average journey times. By improving the performance of existing networks, it is possible to help meet growing demand in a co-ordinated way and make the city an attractive location and market for employment. This will contribute to competitiveness and productivity. National figures show that a 5% reduction in travel time for all business and freight travel on UK roads could generate around £2.5 billion of cost savings, equating to nearly 0.2% of Gross Domestic Product. Development proposals need to be supported by associated transport infrastructure, to avoid the risk of more congestion and greater unreliability.

4.2   Resilience

4.2.1. The system also needs to be resilient in order to cope with, and recover from, potential major disruptions from events such as adverse or severe weather conditions like bad winters, the impacts of climate change such as flooding episodes, and even terrorism. We must remain also aware and alert to the fact that the transport system, and those who use and work on it, need to be protected from terrorist attack.   Where considered necessary, measures can be designed to reduce vulnerability and deter terrorism.

4.2.2. Ensuring economic growth and enabling the regeneration of deprived areas is a priority for the city. If the potential opportunities that exist in the city were achieved and economic performance was raised to the regional average, it is estimated that an additional £13 billion Gross Value Added [GVA] would be generated in the UK. How transport can contribute towards this is explained in more detail in Chapter 6 on Equality and Opportunity.

4.2.3. Climate change can affect sea levels and subsequent coastal erosion could affect transport routes, such as the A259. Measures are needed to safeguard the coast, its communities and associated transport infrastructure in the long term. Adverse effects can also include heatwaves and drought during summer months, and extreme rainfall and flood events during winter. The council and other operators will need to ensure that the transport network is resilient enough to cope with these extreme events when they are forecast to occur, and during them. We will, however, have to ensure that our plans for developing our networks to meet our economic goal take full account of the need for the transport sector to reduce its greenhouse gas emissions. Further information about reducing carbon emissions in terms of transport is set out in Chapter 5.

4.3 Tackling congestion

4.3.1. Transport problems on both the strategic and local network in Brighton & Hove can affect the performance of the local economy, although most journeys are short and take place between towns along the West Sussex coast. The priority accorded to addressing this issue is demonstrated by the inclusion of a congestion indicator in the council's Local Area Agreement [LAA]. This measures an average, weekday journey time per mile on 5 key strategic routes into the city centre between 7a.m and 10a.m. The aim is to maintain journey times between 2007 and 2011.

4.3.2. The plan below indicates main locations where high levels of congestion and delays can occur for road users. Four main causes contribute towards congestion in the city. They are:

- *Peak Period*: Daily commuting and school trips and deliveries.
- *Seasonal Congestion*: Regular/periodic movement associated with visitors and tourists and shoppers throughout the year.
- *Road works/traffic management*: Involving essential maintenance of utilities and services, highway maintenance, new developments, or transport improvements.
- *Events and Incidents*: Involving planned or unforeseen events such as collisions, emergencies, political conferences, protests, festivals, or bad weather.

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Figure 4.1 Congestion Locations

Key
— Peak hour and Seasonal Congestion
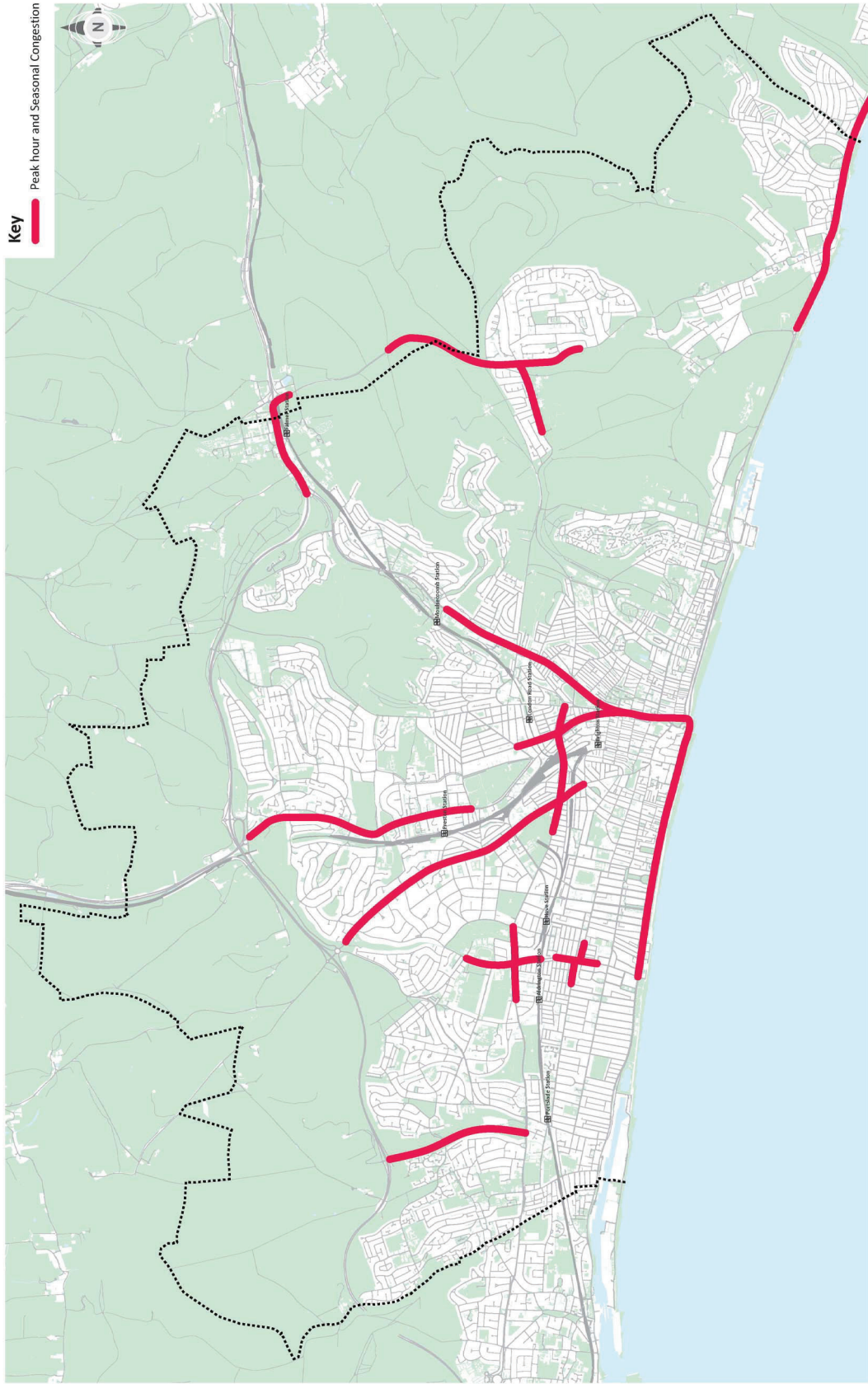
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4.3.3. A number of corridors, areas and individual junctions exist in the city where congestion often occurs – regularly or seasonally. Some of the locations or routes involve traffic that has travelled over longer distances and therefore the council is not directly responsible for the source of the journeys, but has to manage the local impacts when they occur. Close working with others agencies and organisations such as the Highways Agency, and East and West Sussex County Councils and public transport providers is therefore important.

4.3.4. Congestion can result from significant volumes of movement and activity traffic generated by a combination of different and complex travel patterns. For example, the city is a net 'exporter' of commuters. As the city is also a regional centre for shopping, it attracts people from a wide area including towns such as Burgess Hill, Haywards Heath, Lewes, Newhaven, Shoreham and Worthing. It contains strategic health facilities, two universities and significant visitor attractions.

4.3.5. The future demands that will be placed on the network through increased population and jobs, more cultural and visitor attractions will require careful management if we are to continue to move people and goods around the city efficiently. This will increase the workforce's wellbeing through less stress and increased leisure/personal time, and reduce the possibility of any negative effects of congestion and delay on the economy such as loss of staff, business or productivity.

Table 4.1: Commuting movements

	In-Commuters	Out-Commuters	Total Commuters	Net In-Commuters
Lewes	7,704	3,945	11,649	3,759
East Saltdean & Telscombe Cliffs	1,416	166	1,582	1,250
Lewes Priory	538	724	1,262	-186
Newhaven Denton & Meeching	538	594	1,132	-56
Lewes Bridge	315	753	1,068	-438
Adur	6,158	3,408	9,566	2,750
Eastbrook	760	708	1,468	52
Hillside	776	99	875	677
Southwick Green	794	286	1,080	508
Buckingham	533	221	754	312
St Mary's	427	907	1,334	-480
Mid Sussex	2,829	3,892	6,721	-1,063
Burgess Hill Meads	150	581	731	-431
Burgess Hill Victoria	222	1,118	1,340	-896
Worthing	2,832	2,216	5,048	616
Central	259	749	1,008	-490
Crawley	377	4,391	4,768	-4,014
Northgate	25	1,719	1,744	-1,694
Langley Green	27	1,678	1,705	-1,651
Horsham	1,625	1,683	3,308	-58
Total	21,525	19,535	41,060	1,990

4.3.6. Innovative approaches to managing traffic and movement involve the use of technology. Intelligent Transport Systems [ITS] can play a key role in supporting the City Council's objectives of reducing congestion and ensuring the economic viability of the City. The council and its partners have undertaken some significant development of systems in the city and have

made good progress to date in investing in ITS to manage the traffic and highway network in the city. Currently there are a number of ITS approaches operating which include:

- Urban Traffic Management and Control [UTMC] system.
- Traffic signal optimisation system for linking junctions [SCOOT]
- Urban Traffic Control [UTC] (fixed time centrally controlled traffic signals)
- Stand-alone junction optimisation system [MOVA]
- Variable Message Signs [VMS] for car parks and travel information
- Automatic number plate recognition [ANPR] system
- Closed circuit television [CCTV]
- Real Time Passenger information [RTPI]
- Travel Information: JourneyOn website and public information screens

4.3.7. These measures help considerably in improving traffic flow and tackling congestion. However there are opportunities to improve the efficiency of existing systems and invest in the roll out of other systems to improve network management and accessibility by all modes. For example, the adoption of a particular technology can serve a number of different strategies and help meet different objectives in addition to improving the economy.

4.3.8. To help achieve the national goal of supporting economic growth, we have set the following local transport objectives

> ➔ **Objectives**
>
> - To ensure the local transport system operates efficiently, is well maintained and can cope with extreme occurrences
>
> - To improve access to job opportunities, shopping areas and cultural and visitor attractions.
>
> - To help inform travel decisions and improve reliability of journey times for all road users.
>
> - To deliver transport improvements required to support sustainable housing growth.

4.3.9. Actions and measures that could contribute significantly towards helping meet these objectives include:

Maintaining the network

- Better road and pavement surfaces
- Better highway drainage

- Strengthened bridges and structures Development of a Highway Asset Management Plan [HAMP]

Managing movement and the network

- Co-ordination of road works.
- Management of public car parks
- Use technology to improve performance of the network
- A co-ordinated approach for efficient goods distribution and deliveries

Changing travel behaviour & Informing travel choices
- Provide travel and passenger information for and during journeys

Improving the network

Delivering sustainable and accessible transport options
- Improved walking and cycling facilities, routes, 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 bus stops, train stations and car parks and the routes to/from them
- New Park+ Ride sites

Providing a safer environment
- Redesigned road layouts to reduce the number and severity of casualties and collisions
- Address perceptions of danger and antisocial behaviour

Creating an attractive environment
- Improved street layouts to user friendly environments and street trees
- Use of good quality materials and de-cluttering

4.4   Transport Achievements for Supporting the Economy

Shoreham Harbour Community Infrastructure Fund [CIF]
In partnership with West Sussex County Council and Adur District Council, the city council bid for, and secured, money from the government's Community Infrastructure Fund [CIF] to support the delivery of transport improvements in the Shoreham Harbour area that will help enable economic and social regeneration through planned development of new housing, employment opportunities and community facilities. The improvements will help to make the best use of the existing capacity and infrastructure in this area by using Intelligent Transport Systems at traffic signal junctions to improve journey reliability for car drivers along the corridor and provide new and enhanced facilities for pedestrians and cyclists. These improvements will also enable existing bus services to maintain and improve their reliability for passengers, as well as improving passenger waiting facilities and information at bus-stops and local train stations. A total of £1.7 million will have been invested in improvements in Brighton & Hove by April 2011, which include :   - Using MOVA (Microprocessor Optimised Vehicle Actuation) technology at 7 traffic signal junctions along the A259   - Upgrading 15 bus stops to make them accessible   - Installing 10 new bus shelters and 9 new real-time passenger information signs   - Improving facilities in and around Portslade Station such renovating the subway, improved pedestrian access, new cycle parking, seating and real time bus information   - Improving street lighting in the vicinity of Shoreham Harbour   - Improving the design and surfaces of the A259 and Grand Avenue/The Drove/Church Road junctions.

5 Reducing Carbon Emissions

5.1 Context

5.1.1. The most significant and recent assessment of climate change issues in the UK was published in the Stern Review in 2006. The report made it clear that reducing global emissions of Carbon Dioxide (CO_2) and other greenhouse gases is vital to avert dangerous climate change. In response, the Climate Change Act was passed by Government in November 2008 and committed the UK to a CO_2 emissions reduction of at least 26% by 2020 based on a 1990 baseline, and to achieving at least an 80% reduction in greenhouse gases on 1990 levels by 2050. Transport will be required to contribute towards achieving this target because it is responsible for about half of the UK's CO_2 emissions (or about 40% of greenhouse gas emissions). The approach to addressing this issue must complement and be consistent with the need to support economic growth, and local targets set out in the city's Sustainable Community Strategy include a 3.5% per annum reduction target between 2006-2020.

5.1.2. The road sector is the largest source of carbon emissions from transport in the UK. While carbon emissions from HGV's and light duty vehicles are continuing to rise, those from passenger cars have been essentially stable over the past decade. The impact of continued growth in total passenger kilometres travelled by car has been offset by modest but steady progress in improvements in fuel efficiency. However, increasing car use alongside the likely, future levels of development that are expected to have been achieved in the city by 2026 will result in more congestion and an associated increase in carbon emissions, unless a number of positive mitigation measures are supported.

5.1.3. The government has published a 'Low Carbon Transport Innovation Strategy' (LCTIS) which highlights that transport is a major energy user and currently the large majority of our transportation needs are met by a fossil fuel, oil. The combustion of oil gives rise to emissions of carbon dioxide, the greenhouse gas responsible for the majority of human induced climate change. Carbon emissions from transport are also rising – over the last decade transport has been the fastest growing source of carbon emissions, both in the UK and many other countries. This reflects the impact of increased personal mobility and a growing economy on the demand for goods and services

5.1.4. The LCTIS focuses on a potential wide range of technologies which have the potential to reduce the carbon impacts of transportation. Many of these are already being developed within competitive private sector transport markets. However, many are still at the development or demonstration phase. Some are commercially available but have not achieved significant market

penetration. Accelerating the development and deployment of these technologies will play a very important role in reducing the carbon impacts of transport over time

5.1.5. The important role that new technology will play in reducing carbon emissions is fully acknowledged. However, at a local level, carbon reduction in the transport sector can also be achieved in a variety of other ways which include:

- encouraging a transfer to lower carbon forms of transport, such as buses;
- encouraging zero carbon options, such as walking & cycling;
- changed travel behaviour (e.g greater use of car sharing); and,
- reducing the need to travel (e.g through telecommuting).

5.1.6. The council and the city have an important responsibility and role to play in leading changes and improvements in transport. This can involve informing and influencing journey patterns, and encouraging the use of more sustainable transport options. Local changes can contribute to wider climate issues. Tackling pollution will help to address this and reducing the impact of traffic will be essential to reducing greenhouse gas emissions.

5.2 Sustainable and Clean Travel

5.2.1. The council has developed a broad programme of measures to promote changes towards more sustainable patterns of travel behaviour. These include promotion and provision for cycling and walking, workplace, school and personalised travel planning, travel awareness campaigns and marketing, car clubs, and measures to reduce the need for travel. Additionally, public transport has a significant role to play in reducing emissions from transport and investment in public transport services, vehicles and passenger facilities gives people an alternative option to using a car for some journeys.

5.2.2. The 'ecological footprint' in Brighton & Hove has been calculated as 6.5 hectares per person. This is not considered to be sustainable and the city needs to move towards a more resource efficient future. The city also has the highest carbon footprint of any of the major south east economies and nearly 25% of Brighton & Hove's carbon emissions come from road transport.

5.2.3. Climate change can affect biodiversity and there is evidence which suggests that there is a continuing loss of species and habitats, but greater protection will be afforded to some parts of the city's natural environment as the majority of the South Downs is included in the new National Park, which includes the ancient woodland at Stanmer and other valuable landscape sites. It also affects sea levels and subsequent coastal erosion could affect transport routes, such as the A259. Measures are needed to safeguard the coast, its communities and associated transport infrastructure in the long term.

Adverse effects can also include heatwaves and drought during summer months, and extreme rainfall and flood events during winter. The council and other operators will need to ensure that the transport network is resilient enough to cope with these extreme events when they are forecast to occur, and during them.

5.2.4. The planned growth of the city will lead to increased levels of movement and activity. To reduce carbon emissions, greater use of 'low carbon' transport choices and more sustainable travel options such as public transport, cycling and walking, as well as new and innovative technologies will help to achieve this, especially if it helps reduce the number of shorter car journeys that are made within the city centre. The council has already progressed a number of low emission and fuel economies projects, including new, electric vehicle charging points

5.2.5. To help achieve the national goal of tackling climate change, we have set the following local transport objectives:

➔ *Objectives*

- Increase the use of low emission forms of transport and support the use of associated technologies.

- To reduce the need to travel for some journeys and enable people to travel more sustainably.

5.2.6. Actions and measures that could contribute significantly towards helping meet these objectives include:

Maintaining the network

- Better road and pavement surfaces
- Better highway drainage
- Better street lighting

Managing movement and the network

- Co-ordination of road works.
- Use technology to improve performance of the network
- Priority for public transport
- A co-ordinated approach for efficient goods distribution and deliveries
- Integrated and consistent approach to transport and planning policy including parking standards.

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Improving the network

Changing travel behaviour and Informing travel choices
- Awareness and publicity campaigns to promote availability and benefits of transport options
- Promotion of travel choices for individuals and families, businesses, and for school children, parents and teachers.

Delivering sustainable and accessible transport options
- Improved walking and cycling facilities, routes, 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
- New Park + Ride sites
- 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
- Speed Management

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5.3 Transport Achievements for Reducing Carbon Emissions

Electric Vehicle Charging Points (EVCPs)

To encourage people to help contribute towards a more clean and energy efficient transport system in the city, the first on-street EVCPs were installed in the city in February 2010. They were the first to be installed in the UK, outside London.

4 pairs of on-street points have been installed in the city so far, in :
- Bartholomew Street;
- Ditchling Road;
- Madeira Drive; and
- Withdean Stadium.

An additional point has been installed in the car park of council building, Kings House in Hove. As part of the EVCP scheme, a registration trial was set up for electric car users who live in the UK. Registration is free for the first 25 applicants, and both the parking and the electricity used to charge up the cars have been free during the trial period. The charging points provide a top-up charge only and so have a maximum permitted stay of 3 hours, which is enforced as part on parking controls. This is to allow the maximum number of electric vehicles to make use of the limited number of charging points throughout the day.

Since the launch in February 2010, there has been steady growth of registered users and usage of the charging points. The council are now working with neighbouring authorities to provide a linked scheme through which it is hoped to develop a joint working arrangement to allow mutual access to charging points.

The new EVCPs in Brighton & Hove have been partly funded from the European CIVITAS Archimedes project.

Pedal Cycle Parking Bays [PCPBs]

The first Pedal Cycle Parking Bay [PCPB] was introduced in 2008 and there are now over 30 locations. Their popularity is demonstrated by their constant use and additional requests for more.

The primary aim of the PCPBs is to provide cycle parking for residents in areas of the city where there are high levels of multiple-occupancy/shared dwellings and a lack of off-street cycle parking . In addition to providing valued parking areas, the new bays have helped to reduce 'fly-parking' (bikes locked to street furniture which is not intended for this purpose) and therefore made street environments look tidier and improved footway visibility and clearance for residents, particularly those who use mobility scooters or wheelchairs.

The PCPBs provide secure cycle parking and it has therefore also helped in reducing bicycle theft, street clutter and obstructions. The success of these PCPBs was noted by Cycling England as a 'scheme of the month' and are part of the Cycling Improvements for which the council was highly commended in the National Transport Awards 2010.

6   Promoting Equality and Opportunity

6.1   Context

6.1.1.   By promoting greater equality of opportunity for everybody, we can help achieve a fairer society. This can include narrowing the gap between different income levels or more generally improving the opportunities available. Disadvantage can occur through personal circumstances and/or where people live. The transport system needs to promote and enable economic growth in the city as well as provide access to the goods and services, employment opportunities and social and leisure activities they want. It provides connections to, from and within the built-up areas of the city as well as the highly valued, adjacent, natural environment. It can also be key to regeneration plans, and therefore needs to be accessible, affordable, available and acceptable to transport users, and must be designed and operated to accommodate the needs of all ages.

6.1.2.   A number of neighbourhoods and areas within the city experience levels of deprivation and disadvantage, and two wards are within the top 2% most deprived wards in the country. People living in these areas are more likely to experience inequality on a range of activities. It is essential to ensure that any disadvantage in these areas is minimised and/or overcome. Transport can help to address such issues through planning policies, access to jobs, community engagement, and the targeting of service delivery. However, it is also important to bear in mind that large numbers of individuals experiencing inequality or difficulty do not live in the most deprived areas of the city.

6.2   Regeneration in the city

6.2.1.   Regeneration can help to change the nature of travel by making areas more attractive and therefore generating more and longer journeys. With long-term growth planned for the city, it is important to acquire improved skills, increased job prospects, great number of homes and a reduction in greenhouse gas emissions. The transport network therefore needs to keep pace and help shape this new agenda in a sustainable, socially inclusive way. Public transport is particularly important to help fulfil the wider environmental, social, physical and economic needs of the city and will assist in addressing the unmet transport needs of groups and communities, particularly when accessing key services such as employment, health and education. Transport solutions also need to be innovative to meet people's requirements, whether it is the unemployed, elderly, youth and minority groups, health groups or community and regeneration agencies.

Shoreham Harbour Regeneration

6.2.2   Shoreham Harbour is a designated Development Area in the city's LDF Core Strategy and was designated as a Strategic Development Area (SDA) in the

South East Plan with an interim figure of 10,000 homes up to 2026 subject to further studies being undertaken, as well as other land uses to help regenerate the area as part of an integrated and sustainable package. However, the Government has recently indicated that it intends to revoke all Regional Spatial Strategies through legislation, which would remove the requirement for this number level of homes. A Port Masterplan has also been developed, which aims to consolidate port activities and possibly enable non-port related development opportunities.

6.2.3 The council is part of the Shoreham Harbour Partnership which also includes Adur District Council, West Sussex County Council, Shoreham Port Authority, South East England Development Agency, and the Homes and Communities Agency. The stated regeneration objectives for the harbour provide for the creation of a high quality mixed-use development and sustainable community around a consolidated and modernised port with the capacity to deliver the following key outputs and outcomes:

- The provision of a significant number of new homes with a mixture of tenure and housing types;
- The provision of a significant number of new jobs, many of which will be in high-value sectors;
- New retail and leisure facilities and a high quality green infrastructure network across the area;
- New community facilities including health, education and training and skills;
- Regeneration of the existing adjacent communities and town/district centres;
- Renewable energy and zero-carbon development;
- A network of high quality public transport improvements;
- Consolidation of port activity; and
- Improved flood defences and flood risk mitigation measures.

6.2.4 Transport access and development improvements will be key to supporting the development of suitable and acceptable regeneration development. An essential part of the transport strategy for Shoreham Harbour has included a Coastal Transport System [CTS], a bus-based transport system which could run from Brighton to Worthing in West Sussex. The city council has been working jointly with West Sussex County Council to develop this proposal as part of the overall strategy. The need for environmental improvements to the A259 route as a major gateway into Brighton &Hove are also an important part of the improvements expected to be delivered through this regeneration scheme.

6.3   Creating sustainable neighbourhoods

6.3.1. The purpose of the LDF planning strategy is to create sustainable communities by reducing inequalities within and between different neighbourhoods. The overall main aims are to:

- create balanced communities that meet the needs of all residents and reduce the inequalities between different areas;
- engage with and listen to local communities;
- help create communities that work well – with good local facilities (shops, pubs, cafes), open space and play and community facilities (GPs surgeries, schools, community buildings, allotments, children's centres);
- increase the availability of jobs and training;
- encourage healthier lifestyles;
- improve accessibility and make roads in residential areas safer;
- encourage environmental sustainability; and
- build active and inclusive communities based on mutual respect.

6.3.2. Good quality development in local centres and hubs will be sought where it helps to strengthen the provision and viability of local services including shops and community facilities. A significant development can help improve public transport services to a neighbourhood, e.g. increased frequency of buses.

6.3.3. Local shopping centres and parades provide important local services to neighbourhoods and can often be a focal point for community activities. A sustainable community should have a reasonable range of facilities within easy walking distance that serve day to day needs for local residents. It contributes towards creating community cohesion and is particularly important for those without access to transport and gives alternatives to travel by car. Additionally easy access to fresh food can encourage healthier lifestyles.

6.3.4. Areas of disadvantage are characterised by, amongst other factors, high levels of long term unemployment and high levels of people on Incapacity Benefit. The strategy aims to address this through providing job and training opportunities for working age residents within sustainable travelling distance of the areas. The strategy proposes the requirement for developer contributions, linked to major development schemes in the city to include employment training places for residents. Small employment units in residential areas will continue to be protected. Initiatives that help reduce economic inequalities include access to affordable financial services and affordable childcare.

6.3.5. Community safety is a priority for all residents of Brighton & Hove. In areas of disadvantage the fear of crime and levels of crime are often higher than other more affluent parts of the city. The Crime and Disorder Reduction Partnership identifies environment improvement zones (parts of the city identified as hotspots for crime) which are priority areas for community safety initiatives.

6.3.6. There are also several residential and suburban areas of the city with poor and unreliable sustainable transport links. Work will be undertaken with

partners to improve public transport links and making it easier for people to cycle and walk can also encourage healthier lifestyles.

6.3.7. The strategy is directed at providing good quality community facilities within walking distance of neighbourhoods where there is a shortfall. These facilities include doctors' surgeries, education, training, children's health centres and community buildings. In terms of schools, there is, at present, an unbalanced demand for primary school places in the city with schools in the centre and west having significant capacity problems. It is also recognised that by 2026 there will be increased demand throughout the city on all schools and this will need to be addressed. Where a need has been identified work will be undertaken with service providers to help identify sites and, where appropriate, developer contributions sought to help meet a resulting shortfall.

6.3.8. Road safety priorities in neighbourhoods will be identified through work undertaken in the city council's Transport Division in consultation with local communities and will be implemented through the Local Transport Plan. Options include shared surfaces, child-friendly streets, home zones and safer streets balancing pedestrian safety with vehicle access. Its purpose is to improve safety, particularly for children, and to allow increased use of streets as a community resource.

6.4   Overcoming social inclusion

6.4.1. Improving the transport network within Brighton & Hove to promote sustainable travel patterns will bring benefits to all sections of the community. Increasing accessibility to facilities and services and providing opportunities for independent mobility for everyone are over-reaching objectives in all areas of transport provision. Particular emphasis is placed on addressing the transport needs of women, disabled and young and older people and people on low incomes.

6.5   Public transport

6.5.1. Brighton & Hove has excellent public transport services. Walking and cycling facilities have been improved each year, particularly through Cycling Town funding, which with funding from the EU Civitas project, has created better streets and promoted initiatives especially for walking. Hilly terrain in some areas can limit the transport options available to access some services or facilities. This can become an additional barrier for those experiencing disadvantages relating to income, employment, health and disability, education skills and training, housing, or living conditions. Those without access to a car will depend on public transport, cycling and walking to get around. 43% of households in the city have 1 car, but a significant amount, 36%, do not.

6.5.2. As the city grows and diversifies there is a need to provide better information for bus services, better connections for these communities, better walking

and cycling connections to key areas with routes, crossings, well designed and safer urban streets

Concessionary Fares

6.5.2. Concessionary bus fares scheme offer discounted travel on local public transport for older and disabled people. This government scheme ensures that bus travel, in particular, remains within the means of those on limited incomes and those who have mobility difficulties. This supports the aim to tackle social exclusion. Bus travel remains the most used form of public transport, especially by older people. In 2008, the local entitlement for free bus travel was extended to allow bus travel throughout England. It means that whether using the bus locally, or when visiting other parts of the country, older and disabled people will be able to travel for free.

Community Transport

6.5.3. The government recognises that the voluntary sector can provide an important complementary role in providing transport services, particularly in areas where commercial services are not viable. The 2008 Local Transport Act removes some of the restrictions associated with community transport permits, such as the payment of drivers and the size of vehicles that can be used, and could allow the sector to expand its role further

6.5.4. The bus services operated in Brighton & Hove by Community Transport help to involve and address some issues experienced by older and disabled people. Its buses are fully accessible for wheelchair users and have passenger lifts or ramps fitted, and its drivers are fully trained to assist older people and passengers with disabilities. Its Management Committee is made up from representatives of a variety of organisations with an interest in the well-being of older people and disabled people, including groups who are users of our services.

6.5.5. The company's Mission Statement states that it aims:

- to promote social inclusion and accessibility by working in all sections of the community;
- to deliver high quality transport services that upholds equality, diversity; and
- that the users of its services are involved in shaping the way that they are provided.

6.5.6. 'Easylink' is a door-to-door transport service for people, including people in wheelchairs, who find it difficult or impossible to get on and off buses, or to get to the bus stop, which is run for the city council by Community Transport. It serves all parts of Brighton & Hove and provides a service to and from superstores, the city centre and local shops.

Taxis and Private Hire Vehicles

6.5.7.   Taxis are a quick way to get around the city and are available 24 hours a day. There are plenty of taxi ranks throughout Brighton & Hove with the main ranks situated in East Street, Queens Square near the Clock Tower and outside Hove Town Hall. There are two types of licensed taxis operating in Brighton & Hove. Hackney Carriage vehicles can be accessed at a taxi rank or hailed from the street; or, Private Hire vehicles which can only be booked prior to the journey. Many taxis are wheelchair accessible and can be booked through local taxi companies. To help improve the availability of wheelchair accessible taxis across the city, the council has launched a pilot scheme which provides the direct telephone numbers for licensed drivers who are available and able to carry wheelchairs. The scheme will initially run for a period of one year, after which it will be reviewed

6.5.8.   The city council also runs a taxi voucher scheme for Brighton & Hove residents who qualify for a Sussex Countycard bus pass, but cannot use buses because of a disability. 7 companies in the city take part in the scheme and it provides £65 worth of taxi vouchers to use over one year.

6.6   Provision for disabled people

6.6.1.   The mobility needs of our communities should address all forms of disability. Independent mobility will only be realised if relevant infrastructure and the pedestrian environment are designed to appropriate standards. In addition, demand management measures that include restrictions on vehicle access should allow for the fact that for some disabled people, the car may be their only viable option for transport.

6.6.2.   The council is committed to meeting the needs of disabled people, particularly in the field of transport provision. This is reflected in the current Corporate Plan which aims to 'reduce inequality by increasing opportunity'. People's needs should be addressed as an integral part of developing transport proposals, and improvements which are introduced will generally improve access and mobility for everybody.

6.6.3.   Access to buildings and the provision of adequate parking spaces are negotiated through the development control process. The council's planning policies have standards for car parking in new development which include the specific provision of dedicated spaces for those people with registered disabilities, and are a minimum requirement

6.6.4.   Successful pedestrian priority schemes have been introduced across Brighton & Hove as a result of the consultation process with organisations representing disabled people, such as George Street in central Hove. More recently, the introduction of shared spaces, such as New Road, have identified further issues for blind or partially sighted people that the council has worked hard to understand, address and learn from

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6.6.5. Tactile paving to indicate crossing points at junctions, dropped kerbs to facilitate movement and rotating cones at pelican crossings and traffic signals have been introduced when improvements to the road layout or highway maintenance have been carried out, subject to consultation and assessments of individual locational circumstances and availability of funding

6.6.6. Improving access to and at bus stops is planned to particularly assist disabled people and is an important element of the Quality Bus Partnership developed with the major, local bus company. Raising kerb heights, extending bus-stops and improving passenger waiting and shelter areas are ways of achieving improvements. The provision of transport infrastructure improvements which assist people with visual impairments include 'real time' bus information display panels which are illuminated, with bold letters for high visibility and now incorporate a 'talking' bus stop facility operated by a key fob

6.6.7. In partnership with the two train operating companies and Railtrack, the Council is embarking on an initiative to improve access to rail stations, which will incorporate the needs of disabled people and those with mobility impairments, and ensure journeys are convenient, comfortable and enjoyable

6.6.8. Shopmobility involves the supply of wheel chairs or electric scooters for those with mobility difficulties. The facility provides better access to shopping areas in and adjacent to Churchill Square. Recognition of the importance of the car to enable some disabled people to get around is vital and an integral part of that scheme has been the provision of designated parking bays at each end of the pedestrianised area

6.6.9. To help achieve the national goal of equality and opportunity, we have set the following local transport objectives:

➔ **Objectives**

- To increase the availability and accessibility of travel choices for everyone, particularly disadvantaged people, and those living outside the central area
- To improve streets and the wider transport system that will assist in the regeneration of deprived areas and communities.

6.6.10 Actions and measures that could contribute significantly towards helping meet these objectives include:

Maintaining the network

- Better road and pavement surfaces
- Better pavement highway drainage
- Replacing lines, signs and street furniture

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Managing movement and the network

- Controlled parking zones with priority for residents
- Priority for public transport

Changing travel behaviour and Informing travel choices

- Awareness and publicity campaigns to promote availability and benefits of transport options
- Promotion of travel choices for individuals and families, businesses and for school children, parents and teachers.

Improving the network

Delivering sustainable and accessible transport options

- Improved walking and cycling facilities, routes, 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 bus stops, train stations and car parks 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

- Address perceptions of danger and antisocial behaviour

Creating an attractive environment

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

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6.7   Transport Achievements for Equality and Opportunity

'Talking' Bus Stop Information

In 2007 Brighton & Hove became the first UK city to introduce 'talking' bus stops for blind and partially-sighted passengers. 'React' units have been developed with the Royal National Institution for the Blind [RNIB] and linked to the city's real time bus information system. This has made a huge difference to users, giving them greater confidence and independence when travelling by bus. A battery-operated key fob which alerts the holder when they are near one of the talking bus stops. By pressing the fob, the React unit announces the destination and arrival time of the next buses. The technology has won several national awards for innovation and promotion of accessibility.

The council's EU CIVITAS Archimedes project has helped to fund a further 12 React units and 200 key fobs since 2007 to enable greater access to the system.

A multi-disciplinary working group including councillors, officers, system designers, consultants, members of the city's blind and partially sighted communities and the RNIB helped to inform the development of the system in terms of the type of voice to be used, the design and functionality of the key fob and the bus stops which should be improved. A partnership has been formed with the RNIB to help further develop the React system to provide orientation messages.

Additional bus stops will be improved in the city when funding from developer contributions is secured through the planning process.

The React system can be used in other areas and interest has already been shown by London Boroughs.

Talking bus stops • • • • • • • • •

The Talking Bus stop system gives blind and partially sighted people access to real time bus information in Brighton & Hove.

The RNIB React units link into the city's Real Time Bus Information signs. The system enables you to hear announcements at bus stops telling you:

• which bus stop you are at
• which buses are coming
• when they are due to arrive

The announcements are triggered by key fobs which you carry. The fob will automatically trigger an audible message from the RNIB React speakers as you pass by and, if you need more information, you can push one of two buttons. The first button starts a message that gives further information about the bus stop location and the second tells you when the next few buses are due.

7   Improving Safety, Security and Health

7.1   Context

7.1.1.   How we use the transport system can contribute significantly to better health and longer life expectancy in the city by reducing the risk of death, injury or illness associated with it. In particular, promoting certain ways of travelling will be beneficial to public and personal health. These benefits can also be quantified in economic terms. Road deaths and injuries in the UK are estimated to cost about £19 billion per year. There is also an economic and welfare cost of the health problems caused by poor air quality (to which transport is a major contributor) and obesity (which better transport choices, such as walking and cycling, can help reduce).

7.1.2.   Some progress has been made locally in recent years - the number of people killed or seriously injured in road collisions in the city has reduced from 161 in 2005 to 145 in 2009. Over the same period the number of people slightly injured in road collisions has fallen from 1127 to 748. Nationally, government initiatives have virtually eliminated carbon monoxide and lead emissions from motor vehicles. Aided further by recognising and capitalising on the health benefits that walking and cycling bring, and the introduction of well-considered urban design has begun to achieve significant changes in Brighton & Hove. Increased investment in cycling and walking projects through successful designation as a Cycling Town has helped increase active travel and encouraged more people to walk and cycle.

7.1.3.   Concerns about the safety, security and health of both individuals and communities are frequently voiced by people across the city. This can vary from anti-social behaviour, risk of injury from transport collisions especially for more vulnerable people such as the young and old, speeding drivers, or the mental and physical effects of transport-generated pollution.

7.1.4.   People need to feel safe travelling at all times if using car parks, public transport, walking or cycling. Brighton & Hove is a 24-hour city and the night-time economy is particularly important. In the city's 2008 Place Survey, over 90% of respondents reported feeling safe when outside in their local area during the day. However, nearly two thirds of people felt safe when outside in their local area at night. Concerns about anti-social behaviour on the transport system can be an issue, particularly for older or single passengers. Fear of danger, crime or anti-social behaviour can influence how people decide to move around. It can influence their ability to get to work, or affect some people's mental or physical health problems.

7.1.5.   Visitor perception surveys mostly show that people are positive about many aspects of their stay in the city. However, there are ways that improvements to the transport system will help to make the city a safe and attractive

destination, and therefore contribute towards the vision of the city's Tourism Strategy – that visitors are welcome, the industry is profitable, the local community benefits and the environment is enhanced.

7.2 Reducing casualties and injuries

7.2.1. Safety is also a concern particularly amongst the vulnerable, the disadvantaged and children. According to national research, child pedestrian casualties remain the most significant cause of death and injury. Being a popular tourist destination with increased numbers of visitors means that many will not be familiar with the transport patterns and the make up of narrow urban streets with large pedestrian footfalls can create conflict issues. In Brighton & Hove, road user groups featuring most prominently in terms of number and severity of injury, and therefore defined as 'most vulnerable', are pedestrians, cyclists and riders of powered two-wheelers (scooters/mopeds and motorcycles).

7.2.2. The recorded number of deaths and serious injuries incurred as a result of collisions in the City has reduced between 2005 and 2009:

Table 7.1: Collisions 2005 to 2009

Year	Killed	Seriously Injured	Total
2005	16	145	161
2006	9	162	171
2007	6	158	164
2008	5	136	141
2009	2	143	145

7.2.3. Although the casualty levels have improved, especially fatalities, there is still much work to be done to further improve road safety. This will include targeting engineering solutions, by maintaining a priority list of locations where collision data justifies more detailed investigation, in order to identify any patterns or trends. The aim is to identify opportunities to deliver engineering schemes that reduce collisions and casualties and promote use of more sustainable transport. Not all the road safety issues can be resolved by engineering, but this approach will maximise the opportunity to use engineering where appropriate. Initially, the casualty data has been analysed and the top 25 locations for further investigation identified, based upon collision and casualty rates. Engineering solutions would be supported by the appropriate education, training and publicity. An annual review of data will be conducted to ensure the list is up to date and the effect of engineering solutions implemented will be evaluated.

7.3 Personal security

7.3.1. To help address and improve feelings of personal security of those using the city's streets and spaces, improvements to the public realm and open

spaces, such as parks, will encourage people to walk and cycle. These types of improvement though need to be balanced against securing good access for business (servicing and delivery) and residential areas. To encourage walking and cycling, clearly signed routes need to be provided, with appropriate lighting as well as suitable crossing points on desire lines, and limited street clutter.

7.3.2. Most schemes will aim to incorporate design features that will enable people to feel safer and to reduce any feelings of isolation. The 2009 revision of the Community Safety, Crime Reduction and Drugs Strategy states that making people feel safer "results in them using open spaces more freely which, in turn, provides a natural guardianship of the area, deterring other types of crimes (for example, vehicle theft or violence)".

7.4   Health and well-being

7.4.1. The health and wellbeing of individuals and communities are affected by a combination of factors. These are social, physical, and economic environmental impacts but also individual characteristics and behaviours can affect health considerably. There is a need to improve the health of all communities, focusing on reducing the gap between those with the poorest health and the rest of the City. There are substantial variations in health and life expectancy between the different areas of the city. For example, there is an average difference of 6 years life expectancy between the most and least economically deprived areas. The most preventable deaths are caused by major illnesses, such as chronic heart disease, cancer and respiratory disease, which are primarily influenced by lifestyle and deprivation.

7.4.2. There have been improvements but inequalities such as mental health and obesity remain. The report 'Healthy Weight and Healthy Lives of Children and Young People in Brighton & Hove (2008/09 – 2010/11)', identifies the links between obesity, mental health and general well being, including low self esteem, bullying, depression and anxiety. Good mental health is a protective factor against obesity. Access to health care and other services is also likely to be impeded for those with a limiting long-term illness, who are almost twice as likely to have no access to their own transport compared to the population as a whole. Nearly half those with a limiting long-term illness are living in households with no access to a car. This contrasts to 27% of the population as a whole.

Transport can help to improve the health and well-being of the community but it can also have an adverse effect on personal or public health. Poor air quality can cause respiratory illness and and noise can affect people's quality of life or worsen mental health conditions.

Air Quality

7.4.3 If a local authority has acknowledged that one or more pollutant is above the threshold (known as the Air Quality Objective [AQO]) for the protection of

human health, and declared an Air Quality Management Area [AQMA] it must publish an Air Quality Action Plan [AQAP]. AQAPs must focus on a multi-faceted approach to addressing or eliminating specific exceedences of the AQOs.

7.4.4. In considering transport measures, an intelligent and targeted approach is required, because a reduction in traffic may not always lead to improvements in air quality because the majority of pollution can often be caused by a minority of vehicles. Also, careful consideration must be given to any secondary effects which could have positive or negative effects on other services or stakeholders in the city. For example, many of the measures likely to help improve air quality can also improve traffic flow and reduce congestion. Any potential negative effects must also be identified, such as introducing measures to combat poor air quality in one area may potentially have detrimental influences elsewhere, hence displacing the problem rather than removing it. However, measures to reduce both individual and city-wide climate change footprints are not always considered to always be of benefit to local air quality.

7.4.5 Early national expectations and predictions were based on improvements to engine and fuel technology would significantly reduce Nitrogen Dioxide [NO_2] exceedences over time, even if little action was taken locally. In the UK, this has not happened to the extent that was anticipated and in many cities, estimates for air quality improvement for the period 2000 to 2010 have been found to be over optimistic. In Brighton & Hove significant improvements have been recorded in recent years, but it is recognised that compliance with AQOs on some heavily trafficked and congested roads is not likely to be achieved prior to 2015. Therefore further, continued local intervention is required.

7.4.6. The new AQAP (2010) for the city builds on the approach to managing traffic and transport in the city and draws on the technical evidence and recommendations of the council's most recent Further Review and Assessment [FRA] of air quality. The FRA compares monitoring and modelled air quality data from various sources including; commercial and domestic properties, buses, heavy goods vehicles, cars & taxis, light goods vehicles (vans) and motorbikes. The proportion of pollution from these sources varies considerably between neighbourhoods and within the city. Therefore in addition to citywide measures, some local solutions are still needed to resolve some air quality problems.

7.4.7. Greater use of, or a transfer of some journeys to, alternative forms of transport alone are not expected to be sufficient to enable full compliance with the NO_2 AQO in some locations, especially in the city centre. The FRA indicates that the number of diesel-fuelled and heavy vehicles contribute the most to local air pollution, and strategies to tackle the problem and improve local air quality need to take this into account. Improvements in vehicle technology, the

application of Best Available Techniques [BATs], and the procurement of low emissions vehicles, should particularly assist in addressing this issue. These measures are fully consistent with a low-emission strategy approach which has the full support of the government and other bodies such as planning and transport institutes, Environmental Protection UK and Sussex Air.

7.4.8. In addressing comments made by Defra on the 2010 AQAP consultation, this LTP includes proposed measures in the Delivery Plan (Part B) which will have a role in having a successful AQAP for the city. These measures include:

- An Urban Freight Management Partnership to reduce emissions from heavy commercial vehicles in the city centre
- Intelligent Transport Systems and Urban Traffic Management Control [UTMC] (traffic signal) technology to reduce congestion and manage traffic flows
- Passenger information systems to assist and encourage use of public transport
- Continued promotion of walking and cycling
- Increase availability of electric vehicle charging points in the city
- Integrated, sustainable and accessible approach to the location of new development to reduce the need to travel
- Educational and awareness initiatives such as 'walk to school week'
- Tree planting for improving air quality
- Discouraging driving behaviour that involves unnecessary idling vehicle emissions e.g 'Cut engine cut pollution' signs at level crossings
- Promote car club use and encourage use of electrical vehicles
- Better and well-maintained road surfaces.

Noise

7.4.9. In addition to the benefits that transport brings, it can also create unwelcome effects, such as noise pollution. Increased movement and traffic on roads, railways or in the air can lead to noise levels that could affect our quality of life and health. Noise can disrupt communication or disturb people's sleep or contribute towards harmful medical conditions or symptoms.

7.4.10. European legislation, known as the Environmental Noise Directive [END] 2002/49/EC, aims to avoid, prevent or reduce the harmful effects of exposure to environmental noise. The government department DEFRA [the Department for Environment, Food and Rural Affairs] is responsible for implementing the END in England by managing the impacts of transport noise by working with local authorities and through the preparation of strategic noise maps, the development of Noise Action Plans and provision of information.

7.4.11. The impact of noise from transport can be managed or reduced in a number ways such as:-

- Reduced driver speed
- Traffic management and traffic calming
- Newer buses and train carriages/wagons
- Modern vehicles, quieter engines and tyres
- Night-time restrictions
- Quieter road surfaces
- Noise barriers and sound insulation

7.5 Summary

7.5.1. Reducing traffic congestion, and managing and reducing associated pollution and emissions are key aims. Ways to achieve this include:

- Provide walking and cycling connections between the city centre, urban fringe parks and the South Downs National Park will help to encourage physical activity, alongside the promotion of active travel through employers and NHS partners, GP surgeries.
- Reduce traffic movements in the Air Quality Management Area with consideration for vehicles which use alternative fuels of low carbon emissions, such as electric vehicles. It will be necessary to manage goods vehicle access and deliveries to the urban area so that these improve the air quality but still ensure access to support the local economy. Reducing the reliance of cars and good vehicles in these congested areas will also contribute to safer roads and can promote a healthier lifestyle.
- Progression of appropriate and targeted ways for developing and enhancing behavioural change projects, such as personalised travel planning, could assist disadvantaged areas and people in reducing inequality imbalances.

7.5.2. To help achieve the national goal of improving safety, security and health, we have set the following local transport objectives:

> ➔ *Objectives*
>
> To reduce the fear of danger and the risk of personal injury as a result of transport collisions.
>
> To minimise the impacts of transport-related air and noise pollution on people, and the natural and built environments.
>
> To encourage and enable greater levels of active and healthy travel, such as cycling and walking, especially for shorter journeys

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7.5.3. Actions and measures that could contribute significantly towards helping meet these objectives include:

Maintaining the network

- Better road and pavement surfaces and
- Better highway drainage
- Replacing lines, signs and street furniture
- Strengthened bridges and structures

Managing movement and the network

- Controlled parking zones with priority for residents
- Management of public car parks
- Priority for public transport
- 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
- 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 the network

Delivering sustainable and accessible transport options
- Improved walking and cycling facilities, routes, networks
- Improved Rights of Way and access to open spaces and the National Park
- Improved bus stops, train stations and car parks and the routes to/from them
- Promote use of alternative fuels and provide associated equipment e.g electric vehicle charging points

Providing a safer environment
- Redesigned road layouts to reduce the number and severity of casualties and commissions.
- Road safety publicity, education and awareness campaigns
- Speed Management
- Address perceptions of danger and antisocial behaviour

Creating an attractive environment
- Improved streets to user friendly layouts and environments including street trees
- Use of good quality materials and de-cluttering

7.6   Transport Achievements for Safety, Security and Health

The Lanes Car Park Improvements

This 347 space 'pay on foot', underground car park is owned by the council, located in the heart of The Lanes shopping area in the city centre, and is well used by shoppers and tourists. Its central location and deteriorating condition   attracted antisocial behaviour, and it was considered to be an intimidating environment for users.

In 2009 a major refurbishment was carried out, by introducing better lighting, cleaner facilities and more secure pedestrian access, with CCTV linked to a 24hr staffed control room. The Lanes car park is now a high quality, well-lit and secure location which now provides a good first impression for motorists visiting the city. As a result of this work, the car park attained the 'Safer Parking Scheme' accreditation in February 2010, which is an initiative of the Associations of Chief Police Officers throughout the United Kingdom, and managed by the British Parking Association and supported by the Home Office and Scottish Government.

The refurbishment included:

- Automatic roller shutters and payment barriers.
- Speed Gates and a second entrance for Thistle Hotel customers
- Low energy lighting and ventilation systems ensuring reduced running costs and lower carbon footprint.

- A centrally controlled fire alarm system with sprinkler upgrades and CCTV linked to a central control centre.

- High speed security shutters

- Painting the car park to improve and enhance lighting and create a brighter environment.

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National Cycle Network (NCN) Routes

NCN2 (Marine Parade): The main objective of the scheme has been to close the gap in the National Cycle Network Route 2 (NCN2) between the Palace Pier and the Marina. The NCN2 seafront cycle route enables east/west movements across the city, providing additional choice and improve accessibility into the city for commuters, tourists, shoppers and visitors. The route is located on the south side of Madeira Drive and also provided a further crossing opportunity on the A259 for pedestrians and cyclists.

Since its implementation, over 2,000 cyclists use the route each day and it has helped open up the area for visitors and residents to enable them to enjoy more of the seafront.

The scheme was match-funded through Brighton & Hove's Cycling Town status (2008-11) and has helped to achieve Cycling England's objective to "improve the health of the local population and encourage more people cycling, more safely and more often".

NCN20 (A23 London Road): The main objective has been to improve access to the route for residents in the local area, in addition to local schools (Patcham Infants, Patcham High and Westdene). Improvements also increased safety and journey times for cyclists and pedestrians, whilst retaining a wide two-way carriageway, therefore avoiding creating any additional delay to vehicles as a result.

North and southbound cycle lanes were implemented between Carden Avenue and the A27 junction, with two new signalised pedestrian crossings on the A23 - one south of Brangwyn Drive and the other south of the junction with Old London Road.

Since its implementation, the route has become a valuable new link to the South Downs National Park, improving accessibility to that open space for recreational purposes.

8   Increasing quality of life

8.1   Context

8.1.1.   Transport can make a strong contribution to people's quality of life in a number of ways. It brings benefits such as global travel, as well as access to a wide range of goods, services and leisure activities in the city, and provides social connections as well as links to other places such as the natural environment. However, we must recognise that there the benefits that transport users enjoy can impose costs on others. People who live near roads and railways, or the biodiversity and landscape of the natural environment can be affected. Having a relatively sound and accessible strategic transport network in the city means that investment in significant and potentially intrusive infrastructure is unlikely to be required. This offers a real opportunity to develop packages of transport measures that will also enhance our environment and improve our quality of life.

8.1.2.   Social and economic impacts include the effect on communities of speeding drivers or heavy traffic and Heavy Goods Vehicle (HGV's), for example. Traffic can impact on individuals in an area in a wide range of ways both in their homes (noise and disturbance) and when out walking and shopping (problems for pedestrians etc).

8.2   Access to services and facilities

8.2.1.   Access to everyday services and facilities such as employment, healthcare and food is a vital requirement to achieve a good level of quality of life for the city's residents. It can also help to increase economic prosperity. Poor access to transport, whether by car or public transport, or the creation of barriers to movement cause by transport, such as busy roads or railway lines, can create, contribute or increase social exclusion. Planning to improve accessibility can reduce these consequences and therefore have a positive effect across the city.

8.2.2.   While access to services and facilities is important, people must also be able to have mobility and information to achieve a good level of access. This includes the ability to be able to navigate through the city's built environment and reach the internal and surrounding natural environments, such as parks and the South Downs National Park, having accurate and sufficient information and advice, and raising awareness of the availability of transport options.

8.2.3.   Accessibility can be influenced by many people, organisations and providers. By bringing together service users and service providers and transport operators, accessibility can be improved by increasing the levels of transport to a location or relocating the service/facility, permanently or temporarily e.g a mobile facility. Previous, comprehensive work on assessing accessibility levels to healthcare, education, food, employment and leisure in the city. It indicated that the majority of residents live within reasonable distances

(based on travel times using public transport, walking and cycling) of facilities and services, and therefore confirms that existing transport options and the transport network offer a good level of accessibility.

8.2.4. Increasing accessibility can also help to reduce problems associated with disadvantage, either for individuals or communities. As has been illustrated previously, there are areas or pockets of deprivation/disadvantage within the city based on combinations of factors such as income, employment, health, education and crime. The higher levels exist in parts of central Brighton and in the northern and eastern parts of the city. Generally, these areas have access to good levels of public transport provision and therefore the inequality that is experienced in these areas is likely to be influenced by a more complex set of social, economic and environmental circumstances

8.2.5. In addition to ensuring that good transport access to opportunities and services such as jobs and education is maintained, most of which are located across the city, creating more attractive streets and places within the built environment and providing better links to open space and the natural environment of the city will help to improve people's quality of life.

8.3   Access to the natural environment

8.3.1. The council is responsible, through Cityparks, for maintaining nearly 2,000 hectares of public green space in and around the city. The vision is to enable the best green spaces to be at the centre of people's lives in the city, and this will be achieved by providing:

- green spaces enjoyed by everyone;
- sustainable green spaces; and
- creatively managed, resourced and designed green spaces.

8.3.2. Brighton & Hove has a significant wealth of parks and public open spaces, surrounding countryside, playgrounds, allotments, sports pitches, greens and courts.

8.3.3. It is essential that residents and visitors alike can access these attractions. In particular, the city's parks and public green spaces are available and accessible to be enjoyed by everyone. A high priority is placed on providing information that will help people with disabilities make easier use of our parks by listing information on the accessibility of, and facilities in the main parks, as well as information on parking and accessible toilets. Advice about easy access routes through the city's countryside sites and areas of rural public space is also available

8.3.4. The council fully recognises the importance of play as part of children's development. This is encouraged through a wide range of equipment in the city's 45 playgrounds. The largest play areas in Brighton & Hove are located at Hove Park, St Ann's Well Gardens, Preston Park and Queens Park. There

are also play areas along the seafront, all with water play, at the Lagoon, West Pier and Madeira Drive (Peter Pan playground). The council is undertaking a two year development programme to improve the quality of the city's play spaces, making them more challenging and innovative for children and teenagers in Brighton and Hove. Improving routes and directions to these parks, play spaces, and other green/open spaces (as well as the areas around them) to a good, safe standard will also increase their accessibility and attractiveness for everyone, especially local, young families and young adults. This approach will also support the development of a 'Green Network' for the city, which is a series of interlinked natural green spaces and nature conservation features connecting the urban area, urban fringe, the seafront and surrounding downland, as described in the council's planning Core Strategy (policies CP5 and CP6).

8.3.5. The South Downs National Park was formally created on 31 March 2010. It covers an area over 1,600 square kilometres, and stretches from Winchester in Hampshire to the chalk cliffs of Eastbourne in East Sussex, with over 107,000 people living in the area. This designation is a formal recognition of the South Downs' special qualities in terms of natural beauty and opportunities for open-air recreation. National Parks, along with Areas of Outstanding Natural Beauty, are considered to be the nation's finest landscapes. They form part of a worldwide network of protected landscapes established by the IUCN (International Union for the Conservation of Nature/World Conservation Union)

8.3.6. One permanent organisation, the South Downs National Park Authority, will take lead responsibility for keeping the South Downs National Park a special place. The Authority was created on 1 April 2010 and for its first year it will operate as a shadow authority and will not take on its full range of statutory powers, functions and responsibilities until 1 April 2011. In carrying out its role, the Authority has a duty to seek to foster the economic and social well-being of the communities living within the National Park. The Authority will be able to make planning decisions and develop new projects & partnership programmes that promote the purposes of the South Downs National Park, which are

- to conserve and enhance the natural beauty, wildlife and cultural heritage of the area; and
- to promote opportunities for the understanding and enjoyment of the Park's special qualities by the public.

8.3.7. Many people visit the area from the nearby coastal towns and cities such as Brighton & Hove, Chichester and Eastbourne. London is less than 1 hour away. Maintaining and providing additional sustainable transport to and through the Park is expected to be a high priority. These include the popular 'Breeze up to the Downs' bus services linking the city with three of its most popular countryside destinations, - Devil's Dyke, Stanmer Park and Ditchling

Beacon – which are in the National Park. They are provided through a partnership between the city council, Brighton & Hove Bus and Coach Company, the National Trust and the South Downs Joint Committee. There are also 18 easy-to-follow South Downs Bus Walks which are easily accessible from the city's frequent main bus network.

8.3.8. The Countryside and Rights of Way Act 2000 places a statutory duty on all highway authorities to produce a Rights of Way Improvement Plan [RoWIP]. The RoWIP (2007-2017), published by Brighton & Hove City Council, aims to improve access to the countryside for residents and visitors to the city. The footpaths and bridleways surrounding our city are a precious resource. They provide the means for people to get away from the hustle and bustle of the city and into the tranquil surroundings of the South Downs National Park and wider countryside, to breathe clean air and to take healthy exercise.

8.3.9. The RoWIP is a 10-year strategic plan and is the prime means by which the council will identify the changes to be made to the management and improvement of the local public rights of way network, including public open access land, in order to attain better provision for walkers, cyclists and equestrians. In particular, the needs of users with disabilities will be addressed in order to provide access for a wide range of people

8.3.10. In drawing up the plan, the council has worked closely with the Brighton & Hove Local Access Forum, an advisory body set up under the Countryside and Rights of Way Act, and assessed

- the extent to which public rights of way meet the present and likely future needs of the public;
- the opportunities provided by public rights of way for exercise and other forms of open-air recreation and enjoyment; and
- the accessibility of public rights of way to blind or partially sighted persons and others with mobility problems.

8.3.11. To help achieve the national goal of increasing quality of life, we have set the following local transport objectives:

➔ *Objectives*

To create safe and attractive streets and places that everyone can use responsibly.

To enable greater access to a wide range of goods, services, and places, including the city's natural environment.

8.3.12. Actions and measures that could contribute significantly towards helping meet these objectives include:

Maintaining the network

- Better road and pavement surfaces
- Better highway drainage

Managing movement and the network

- Co-ordination of road works.
- Controlled parking zones with priority for residents
- 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
- Provide travel and passenger information for and during journeys

Improving the network

Delivering sustainable and accessible transport options

- Improved walking and cycling facilities, routes, 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 bus stops, train stations and car parks and the routes to/from them
- Increase availability of car club vehicles

Providing a safer environment

- Redesigned road layouts to reduce number and severity of casualties and collisions.
- Speed Management
- Address perceptions of danger and antisocial behaviour

Creating an attractive environment

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

8.4   Transport Achievements for Quality of Life

Trafalgar Street Improvements

The reinvention of Trafalgar Street as a high quality route for all users linking Brighton Rail Station with the popular North Laine district of the city was partly funded through the LTP. It runs underneath the station under-croft and was dark and unpleasant, with narrow footways and no provision for cycle access. The main objective of the project was to improve accessibility between the rail station and North Laines area and ensure this convenient, yet hidden and unwelcoming route , inherently illegible) route.

Completed in early 2009, the improvements involved rebalancing space to create more room for pedestrians and a segregated cycle contraflow, without affecting vehicular capacity. The environment was also significantly enhanced by an artistic lighting scheme that complemented the historic structure of the undercroft – which was also renovated by Network Rail as part of the project. LED lighting now creates a well-lit environment with lower maintenance and energy consumption.

Various partners contributed time and funding towards delivery of the project, including the Railway Heritage Trust, Southern Train Operating Company, Cycling England, the city council and the Toy Museum.

cyclists". Despite being relatively small in terms of physical area and cost, the Trafalgar Street scheme showed the benefits that can be achieved by working in partnership to deliver public realm enhancements that meet the needs of all the city's users.

An extension to the scheme involved the use of LED lighting to enhance two additional bridge structures (the rail viaducts which help mark important gateways to the city centre: that act as gateways to the city.

Brighton & Hove City Council

Draft Local Transport Plan 3
Delivery Plan: Part B

March 2011

national
transport awards
Transport Local Authority of the Year
2010–11

Brighton & Hove
City Council

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1 Introduction

1.1. The long-term Transport Strategy for the next 15 years set out in Part A of this LTP, is based on an overarching vision statement and a number of high level, local transport objectives which will be delivered through a short-term Delivery Plan. The Delivery Plan will be for a 3-year period which will outline the basis on which investment in the transport network could be achieved. It will be reviewed and updated on a regular basis.

1.2. The Delivery Plan will be for the 3-year period 2011/12 to 2013/14. It will set out programmes of work and potential opportunities for investment. It has been developed in outline during a period of considerable change following the election in 2010 and further uncertainty over the levels, sources, and availability of capital funding through the Local Transport Plan, because of the need to address spending levels across all tiers of government. In-year reductions of £1.2 million in the council's transport grant funding for 2010/11 were made by the government in mid-2010, resulting in changes to the council's capital programme. This was followed by the October 2010 Comprehensive Spending Review and subsequent transport budget announcements in mid-December 2010. The principles of the investment programmes are designed to be flexible to respond to any changes in priorities and the available levels of funding.

1.3. This Delivery Plan sets out the overall approach to delivering the transport strategy outlined in Part A, and the 5 principles that will be adopted in developing ideas and delivering schemes. The approach is underpinned by 6 key themes which include different types of measures and initiatives that will help to meet strategic objectives. It will remain important to also monitor performance and progress through a number of indicators, to ensure that the planned investment is targeted towards appropriate measures in the right locations.

1.4. The Plan has been developed to provide value for money and be flexible. Combining different schemes or investment into single, co-ordinated and integrated packages of work will be more efficient. While maintaining a consistent approach to delivering schemes and initiatives through this Local Transport Plan is important, it is also necessary to ensure that the approach to delivery can be adaptable in order that it can respond quickly to any significant changes in national or local policies and priorities, and take account of the economic climate and availability of funding. Further opportunities to review the progress being made will occur each year as the Delivery Plan is reviewed, progress measured against indicators, levels of funding agreed, and programmes of work prioritised. In addition, as schemes are developed and progressed, specific scheme or area consultation will take place on a more local basis.

2 Delivering the transport strategy

2.1 The approach to delivery

2.1.1. The delivery of the strategy is based on a number of key approaches and principles. The overall approach to delivering schemes that will have long-lasting effect on the way that people travel to/from and around the city is based on three ways of investing the available funding and resources that will result in a transport network;

- which will be **maintained** in good condition;
- where movement and use of the network will be well-**managed;** and
- which will be continuously **improved** by enhanced connections and information linking the city's people, places and communities

2.2 Delivery Principles

2.2.1. The approach to delivery will be based on a number of principles which will be used to guide the development of ideas, initiatives and schemes to deliver better transport for everyone. These principles are summarised and explained briefly below.

- Being **innovative** and creative
- Providing and using accurate/robust **information**
- **Involving** partners, stakeholders and communities
- Ensuring **integration** and co-ordination
- Securing additional **investment**.

Being Innovative

2.2.2. Being prepared to introduce or try new ideas, methods or technologies that will improve the transport network in ways that will ensure that it operates efficiently and effectively, will enable the city and its population to maximise the potential benefits of innovation.

2.2.3. Innovative approaches to managing traffic and movement can involve the use of technology. For example, Intelligent Transport Systems [ITS] can play a key role in supporting the City Council's objectives of reducing congestion and ensuring the economic viability of the City. The council and its partners have undertaken some significant development of systems in the city and have made good progress to date in investing in ITS to manage the traffic and highway network in the city. ITS can also help to increase overall access to information to help decision-making when travelling either before or during a journey, and therefore complement existing provision such as bus and train timetables, road maps or national journey planners.

2.2.4. The council has also successfully become a partner in two EU-funded CIVITAS [City-VITAlity-Sustainability] which aims to provide cleaner and better transport in cities. The Archimedes (Achieving real change with innovative transport measures demonstrating energy savings) project has enabled the council to secure £2.2 million to invest in small-scale transport projects and is the only UK participating in the project, which involves working with five other cities in Europe to share best practice, experience and skills. Projects in Brighton & Hove funded by Civitas include:

- Working with freight companies to investigate ways of moving goods through the city in a more energy-efficient way
- Trialling electric vehicle charging points to boost vehicle ownership and usage
- Monitoring vehicle emissions in schools through electronic signs so that pupils can learn about emissions, carbon footprints and travel choice
- Expanding existing car sharing and car club opportunities into outlying areas of the city
- A road safety campaign targeted at groups shown to be especially at risk of traffic accidents.

2.2.5. The Brighton & Hove Bus and Coach Company has also secured Civitas funding to develop an integrated ticketing system, like London's Oyster card, where people can use the same ticket on the bus and train.

2.2.6. The Interreg IVC MMOVE (Mobility Management OVer Europe) aims to improve the effectiveness of sustainable mobility policies implemented by local authorities in small and medium sized cities in Europe and to improve awareness amongst regional level policy makers of the importance of supporting these policies within regional development frameworks.

Providing and using Information

2.2.7. The need to manage or provide for the demand for travel that is planning created stems from the individual or collective decisions that are made before or undertaking a journey. Travel patterns or behaviours tend to be habitual for the vast majority of journeys – nationally 84% of trips are under 10 miles and occur in locations where travellers have already adopted, and become accustomed to, preferred forms of transport. In such circumstances the provision of journey information may assist is helping to improve the sustainability of movements that are taking place or at least raise greater awareness of them. Information is more useful when a longer, unfamiliar journey is being undertaken or for visitors to the city who are not familiar with the area.

2.2.8. The provision of accurate, accessible and clear information can take many forms and will assist in people making door-to-door journeys, which can involve the use of a number of different forms of transport. This can include initiatives such as cycling and walking maps, pedestrian wayfinding signs, real time public transport information, car park VMS and raising awareness through workplace, school and personalised travel planning.

2.2.9. Marketing and communications are also key to enabling people to make decisions or to seek to influence decisions. This can involve raising awareness and recognition, and support for proposals and for maximising the use of a particular form of transport or approach. 'Journeyon' is the council's main transport brand that helps to identify and promote transport measures and projects in the city.

2.2.10. The council has reviewed its computer-based transport modelling capability in order to fulfil one of the Leader of the Council's priorities for 2010. This will enable it to ensure the model can provide a rigorous and consistent basis for assessing the future possible implications or impacts of changes to the transport network that could occur as a result of transport schemes or development proposals. A new model is now being developed and due to be completed in 2011, which will fulfil these requirements and provide outputs that can be used to inform future decision-making.

Ensuring Integration and Involvement

2.2.11. One of the key objectives of Local Transport Plans is to ensure that full integration of all forms of transport is achieved to enable people to experience a 'seamless' journey. This can be delivered in a number of ways such as creating new of better interchanges, such as bus stops or train stations, or by the development of ticketing systems like PlusBus or the London Oystercard. While Brighton & Hove has achieved much more than many local authorities, further integration of services and systems is required.

2.2.12. Comprehensive and appropriate planning policies can significantly influence the location, scale and type of new development and therefore the amount of additional movement or activity that is likely to occur as a result. This is particularly important when considering key destinations and major developments and how they can achieve long-term sustainability. The integration of planning and transport can therefore help achieve a number of objectives by reducing the need to travel and therefore congestion and pollution, enable movement to occur in an efficient way and create attractive streets and places that encourage greater activity.

2.2.13. Working together is critical to the delivery of the city's transport strategy. By working with our partners, communities, stakeholders and transport providers we can maximise the opportunities to increase our knowledge and understanding of problems and challenges and develop solutions that will create a more socially inclusive and healthy society. By combining specialist skills from within and outside the city, it is possible to create a robust and sustainable framework that can assist in delivering the city's transport strategy and initiatives. Partnership working can exist either formally or informally, depending on what needs to be achieved and the level of commitment that may be required to do so

2.2.14. Responding and adapting to the reduced levels of government funding that are likely to be available for LTP3 is essential. This means that the council will continue to contribute towards achieving value for money and efficient working by delivering co-ordinated packages of maintenance works and transport improvements that minimise disruption when being delivered, and maximise benefits when completed. Particular focus will be given to identifying locations in the city where there are a number of issues that a more comprehensive approach to transport improvements can assist in addressing.

2.2.15. These packages will be developed and delivered alongside a number of ongoing work programmes across the city that will include maintenance, improving sustainable transport, traffic management and safety, and urban realm improvements. Individual measures to achieve these goals are often complementary as the use of sustainable forms of transport can reduce emissions while improving public health and activity level.

2.2.16. The EU Interreg IVC MMOVE (Mobility Management OVer Europe) project aims to improve the effectiveness of sustainable mobility policies implemented by local authorities in small and medium sized cities in Europe and to improve awareness amongst regional level policy makers of the importance of supporting these policies within regional development frameworks. The council is one of 11 partners who are involved in sharing best practice and experience and will seek to assess the potential suitability and transferability of new or untried measures from one authority to another.

2.2.17. Inclusive, healthy, and affordable transport options are also needed which help to reduce the social gap across the city so no one is seriously disadvantaged. Involving people and communities can be particularly valuable as part of initiatives that help to encourage sustainable travel choices, promote urban realm and street improvements, cycling and walking, and provide travel information, such as personalised travel planning. Consultation has helped to shape and develop this LTP3 and more direct or focused consultation will take place on a more local basis as ideas or schemes are developed and progressed.

Securing Investment

2.2.18. Developing and delivering a well-maintained, effectively managed and improved transport system requires significant levels of funding to achieve results that will sustain the use of the network in future years. This funding can be secured from a number of sources. These include:

- Government transport funding – including the Local Transport Plan process, the Local Sustainable Transport Fund and Major Project allocation

- Government economic/regeneration funding – primarily the Regional Growth Fund

- Council revenue funding – including council tax and surplus income from parking

- Private sector funding – including contributions from new development proposals, the new 'Coast to Capital' Local Enterprise Partnership [LEP] with West Sussex local authorities and the London Borough of Croydon

- European Union funding sources - such as the European Regional Development Fund [ERDF] which supports INTERREG and URBAN initiatives.

2.2.19. The current economic climate and the need to manage public sector budgets and finances more efficiently and effectively, means that future, overall levels of funding are likely to be lower and therefore the council will seek to secure additional funding to invest in the transport network wherever possible, by bidding for funding streams and/or working with partners and transport operators to pool resources or match-fund projects to ensure that transport users fully benefit, and we can achieve value for money.

2.2.20. The LTP funding allocations that the government has initially made available to the council for transport are set out in Table 2.1. This funding will be provided as capital grant (not supported borrowing) and is not ring-fenced to transport. The funding allocations for 2013/14 and 2014/15 are indicative and are subject to change, for instance as a result of changes to the governments' formulae or future data changes. Further decisions about this funding will be made by the council when it considers and sets its budgets each year.

Table 2.1 – Funding Allocations

Final Allocations	2011/12 £000s	2012/13 £000s
Integrated Transport	2,877	3,069
Highways maintenance	3,076	3,507
Indicative Allocations	**2013/14 £000s**	**2014/15 £000s**
Integrated transport	3,069	4,316
Highways maintenance	3,280	3,163

2.2.21. In March 2011 a total of £3.35 million capital funding was allocated for investment in transport in 2011/2012 by the council.

2.3 Delivery Themes

2.3.1. There are 6 key themes that summarise the type of schemes and initiatives that will be developed and delivered within the 3 main approaches to investment above. These are:

Maintain
- Maintaining the transport network

Manage
- Managing movement and the transport network
- Changing travel behaviour and informing people's travel choices

Improve
- Delivering sustainable and accessible transport options
- Providing a safer environment
- Creating an attractive environment

2.3.2. The principles of these three approaches are described in the following sections.

2.4 Delivery through Maintenance

2.4.1. 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.

2.4.2. 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.

2.4.3. 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

2.4.4. 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.

2.4.5. Key ways of maintaining the city's transport network are part of a highway maintenance programme and 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]

Contribution to transport goals

2.4.6. The contribution of the delivery themes to the national goals is summarised in Table 2.2 below:

Table 2.2 - Delivery Through Maintenance – Contribution to National Transport Goals

	Economy	Reduce Carbon	Equality Of Opportunity	Safety, Security and Health	Quality of Life
Better Road and Pavement Surfaces	Medium	Low	High	Low	Medium

Replacing signs, lines and street furniture	Medium	Low	Low	High	Low
Better street lighting, illuminated signs and bollards (Street Lighting)	Medium	High	Medium	Medium	Medium
Better street lighting, illuminated signs and bollards (Illuminated Signs and Bollards)	Low	Medium/High	Low	Low	High
Strengthened bridges and structures (Arches)	High	Low	Medium	Medium	High
Strengthened bridges and structures (Bridges)	High	Low	Medium	High	Medium
Strengthened bridges and structures (Retaining Wall)	High	Low	Medium	High	Medium
Development of a Highway Asset Management Plan	High	Low	Medium	High	Medium

2.5. Delivery through Management

2.5.1. 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, is 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.

2.5.2. This can be achieved in a number of ways, such as traffic and parking management, 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.

2.5.3. 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

2.5.4. 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.
➢ Controlled parking zones with priority for residents
➢ Management of public car parks
➢ Use technology to improve performance of the network
➢ Priority for public transport
➢ A 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
➢ 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.

Contribution to transport goals
2.5.5. The contribution of the delivery themes to the national goals is summarised in Table 2.3 below:

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Table 2.3 - Delivery Through Management - Contribution to National Transport Goals

	Economy	Reduce Carbon	Equality Of Opportunity	Safety, Security and Health	Quality of Life
Coordination of Road Works	High	Medium	High	Low	Low
Controlled Parking Zones	Medium	Low	Medium	Medium	Low
Management of Public Car Parks	Medium	Low	Medium	Medium	Low
Use technology to improve performance	High	High	Medium	Medium	Low
Priority for Public Transport	High	Medium	Medium	Medium	Medium
Efficient Goods Distribution and Deliveries	High	Medium	Medium	Low	Low
Integrated and Consistent approach	High	Medium	High	Medium	Medium
Provide travel and passenger information for and during journeys	Medium	High	Medium	Low	High
Promotion of travel choices (For individuals & families)	High	Medium	Medium	High	Medium
Promotion of travel choices (For businesses)	High	Medium	Low	Medium	Medium
Promotion of travel choices (For school children, parents and teacher)	Low	Medium	Medium	Medium	Low

2.6. Delivery through Improvement

2.6.1. 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.

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2.6.2. 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 to enable people to move around more freely and reliably and in as sustainable way as possible.

2.6.3. 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.

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

2.6.5. Key ways of improving the city's transport network include*:*

Delivering sustainable and accessible transport options
➢ Improved walking facilities, routes, networks
➢ Improved cycling facilities, routes, 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 bus stops, train stations, and car parks and the routes to/from them
➢ New Park + Ride sites
➢ 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 commissions.
➢ Road safety publicity, education and awareness campaigns
➢ Speed Management
➢ Address perceptions of danger and antisocial behaviour

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Creating an attractive environment

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

Contribution to transport goals

2.6.6. The contribution of the delivery themes to the national goals is summarised in Table 2.4 below:

Table 2.4 - Delivery Through Improvement – Contribution to National Transport Goals

	Economy	Reduce Carbon	Equality Of Opportunity	Safety, Security and Health	Quality of Life
Improved walking facilities, routes, networks (Walking Network Improvements)	High	Medium	Medium	Medium	Medium
Improved walking facilities, routes, networks	High	Low/Medium	Low	Medium	Medium
Improved cycling facilities, routes, networks (Improve cycling routes, networks – new routes, missing links)	High	High	Medium	High	Medium
Improved Rights of Way and access to open spaces and the National Park	Medium	Medium	High	High	High
Better citywide public transport services (Better Rail Services)	High	High	Medium	High	Medium
Better citywide public transport services (Better Bus Services)	High	Medium	High	High	Medium
Better citywide public transport services (Better Coach Services)	Medium	Medium	High	Medium	Medium

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Better citywide public transport services (Better Taxi Services)	High	Medium	Medium	Medium	Low
Improved bus stops, train stations and car parks and the routes to/from them (Improved Passenger Waiting Facilities)	Medium	Medium	High	High	High
Improved bus stops, train stations and car parks and the routes to/from them (Improved Car Parks)	High	Low	Medium	Medium	Low
New Park & Ride sites	High	Medium	Medium	Medium	Medium
Promote use of alternative fuels and provide associated equipment	Medium	High	High	Medium	High
Increase availability of car club vehicles	Low	Medium	High	Low	Medium
Redesigned Road Layouts (To reduce number and severity of collisions and casualties)	Low	Low	High	Medium	High
Redesigned Road Layouts (To provide safer routes to schools)	Low	Medium	High	High	Medium
Road safety publicity, education and awareness campaigns (Road Safety Education, Training and Publicity)	Medium	Low	Medium	High	High
Road safety publicity,	Low	Medium	Medium	High	Medium

education and awareness campaigns School Crossing Patrol Service)					
Speed Management	Medium	Low	Medium	High	High
Address perceptions of danger	Low	Medium	High	High	High
Improved streets and environments	High	Medium	High	High	Medium
Use of good quality materials and de-cluttering	Medium	Low	Medium	Low	Medium

2.7. City Wide Transport Opportunities

2.7.1. A number of opportunities exist to manage and improve the network during the Delivery Plan period. These are summarised below. The Delivery Plan will allow for flexibility in prioritising which schemes should be progressed, in order to respond to future levels of funding and emerging local priorities. During 2011/12, proposals for the Delivery Plan investment programme will be brought forward for approval. These will be assessed in relation to the council's overall capital programme, consistent with the council's intelligent commissioning approach.

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Delivery Plan: PART B

Transport Opportunities

- Continued maintenance of transport infrastructure to a good and high quality standard.
- Support sustainable development and growth across the city.
- Support economic activity in the city centre with high quality urban realm improved pedestrian and cycling access, high quality public transport services, interchanges and car parks.
- Provide a comprehensive and continuous network of routes to encourage the use of sustainable transport for short trips.
- Improve journey reliability and transport choices on a number of key traffic routes across the city.
- Ensure delivery routes and practises are efficient and sustainable, and use appropriate routes.
- Improvements to connections and links to open/green spaces by improving access for all to the countryside, the seafront and local parks within the area
- Improvements to connections and links along, and to key corridors to reduce severance and improve pedestrian and cycling access to key destinations.
- Urban Realm and pedestrian improvements in key retail areas across the city.
- Increased provision of high quality and accessible public transport passenger information and waiting facilities.
- Enhance access to/security at public transport interchanges for all users.
- Encourage and provide for healthy and accessible travel choices of travel to help regenerate disadvantaged areas and reduce child obesity
- Promote awareness of travel options.
- Increase transport options/links to the city centre for residents living in outlying areas of the city.
- Reduce the number of injury collisions across the city for vulnerable road users, through road safety education, speed management and engineering schemes.
- Manage movement and introduce low-emission technology to reduce harmful pollutants and carbon emissions, especially in the Air Quality Management Area.
- Work in partnership with partners, local communities and transport users and providers.

3.   Performance and Review Framework

3.1.   Monitoring and Review

3.1.1.   To help understand the performance and progress that will be achieved through the delivery of the measures described in this LTP3, a monitoring framework is required to ensure that the investment being made in transport schemes and initiatives is making a positive contribution towards achieving the city's strategic local transport objectives, the city's wider policy objectives and the government's national transport goals over the duration of the 15-year transport strategy.

3.1.2.   A full assessment of progress towards meeting the 20 targets/indicators that were established in the LTP2 was published in early 2009. The monitoring of those targets takes place on a variety of different frequencies, time periods and baselines and relies on a number of different monitoring methodologies or sources of information. Analysis showed that the progress that had been made was good, and that the majority were on target or making good progress towards meeting targets

3.1.3.   In 2008, particular focus was placed on three key national transport indicators from the National Indicator Set [NIS] for the city in the Local Area Agreement (2008-2011). These are:

> ➢ Reducing fatal and serious road traffic casualties (NI 47)
> ➢ Tackling congestion (NI 167)
> ➢ Accessibility to doctor's surgeries (NI 175)

3.1.4.   In addition there were a further 7 national transport indicators in the NIS

> ➢ NI 48 – Children killed or seriously injured in road traffic accidents
> ➢ NI 168 – Principal roads where maintenance should be considered
> ➢ NI 169 – Non- principal roads where maintenance should be considered
> ➢ NI 176 – Working age people with access to employment by public transport (and other specified means)
> ➢ NI 177 – Local bus passenger journeys originating in the authority area
> ➢ NI 178 – Bus services running on time
> ➢ NI 198 – Children travelling to school –mode of travel usually used

3.1.5.   Three indicators which are considered to be influenced or affected by transport-related issues are:

- Per capita CO2 emissions in the local authority area (NI 186)
- Obesity amongst primary school children in year 6 (NI 56)
- Self-reported measure of people's overall health and well-being (NI 119).

3.1.6. The government has recently reviewed the NIS and has now produced a revised set of indicators, known as the Single Data Set, which it is consulting on. The council is also involved the process of developing a Needs Analysis for the city and a new City Performance Plan, which will inform the priority areas that will be focused on in the future

3.1.7. In considering the LTP3 monitoring framework, the above circumstances and information need to be taken into account. In addition, a full understanding of the progress that has been made against the LTP2 targets is not yet available (as many were based on progress at the end of 2010 or 2010/11 and therefore validated or final data are not yet available). The levels of funding that will be made available to deliver highway maintenance and transport improvements have also not yet been finalised and approved, and this will influence the amount of progress that will be made.

3.1.8. An initial monitoring framework of indicators will therefore be developed for this LTP. It will show the links to the national transport goals and will provide the basis for further consideration of the indicators that will provide the most appropriate way forward for assessing the progress and success that will be achieved, and any targets and timescales that will be set.