

Subject:	2019/20 Local Transport Plan Capital Programme		
Date of Meeting:	19 March 2019 – Environment, Transport & Sustainability Committee		
	21 March 2019 – Policy, Resources & Growth Committee		
Report of:	Executive Director – Economy, Environment & Culture		
Contact Officer:	Name:	Andrew Renaut	Tel: 01273- 292477
	Email:	andrew.renaut@brighton-hove.gov.uk	
Ward(s) affected:	All		

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

- 1.1 The 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 2019/20 on 28 February 2019 as part of the overall budget. It includes £5.169m 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 Delivery Plan. Maintaining, managing and improving the city's transport and highway infrastructure, which is one of the city's largest assets with an estimated value of 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 2019/20 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 maintaining and renewing the road network to a high standard; improving safety; increasing choices for some journeys by providing for, and encouraging, the use of sustainable transport; and creating a more attractive public realm. The proposed, capital programme for 2019/20 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. The content of the programme is based on a number of factors, which include: -

- recent or past decisions made by this or other council committees, often following public consultation, to deliver transport projects and programmes;
 - prioritised projects or programmes identified in investment or action plans 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;
 - engagement and discussion with The Connected City's Transport Partnership;
 - requests for improvements from ward councillors or residents which are prioritised according to need or significance, based on committee-approved policies or assessment criteria, if available; and
 - technical or statistical data, surveys or evidence which indicate that a significant problem exists and requires capital investment to correct it.
- 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 2019/20 Local Transport Plan capital programme budget allocation of £6.798 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 allocation of future budgets to LTP projects and programmes for 2020/21, as set out in Appendix 2 of this report.

That the Policy, Resources & Growth Committee:

- 2.1 Agree the 2019/20 Local Transport Plan capital programme budget allocation of £6.798 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 allocation of future budgets to LTP projects and programmes for 2020/21, as set out in Appendix 2 of this report.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 The capital funding secured through the LTP process and invested in its Strategy and Delivery Plan 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, the LTP budget has been used to help secure and deliver significant levels of capital funding from other sources for many different projects. These have included competitive, Government funding rounds, and applications to secure funding allocated to the Coast to Capital [C2C] Local Enterprise Partnership [LEP] as part of the Local Growth Fund, which is helping to fund the Valley Gardens project.
- 3.3 The Government funding included in the 2019/20 capital programme consists 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 set out in Appendix 2 is based on a number of factors - 1) the progress made on completing or continuing spend on 2018/19 projects and programmes; 2) previously agreed financial contributions or commitments to begin or continue projects or programmes in 2019/20; 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 funding in 2019/20 has also been increased by £1.000m of additional capital funding for investment in citywide improvements to supplement planned LTP investment in 2019/20. This was agreed at Budget Council on 28 February 2019. This has been split as £0.300m for Maintenance and £0.700m for Integrated Transport. Alongside the development of the Local Cycling & Walking Infrastructure Plan [LCWIP] (funded separately), this investment will also contribute to the development of better cycling infrastructure within the city’s cycle network, including better surfaces, joined up and marked routes, work to connect sections of incomplete routes and improvements to the safety and quality of junction crossings for cyclists. This in turn will support the commitments made by the council to addressing the effects of climate change.
- 3.6 The content of the programme is described briefly below, and is consistent with the principles established within the LTP4 Delivery Plan – maintaining the network, managing movement, and improving streets and infrastructure.

CAPITAL RENEWAL (MAINTENANCE) FUNDING

- 3.7 The proposed allocation of £3.332m of LTP funding for this area of work includes £0.300m from the additional £1.000m Budget Council allocation which will improve road and footway surfaces for, and therefore the safety of, all road users including pedestrians, cyclists, motorcyclists and bus passengers, plus estimated sums of IF and PAF of £0.629m. This is in addition to £6.450m worth of funding

from other approved, council sources. 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.

- 3.8 The programme includes £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 episodes of winter weather conditions. Sections of roads where the surface requires immediate, major repairs or renewal will be identified based on recent surveys. A further £0.250m will help improve the condition of footways across the city, with a continued focus on well-used corridors. The programme will include the use of permeable, flexible paving to treat tree root areas and reduce flood risk. £0.100m is also allocated to continue investment in addressing problems associated with damaged highway drainage which causes surface water flooding on roads and pavements.
- 3.9 Significant works to assess and strengthen highway structures across the city will also continue (requiring £1.657m from the LTP allocations) to ensure they remain in a safe condition, and are fit for purpose. The investment involves the inspection, maintenance or renewal of structures which is currently focused on the seafront's West Street Shelter Hall, in line with the principles of the council's Seafront Investment Plan. The Shelter Hall structure supports the A259, and the scheme includes improvements to the King's Road/West Street junction. As reported and agreed at Budget Council on 28 February 2019, the overall funding required for the completion of the project will come from a number of capital funding sources. These sums are summarised in Appendix 2 of this report.
- 3.10 An annual allocation of £0.300m has been previously approved to assist in reducing the ongoing maintenance requirements for the £10m-plus worth of street lighting in the city. Ongoing surveys and condition assessments identify areas/corridors that require street lighting column replacement. The 'Invest to Save' initiative includes 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 2019/20 is currently being planned and finalised.
- 3.11 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 2019/20. £0.025m has been allocated to this workstream which provides a comprehensive inventory of current asset condition. This is used to prepare medium and long-term programmes of works to maintain the highway to required standards. The council's self-assessment of its progress has been submitted to the Government and is considered to warrant a 'Band 3' grading which is the highest level of compliance and is expected to secure additional ('incentive') funding for works of £0.440m. However, if the council's assessment continues to be graded as 'Band 2', the additional sum would be reduced to £0.220m.

INTEGRATED TRANSPORT FUNDING

- 3.12 The proposed allocation of £3.466m of LTP funding for this area of work includes £0.700m from the additional £1.000m Budget Council allocation which will support

increased provision for safe, sustainable and healthy forms of transport and create more efficient movement through junctions and crossings that will help reduce congestion and/or emissions, therefore improving air quality. This is in addition to £6.875m worth of LGF from the C2C LEP. This total amount of funding is focused on delivering key LTP objectives.

Connecting people with destinations, activities and services

- 3.13 It is critical to ensure that transport investment is targeted in locations that will help support the wider needs of the city to help 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.
- 3.14 £0.185m worth of proposed investment in 2019/20 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. The focus of this investment will be on proposals for the Bristol Gardens/Wilson Avenue/Roedean Road area linked to movements to and from GB Met College, City Academy, and St Mark's and Steiner Schools. Other measures will assist in encouraging sustainable travel behaviour change, such as workplace and school travel planning, some of which are match-funded by businesses, and which also support the council's Government revenue-funded Access Fund for Sustainable Travel project.
- 3.15 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 and an initial funding allocation last year, work will begin to develop preliminary proposals for the Boundary Road/Station Road corridor in Portslade in 2019/20, including local community and stakeholder engagement. This location is also one of a number of shopping areas being considered by officers as an opportunity for the council to bid for additional funding from the Government's Future High Street Fund.
- 3.16 Local parks and open spaces provide opportunities for people of all ages to improve their quality of life in terms of relaxation, fresh air or exercise. Improving access to those locations will enable them to be reached safely and sustainably, or address local perceptions of danger or severance, and therefore be used more regularly. Improving Rights of Way [RoW] in line with the statutory, approved RoW Improvement Plan will continue with £0.125m, and improved links between the city and the South Downs National Park remain a priority.
- 3.17 £0.195m 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. Progress will 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, following the completion of the Conditional Land Acquisition Agreement [CLAA] for the council's joint Waterfront Project (the redevelopment of Churchill Square and Black Rock sites) with Aberdeen Standard Investments.

Improving neighbourhoods

- 3.18 Continued investment is required in targeted road safety engineering schemes to maximise casualty reduction, in order to continue to help reduce the number of people killed or seriously injured in collisions. £0.200m is proposed to be invested in priority ('high risk') locations, and A programme is currently being developed.
- 3.19 Tackling pollution levels in the city's Air Quality Management Areas remains a high priority. For example, a previously approved allocation of funding for a minor traffic management scheme in Rottingdean Village will help reduce harmful emissions in the High Street will enable those works to begin in 2019. Walking and cycling are the best forms of 'low carbon' transport and the activity involved also provides additional personal health benefits for individuals and can help reduce pollution if they replace some car journeys. 'Dropped' kerbs at road crossings are important ways of increasing the mobility of local residents and visitors and increasing the attractiveness and convenience of journeys, especially over short distances. A total of £0.365m is planned to be spent specifically in these areas in 2019/20. Other named projects within the overall programme will also include measures to enable and increase active and healthy travel.
- 3.20 The expansion of the city's electric vehicle charging point [EVCP] network will help meet the growing demands for this infrastructure by widening choice and also reducing carbon emissions. A £0.055m allocation will help deliver more 'Rapid' CPs and support the additional £0.300m worth of grant funding secured from the Government's Office for Low Emission Vehicles [OLEV] for 'Fast' CPs.

Managing links and improving routes

- 3.21 Ensuring the efficient movement of people and vehicles across and along key transport corridors helps to keep the city moving and enable or promote regeneration. Construction of the agreed Valley Gardens (Phases 1 & 2) scheme will continue using an LTP allocation and LGF money, and progress will be made on developing the detailed design for Phase 3 of the project between Edward Street and the A259/Palace Pier, following this committee's approval of the Final Preliminary Design in February this year.
- 3.22 Continued £0.350m worth of investment in the use of technology to manage the city's transport network is planned to replace, modernise and optimise traffic signal-controlled junctions and pedestrian crossings and improve the flows of people and traffic. A prioritised programme is currently being developed.

General allocations

- 3.23 Minor investment is often required for some schemes after the main construction works have been completed in the previous financial year e.g safety audits and additional remedial works, and to also allow some initial scoping and preliminary

work on new or emerging schemes. Some data collection will also be undertaken to assist in monitoring and assessing the wider effects of some schemes and projects. A further allocation of £0.050m of funding will also enable work to be undertaken on investing funding secured from permitted planning applications (referred to as 'Section 106 contributions') in locations across the city. This will include investment in transport and highway measures which are primarily focused on sustainable (walking, cycling and public transport) measures.

Future transport capital programme investment

- 3.24 In approving its 2019/20 budget, the council has also confirmed that it expects to receive an LTP capital allocation from the Government of £5.169 in 2020/21 through the LTP process. This sum will enable the ongoing development and delivery of capital projects, programmes and initiatives in line with the council's LTP Strategy, and an indicative investment programme is set out in Appendix 2 of this report. The final sum and its allocation will be dependent upon future funding allocations and budget decisions made by the council, and the committee is therefore recommended to note it.

OTHER SOURCES OF FUNDING

- 3.25 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. This has been focused on Lewes Road during 2018/19 and will be focused on Whitehawk/Eastern Road in 2019/20.
- 3.26 As referred to in paragraph 3.23 above, investment in local transport is also secured through the planning process via legal agreements. For example, funds from the redevelopment of the Royal Sussex County Hospital will fund measures within 2km of the site and the Eastern Road corridor. Other sums previously secured for making bus stops and pedestrian routes accessible and level will also be used in 2019/20 to continue these important work programmes across the city near development sites.
- 3.27 The council has also successfully secured funding for major and significant transport schemes by bidding for Local Growth Fund [LGF] money, such as the BikeShare scheme and the three phases of Valley Gardens. This funding is administered by the C2C LEP and currently only available until 2021. It will help support the retention and delivery of jobs and housing in the city and the Greater Brighton City Region.
- 3.28 In future years, the LTP capital programme may also need to reflect new or successful bids for funding, when these opportunities arise. For example, the council led a bid on behalf of the Greater Brighton City Region to the Government's Transforming Cities Fund for the A259 in 2018 but unfortunately it was not successful. However, future Government funding streams that could result in access to significant levels of investment for transport and travel in the city and wider City Region include the Future High Street Fund, as referenced in paragraph 3.15, and the new National Roads Fund for the newly established Major Road Network, which will become available in 2020.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 The proposed 2019/20 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 will help support the council's case for any similar future bids.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 The majority of the overall level of funding available through the LTP process is the outcome of the council's budget setting process. The proposed, detailed 2019/20 programme will be conveyed to The Connected City's Transport Partnership this month. Engagement and consultation also took place with the Partnership 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 order to minimise the potential effects of works on the overall operation and management of the city's transport network.
- 5.3 Multi-agency working remains key to helping achieve improvements in service outcomes and overall performance across the city through scheme development and transport investment. Improving transport infrastructure and services ensures that the council and its partners can meet the varying needs of the city, especially at a time when achieving sustainable economic, environmental and social outcomes, through value for money investment, are high priorities. When required, all projects will be fully co-ordinated with other council schemes and works by other agencies (gas, water etc) to minimise disruption and ensure efficient use of funds.

6. CONCLUSION

- 6.1 The decision of the committees to consider and approve the allocation of the 2019/20 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 specific allocations made at Budget Council on 28 February 2019 and it will enable works to be continued or started, which will support the council's, city's and wider stakeholders' objectives.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial implications:

- 7.1 In 2014, a Government announcement included the council's indicative funding allocations for 2019/20 to 2020/21 from the LTP process. The sum for 2019/20 was confirmed by the Government in its November 2018 Roads Information Pack and both sums are included within the council's Medium Term Financial Strategy for 2019/20 to 2023/24.
- 7.2 The overall level of 2019/20 funding available through the LTP process was approved at Budget Council in February 2019. This report sets out the proposed use of £5.169m worth of Government funding within the LTP capital programme, in addition to other sources of funding secured or approved, as summarised in the table below. A fuller description and breakdown of these sums is shown in Appendix 2 of this report.

FUNDING SOURCE	Allocations (£'000s)	
	2019/20	2020/21
Government LTP Grant Funding		
LTP Integrated Transport Block	3,059	3,059
LTP Highway Maintenance Block	2,110	2,110
Sub-total	5,169	5,169
Additional Government Transport Funding		
Incentive Funding [IF] (<i>estimated figures - assumes Band 3 self-assessment ranking for HAMS</i>)	440	440
Pothole Action Fund [PAF] (<i>estimated figures - assumes same original allocation as 2018/19</i>)	189	189
Sub-total	629	629
Council funding		
Council unsupported borrowing	5,415	3,805
Forward funding from reserves	1,000	0
Funding returned to reserves	0	-1,000
Council direct revenue	35	0
Additional capital funding (28/2/19 Budget Council)	1,000	0
Sub-total	7,450	2,805
LEP funding		
Local Growth Fund [LGF]	6,875	4,000
Sub-total	6,875	4,000
TOTAL TRANSPORT CAPITAL FUNDING AVAILABLE	20,123	12,603

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

Finance Officer Consulted: Rob Allen

Date: 06/03/19

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 2019/20 LTP capital programme and noting the future indicative 2020/21 allocations, which are consistent with the Strategy and 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: Hilary Woodward

Date: 25/02/19

Equalities Implications:

- 7.5 In developing specific projects and programmes within the 2019/20 LTP capital programme, the needs of those people and communities who are identified as having ‘protected characteristics’ (those against which discrimination is unlawful) as defined by the Equality Act 2010 will be prioritised from the outset, and wherever possible their needs will be incorporated into designs in order to overcome barriers to movement that may be experienced. In doing so, this will ensure that the transport network is made accessible to everybody, irrespective of any protected characteristic. Improvements to local areas and strategic transport routes will enhance the provision and choice for people, especially those with mobility difficulties, or other disabilities. Road safety schemes will improve conditions for vulnerable road users.

Sustainability Implications:

- 7.6 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 2019/20 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 2019/20 investment programme are therefore set out in Appendix 1 of this report.

SUPPORTING DOCUMENTATION

Appendices:

1. Other Significant Implications
2. Proposed 2019/20 and Indicative 2020/21 LTP capital programme allocations

Documents in Members’ Rooms

1. None

Background Documents

1. Report to Budget Council – February 2019
2. Report to Environment, Transport & Sustainability Committee (LTP Future Priorities) – November 2015
3. Report to Full Council meeting (Approval of LTP4) – March 2015
4. Brighton & Hove City Council’s Fourth Local Transport Plan [LTP4] – March 2015
5. DfT Roads Information Pack (November 2018)

Other Significant Implications

Crime & Disorder Implications:

- 1.1 There are no direct implications arising from the proposed 2019/20 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 road safety audited to ensure they comply with current design standards. Regular monitoring and reporting throughout the year of the LTP capital programme and its projects will minimise any risk of not fully spending the approved investment programme. Maintenance and renewal of the seafront as an asset to the city is identified within the council's Strategic Risk Register (Risk SR23 - Unable to develop an effective Investment Strategy for the Seafront) because it includes the transport routes and highway structures that form and support it. Investment in it therefore forms part of the proposed 2019/20 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 LTP capital programme plays an important role in delivering the council's

Corporate Plan; the City Plan Part 1 policies (especially Policy CP9 on Sustainable Transport) and the schemes/projects identified within its associated Infrastructure Delivery Plan. The LTP capital programme will also reflect the current and emerging priorities and policies of the council, city, and other partners and stakeholders which are set out in other strategies, policy documents or statements such as the LEP's new Strategic Economic Plan 'Gatwick 360'; the Greater Brighton City Region Inward Investment and Trade Strategy and 5-year Strategic Priorities; and the outcomes set out in the 2014-2019 South Downs National Park Partnership Management Plan. 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. Its primary aim is to improve the region's economic connectivity and increase productivity through strategic investment in transport improvements.