

<b>Subject:</b>	<b>2018/19 Local Transport Plan Capital Programme</b>		
<b>Date of Meeting:</b>	<b>20 March 2018 – Environment, Transport &amp; Sustainability Committee</b>		
	<b>29 March 2018 – Policy, Resources &amp; Growth Committee</b>		
<b>Report of:</b>	<b>Executive Director – Economy, Environment &amp; Culture</b>		
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<b>Ward(s) affected:</b>	<b>All</b>		

## **FOR GENERAL RELEASE**

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

- 1.1 The city council receives capital funding each year for transport schemes through the government's Local Transport Plan [LTP] process. The council approved the use of capital funding for approved and new Transport schemes and projects for 2018/19 on 22 February 2018 as part of the overall budget, which included £5.365m worth of known, new capital investment in Transport from Government sources.
- 1.2 The LTP is a statutory document and the council's fourth LTP [LTP4] was approved by the council in March 2015. The LTP4 consists of a long-term Strategy to 2030, and a short term 4-year Delivery Plan within which 2018/19 is the last year. Maintaining, managing and improving the city's transport and highway infrastructure, which is one of the city's largest assets with an estimated value of at least £1.4 billion, is an essential part of the council's investment which helps support and provide access to the many activities that are important to the city's residents and local communities and its wider, sub-regional economic role within the Greater Brighton City Region.
- 1.3 The amount of 2018/19 capital funding is based on Government estimates of how much investment is required in the city. The council then ensures that this capital investment is focused on ensuring the highway network is maintained and renewed to a high standard; improving safety; increasing choices for some journeys by providing for, and encouraging, the use of sustainable transport; and creating a more attractive public realm. The proposed, detailed programme allocates funding across a number of areas including capital renewal (maintenance); capital repairs (potholes); asset management; and integrated transport projects and programmes. It includes commitments to schemes that are already approved, ongoing programmes of works and new projects which will deliver long-term benefits to the city and its residents. It is based on a number of factors, which include taking account of:-

- recent or past decisions made by this or other council committees, often following public consultation, to deliver transport projects and programmes;
- the prioritisation of allocations to projects or programmes identified in investment or action plans which are required to deliver the aims and objectives of approved, council strategies or plans following public consultation;
- decisions made by committees in response to the receipt of petitions, deputations or Notices of Motion;
- requests for improvements from ward councillors or residents which are prioritised according to need or significance, based on committee-approved policies or assessment criteria, if available;
- engagement and discussion with The Connected City's Transport Partnership; and
- technical or statistical data, surveys or evidence which indicate that a significant problem exists and requires capital investment to correct it.

1.4 Investment in short-term, reactive repairs to the transport network in response to relatively minor problems identified by officers or residents is carried out from within existing revenue budgets, which are allocated separately within each financial year via the delegated authority assigned to the Executive Director of Economy, Environment & Culture.

## **2. RECOMMENDATIONS:**

### *That the Environment, Transport & Sustainability Committee:*

- 2.1 Recommends that Policy, Resources & Growth Committee agree the 2018/19 Local Transport Plan capital programme budget allocation of £5.365 million to projects and programmes and notes the additional allocations for schemes agreed at Budget Council, as set out in Appendix 2 of this report; and
- 2.2 Notes the indicative allocations of future LTP budgets to projects and programmes for 2019/20 and 2020/21 to continue funding the next Local Transport Plan Delivery Plan, as set out in paragraphs 3.25 and 7.2 of this report.

### *That the Policy, Resources & Growth Committee:*

- 2.1 Agree the 2018/19 Local Transport Plan capital programme budget allocation of £5.365 million to projects and programmes and notes the additional allocations for schemes agreed at Budget Council, as set out in Appendix 2 of this report; and
- 2.2 Notes the indicative allocations of future LTP budgets to projects and programmes for 2019/20 and 2020/21 to continue funding the next Local Transport Plan Delivery Plan, as set out in paragraphs 3.25 and 7.2 of this report.

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

- 3.1 The capital funding secured through the LTP process and invested through its strategies and delivery plans has contributed towards enhancing local neighbourhoods and environments and strengthening the city's role as a

transport hub and centre for economic activity within the wider Greater Brighton City Region. Schemes include those within the city centre, such as Valley Gardens, and the seafront, including rebuilding and regenerating the city's historic 'arches' (which are highway structures supporting the promenade and A259). More localised investment in neighbourhoods has included bus stops, pedestrian crossings, cycle facilities and Rights of Way improvements.

- 3.2 In addition, LTP budgets have been used to help secure and deliver significant levels of capital funding from other sources for many different projects. These have included competitive, Government funding rounds, and applications to secure funding allocated to the Coast to Capital [C2C] Local Enterprise Partnership [LEP] as part of the Local Growth Fund, which is helping to fund the Valley Gardens project which will improve the movement and flow of people and vehicles across and through the city centre.
- 3.3 The overall 2018/19 capital programme is made up of two traditional LTP block allocations for Maintenance and Integrated Transport, plus two additional funding streams which are:-
- **'Incentive' Funding [IF]** – additional funding allocated to councils that demonstrate: approval of a highway infrastructure asset management strategy; input of stakeholders into the process; collaborative working with construction partners; standard specifications; joint contracts and collaboration with other local authorities.
  - **Pothole Action Fund [PAF]** – for minor road surface repairs, or to prevent potholes forming;
- 3.4 The proposed allocation of funds to schemes (set out in Appendix 2) has been based on two main factors - 1) the progress made on completing or continuing spend on 2017/18 projects and programmes; 2) the agreed contributions or commitments to begin new projects/programmes in 2018/19; and 3) success in securing, or being allocated, additional funding from external sources e.g DfT and LEP (Local Growth Fund) [LGF].
- 3.5 The content of the programme is described briefly below, and is consistent with the principles established within the LTP4 Delivery Plan – maintaining the network, managing movement, and improving streets and infrastructure. When required, all projects will be fully co-ordinated with other council schemes and works by other agencies (gas, water etc) to minimise disruption and ensure efficient use of funds.

#### CAPITAL RENEWAL (MAINTENANCE) FUNDING

- 3.6 The proposed programme of just over £5.4m for this area of work includes £2.5m worth of funding from other sources amounts in addition to LTP, IF and PAF capital allocations for 2018/19. This funding is focused on maintaining links and routes and reflects the continued and growing need to renew highway infrastructure in order to ensure that it has a longer life. This minimises the need for ongoing/short-term repairs which are funded from revenue budgets.
- 3.7 The programme includes just over £1.000m for road re-construction. Priority consideration will continue to be given to repairing damage that has occurred to

key routes to address the effects of high traffic volumes and recent and continuing extreme winter weather conditions. Sections of roads where the surface requires immediate, major repairs or renewal will be identified based on recent surveys. Priority locations will include the strategic, heavily trafficked routes into the city. A further £0.150m will help improve the condition of footways across the city, with a focus on well-used corridors. A new programme has also been developed to treat tree root areas using flexible paving to reduce highway surface water penetration and therefore reducing flood risk in some of the higher flood risk areas. £0.200m has been allocated to increase the investment in addressing significant problems associated with damaged highway drainage that causes surface water flooding on roads and pavements. Work is initially prioritised in the city's outlying areas which also benefits the central area as the land slopes towards the sea.

3.8 Significant works to assess and strengthen highway structures across the city will also continue (requiring almost £1.8m from the LTP allocations) to ensure they remain in a safe condition and are fit for purpose. The overall amount of investment is required in order to inspect, maintain or renew structures which are a critical, but ageing, part of the seafront's infrastructure from the Former West Street Shelter Hall to the Bandstand. This investment accords with the principles of the council's Seafront Investment Plan.

3.9 The programme includes a total of £3.5m towards the £19.2m strengthening of the former West Street Shelter Hall structure which supports the A259, and improvements to the junction of King's Road and West Street. Approximately half of the total cost of the scheme has been secured via a successful bid to the Government's Highways Maintenance Challenge Fund. As reported at Policy, Resources & Growth Committee on 8 February this year, the projects costs have increased from original estimates. This is because there have been:-

- a number of significant engineering and geotechnical challenges due to unstable ground conditions that has necessitated both major temporary and permanent engineering solutions to ensure the stability of the A259, as the council is effectively trying to rebuild a bridge whilst keeping it open;
- a greater than anticipated number of historic buried structures (sea walls) and in addition the statutory undertakers have required the installation of additional utilities infrastructure;
- significant challenges in trying to build a new structure over a strategic main sewer which runs through the site; and
- a number of significant design changes to ensure the final building meets the council's Property & Design Estates Team's, Planning's, Conservation's and Historic England's requirements including the complete re-fabrication and re-location of the listed kiosk.

3.10 The opportunity has also been taken by the council to create a higher specification land mark building over two floors to maximise future income and create a centrepiece flagship venue, which will encourage and enable other planned major developments to be brought forward, such as the Waterfront Development. The former, listed kiosk was also unable to be salvaged and had to be completely rebuilt in accordance with strict historical and conservation parameters, which has incurred additional cost and delays.

- 3.11 An additional £0.5m from the council's capital receipts will be invested in maintaining Hove Station Footbridge, which will benefit local connections to the station and Central Hove.
- 3.12 £0.3m has been allocated to assist in reducing the ongoing maintenance requirements for the £10m-plus worth of street lighting in the city. Surveys and condition assessments identify areas/corridors that require street lighting column replacement. The approved 'Invest to Save' initiative will include an ongoing programme to upgrade lighting with more efficient lanterns/lamps to help accelerate reductions in electricity and maintenance costs, and achieve the city's carbon emission targets. The programme of investment in 2018/19 is currently being planned and finalised.
- 3.13 A government requirement for all Highway Authorities to identify and account for their infrastructure (often referred to as assets) by preparing a Highway Asset Management Strategy [HAMS] will be continued during 2018/19. £0.075m has been allocated to fulfil this requirement and the completed HAMS will form the basis of a comprehensive inventory. This will be used to prepare medium and long-term programmes of works to maintain the highway to required standards, based on its current condition. The council's self-assessment of its progress has been submitted to the Government and is considered to warrant a Band 2 grading which should secure additional ('incentive') funding for works of at least £0.196m.

#### INTEGRATED TRANSPORT FUNDING

##### *Connecting people with destinations, activities and services*

- 3.14 Ensuring that transport investment is targeted in locations that will help support the wider needs of the city is critical to helping deliver a broad range of improved service outcomes. These locations can include important local facilities and/or more significant destinations that help draw people and investment to the city from a wider area.
- 3.15 £0.120m worth of proposed investment in 2018/19 will include improving the safety and environment around, and on routes to, schools and increasing the transport options available to reach centres of economic activity and employment can assist in reducing congestion. Measures include those that will assist in encouraging sustainable, travel behaviour change, such as workplace and school travel planning, some of which are match-funded by businesses.
- 3.16 Local shopping centres are a focus for many communities/visitors and provide a variety of facilities and services that can help to reduce the need to make a number of separate journeys. Enabling these locations to be more accessible and attractive to everybody and function safely and practically e.g deliveries and servicing, provides the opportunity for them to thrive as part of the local economy. Following its prioritisation within the LTP Delivery Plan by this committee in November 2015, it is proposed that work will begin to explore and develop preliminary proposals for the Boundary Road/Station Road corridor in Portslade in 2018/19.
- 3.17 Local parks and open spaces provide excellent opportunities for people of all ages to improve their quality of life in terms of relaxation, fresh air or exercise.

Improving access to those locations will enable them to be reached safely and sustainably, or address local perceptions of danger or severance, and therefore be used more regularly. Improving Rights of Way [RoW] in line with the statutory RoW Improvement Plan (currently at consultation stage) will continue, and RoWs which provide improved links with the South Downs National Park remain a priority.

- 3.18 £0.085m worth of investment is proposed in interchange facilities, where people can transfer between different forms of transport on their journey/visit. A previously approved, but unspent allocation for cycle parking at rail stations, including Hove, Portslade, London Road and Moulsecoomb, is also planned to be spent in 2018/19 but is dependent upon more significant progress being made by the lead partner, Southern Rail. Opportunities will also be taken to invest in more secure, on-street motorcycle parking. Significant progress is expected to be made on developing proposals for the 'Gateway to the Sea' project, between Brighton Station and the Seafront, which includes the busy Clock Tower junction.

#### Improving neighbourhoods

- 3.19 Continued investment is required in targeted road safety engineering schemes to maximise casualty reduction, in line with the positive results achieved recently in reducing the number of people killed or seriously injured. £0.180m is proposed to be invested in locations where driver speeds still exceed speed limits in 20 mph areas, and the Portland Road/Rutland Gardens 'high risk' site.
- 3.20 Tackling pollution levels in the city's Air Quality Management Areas remains a high priority. A previously approved allocation of funding will enable a minor traffic management scheme in Rottingdean Village to be delivered to help reduce harmful emissions in the High Street. Walking and cycling are the best forms of 'low carbon' transport and the activity involved also provides additional personal health benefits for individuals and can help reduce pollution if they replace some car journeys. Increasing the mobility of local residents with 'dropped' kerbs and level surfaces, alongside clear wayfinding signing for visitors, are important ways to increase the attractiveness and convenience of these types of journeys in the city, especially over short distances. A total of nearly £0.245m is planned to be spent specifically in these areas in 2018/19. Other named projects within the overall programme will also include measures to enable and increase active and healthy travel.
- 3.21 The expansion of the city's electric vehicle charging point network will help respond to the growing demands for this infrastructure by widening choice and also reducing carbon emissions. A £0.055m allocation will help towards increasing provision and developing a more significant; step-change in investment will be achieved by exploring and bidding for additional funding sources which are being discussed with the Government's Office for Low Emission Vehicles [OLEV] and other partners in the city.

#### Managing links and improving routes

- 3.22 Ensuring the efficient movement of people and vehicles across and along key transport corridors helps to keep the city moving and enable or promote regeneration. Construction will start in mid-2018 on the agreed Valley Gardens

(Phases 1 & 2) scheme using an LTP allocation and LGF, and progress will begin on developing proposals for Phase 3 of the project between Edward Street and the A259/Palace Pier and preparing a Business Case to submit to the C2C LEP in order to secure the current, provisional £6m LGF allocation. Owing to other funding requirements within the capital programme, work to develop proposals for the Church Road corridor in Hove is now proposed to be undertaken beyond 2018/19, following its prioritisation by this committee in November 2015.

- 3.23 Continued investment in the use of technology to manage the city's transport network is planned to help modernise and optimise traffic signal-controlled junctions and pedestrian crossings and improve driver information and traffic management, including £0.100m for the approaches to, and junction of, Wilson Avenue and Roedean Road.

#### General allocations

- 3.24 Some minor investment is required in 2018/19 for some schemes after the main construction works have been completed in 2017/18 e.g safety audits and additional remedial works, and to allow some initial scoping and preliminary work on new schemes. An allocation of £0.050m of funding will also enable officers to undertake work on investing funding legally secured from permitted planning applications (referred to as 'Section 106 contributions') in locations across the city. This will assist in significantly reducing the £2.3m balance held by the council, as reported to the Tourism, Development & Culture Committee in November 2017, and involve investment in transport and highway measures which are primarily focused on sustainable (walking, cycling and public transport) measures. Some data collection will also be undertaken to assist in monitoring and assessing the wider effects of some schemes and projects.

#### Future transport capital programme investment

- 3.25 In approving its 2018/19 budget, the council has also confirmed that it expects to receive LTP capital allocations from the Government of £5.169m in both 2019/20 and 2020/21 through the LTP process. These sums will enable the ongoing development and delivery of certain schemes or initiatives as part of the council's LTP Delivery Plan, and will be dependent upon future budget decisions made by the council, and the committee is therefore recommended to note them.

#### OTHER SOURCES OF FUNDING

- 3.26 The LTP process is one of many funding sources that are used to deliver transport schemes. For example, in 2017 the council was successful with its £1.485m bid for the Government's Access Fund which will support sustainable and accessible travel projects to help overcome barriers to jobs and economic activity between 2017 and 2020, which will be focused on Lewes Road in 2018/19 and Whitehawk/Eastern Road in 2019/20.
- 3.27 As referred to in paragraph 3.24 above, investment in local transport is also secured through the planning process via legal agreements. For example, funds from the redevelopment of the Royal Sussex County Hospital will fund measures within 2km of the site and the Eastern Road corridor. Other sums previously

secured for making bus stops and pedestrian routes accessible and level will be used in 2018/19 to continue these important work programmes across the city near development sites.

- 3.28 The council has also successfully secured funding for major and significant transport schemes by bidding for Local Growth Fund [LGF] money, which is administered by the C2C LEP. This funding will help support the retention and delivery of jobs and housing in the city and the Greater Brighton City Region. In future years, the LTP capital programme may also need to reflect new or successful bids for funding, when these opportunities arise.

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

- 4.1 The proposed 2018/19 LTP capital programme is consistent with the Strategy and the principles of the Delivery Plan in the approved LTP4, and the proposed allocation of capital investment will help contribute to meeting local transport and wider policy objectives and outcomes. The programme includes commitments to financial contributions to projects and programmes. These will have either helped secure much larger sums of capital funding from other sources for the council or will be combined with other sums to invest in comprehensive improvements to the city's transport network. Maintaining these commitments is essential to deliver those projects and should help support the consideration of the council's case for any similar bids in the future.

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

- 5.1 The proposed, detailed 2018/19 programme was reported to, and discussed by The Connected City's Transport Partnership in February 2018. Engagement and consultation also took place in 2014/15 prior to the approval of the LTP4 document in March 2015. The ET&S Committee also considered and approved a number of new projects and priorities to be progressed as part of the LTP capital programme/Delivery Plan in November 2015.
- 5.2 As outlined in paragraph 1.3 of this report, many individual projects and programmes have been, or will be, the subject of consultation with local communities and ward councillors. Alongside the Maintenance/Renewal programme, the delivery of Integrated Transport schemes will be considered by the council's Head of Traffic Management in terms of minimising the potential effects of works on the overall operation and management of the transport network in Brighton & Hove.
- 5.3 Multi-agency working remains key to helping achieve improvements in service outcomes and overall performance across the city through scheme development and transport investment. Improving transport infrastructure and services ensures that the council and its partners can meet the varying needs of the city, especially at a time when achieving sustainable economic, environmental and social outcomes, through value for money investment, are high priorities.

#### **6. CONCLUSION**

- 6.1 The decision of the committee to approve the allocation of the 2018/19 LTP capital programme to projects and programmes will provide a clear indication of

proposed plans for capital investment in transport using the LTP budget, and other sources of funding such as the LGF. The overall budget includes all the allocations made at Budget Council in February 2018 and it will enable works to be continued or started, which will continue to support the council's, city's and wider stakeholders' objectives.

## 7. FINANCIAL & OTHER IMPLICATIONS:

- 7.1 In 2014 the Government announced the council's indicative funding allocations for 2018/19 to 2020/21 which are included within the council's 10-year budget planning approach for its Medium Term Financial Strategy. These sums are still to be confirmed by the Government, but are not expected to change.
- 7.2 The council's 2018/19 capital programme was approved at Budget Council in February 2018 and this report sets out the proposed use of the £5.365m worth of Government funding within the Transport capital programme. The 2018/19 LTP capital programme is primarily funded by Department for Transport grants and also includes additional funding secured or approved.

Government Funding Source	Indicative allocations £'000s		
	2018/19	2019/20	2020/21
LTP Integrated Transport Block	3,059	3,059	3,059
LTP Highway Maintenance Block	2,110	2,110	2,110
<b>Total LTP Grant Funding</b>	<b>5,169</b>	<b>5,169</b>	<b>5,169</b>
Incentive Funding	196	<i>tbc</i>	<i>tbc</i>
Pothole Action Fund	<i>tbc</i>	<i>tbc</i>	<i>tbc</i>
<b>Transport Funding Available</b>	<b>5,365</b>	<b>5,169</b>	<b>5,169</b>
Council capital receipts	1,500	0	0
Council unsupported borrowing	3,805	3,805	<i>tbc</i>
Forward funding from reserves	0	1,000	-1,000
Council direct revenue	0.145	0.145	0
Local Growth Fund [LGF]	3,573	6,540	3,000
<b>Overall Total Funding</b>	<b>14,388</b>	<b>16,659</b>	<b>7,169</b>

*tbc - to be confirmed. Allocations not announced/known.*

- 7.3 Future years' capital programmes will require Policy, Resources & Growth Committee approval.

*Finance Officer Consulted: Rob Allen*

*Date: 08/03/18*

### Legal Implications:

- 7.4 The LTP is a statutory requirement and was adopted by Full Council in March 2015. There are no direct legal implications associated with approving the 2018/19 LTP capital programme and noting future indicative allocations, which are consistent with the Delivery Plan set out within the LTP4. A number of sums reflect contributions to existing LGF projects which are or will be subject to formal Funding Agreements with the C2C LEP. Any relevant legal implications will be considered when individual schemes are brought forward for implementation.

*Lawyer Consulted: Elizabeth Culbert*

*Date: 27/02/18*

### Equalities Implications:

- 7.5 In developing specific projects and programmes within the 2018/19 LTP capital programme, the needs of those people and communities who are identified as having ‘protected characteristics’ (those against which discrimination is unlawful) as defined by the Equality Act 2010 will be prioritised from the outset, and wherever possible their needs will be incorporated into designs in order to overcome barriers to movement that may be experienced. In doing so, this will ensure that the transport network is made accessible to everybody, irrespective of any protected characteristic. Improvements to local areas and strategic transport routes will enhance the provision and choice for people, especially those with mobility difficulties, or other disabilities. Road safety schemes will improve conditions for vulnerable road users. This type of investment will also help support some of the recommendations of the council’s Fairness Commission.

### Sustainability Implications:

- 7.6 LTP capital funding enables the council to meet environmental objectives set out in the LTP4 Strategy and the council’s Sustainability Action Plan, such as a shift towards greater use of sustainable transport and reducing carbon emissions.

### Any Other Significant Implications:

- 7.7 The 2018/19 LTP capital programme helps deliver the objectives of the LTP as a strategic document for the city, and transport and travel have a significant role in supporting and helping achieve the city’s and council’s wider objectives across a number of service departments. Additional, wider implications associated with the proposed investment are therefore set out in Appendix 1 of this report.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Other Significant Implications
2. Proposed 2018/19 and Future Years’ LTP capital programme allocations

### **Documents in Members’ Rooms**

1. None

### **Background Documents**

1. Report to Budget Council – February 2018
2. Report to Tourism, Development & Culture Committee (Section 106 Financial Report) - November 2017
3. Report to Environment, Transport & Sustainability Committee (LTP Future Priorities) – November 2015
4. Report to Full Council meeting (Approval of LTP4) – March 2015
5. Brighton & Hove City Council’s Fourth Local Transport Plan [LTP4] – March 2015

## **Other Significant Implications**

### Crime & Disorder Implications:

- 1.1 There are no direct implications arising from the proposed 2018/19 LTP capital programme. However, the LTP4 has a particular focus on improving road safety and personal security and, wherever possible, its projects and programmes will seek to support the aims and priorities of the council's Community Safety and Crime Reduction Strategy 2017-20, especially in helping to deliver measures that improve the physical environment, ensure communities are stronger, and help people feel safer. This can include work to design, improve, manage and maintain public spaces and streets so that people feel safe. The positive use of spaces is encouraged to ensure that crime and anti-social behaviour are discouraged.

### Risk and Opportunity Management Implications:

- 1.2 The design of most transport schemes are safety audited to ensure they comply with current design standards. Regular monitoring and reporting throughout the year of the LTP capital programme and its projects will minimise the risk of not fully spending the approved investment programme. Maintenance of the seafront as an asset to the city is identified within the council's Strategic Risk Register because it includes the transport routes and highway structures that form support it. Investment in it therefore forms part of the proposed 2018/19 capital programme. Investment in scheduled maintenance of roads, pavements and cycle routes provides safer infrastructure for all users and reduces the need for expensive reactive repairs.

### Public Health Implications:

- 1.3 Transport and travel are critical to delivering the city's public health objectives as they contribute significantly to some of today's greatest challenges to public health, including road traffic injuries, physical inactivity, the adverse effect of traffic on social cohesiveness and the impact on outdoor air and noise pollution. Improving people's and communities' health and well-being is a key objective of the LTP4, and the LTP capital programme allows continued investment in transport improvements that provide for and promote active travel, such as walking and cycling. This investment also helps to improve air quality by reducing harmful emissions therefore delivering objectives and actions set out in the council's Air Quality Action Plan, such as providing for electric vehicles and enabling greater use of alternatives to the car for some journeys. Creating less dangerous and more attractive environments, such as road safety and public realm schemes, will improve individual and community health and quality of life.

### Corporate / Citywide Implications:

- 1.4 The LTP includes principles and objectives that will help support the city's planned economic growth, social development and environmental enhancement. The annual capital programme plays an important role in delivering the council's Corporate Plan; the City Plan Part 1 policies (especially Policy CP9 on

Sustainable Transport) and the schemes/projects identified within its associated Infrastructure Delivery Plan. The LTP capital programme will also reflect the current and emerging priorities and policies of the council, city, and other partners and stakeholders which are set out in other strategies, policy documents or statements such as the LEP's 2014 Strategic Economic Plan; the emerging Greater Brighton City Region Inward Investment and Trade Strategy; the preliminary work that will inform The Connected City's 2030 City Vision; and the outcomes set out in the 2014-2019 South Downs National Park Partnership Management Plan. Over time, the city's role within the wider region will also be acknowledged, especially within the emerging priorities and collaboration that is being achieved within the Sub-national Transport Body known as Transport for the South East [TfSE] through its Shadow Partnership Board. The primary aim is to improve the region's economic connectivity and increase productivity through strategic investment in transport improvements.