

# Brighton & Hove City Council

## Environment, Transport & Sustainability Committee

## Agenda Item 84

**Subject:** Local Transport Plan 2022/23 Capital Programme

**Date of meeting:** 15 March 2022 (ET&S Committee)

24 March (P&R Committee)

**Report of:** Executive Director, Economy, Environment & Culture

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**Ward(s) affected:** All

### 1. Purpose of the report and policy context

1.1 The council receives capital funding each year for transport schemes through the Government's Local Transport Plan [LTP] process and other funding streams. The council approved the use of this capital funding (based on indicative sums totalling £6.250 million [m]) for approved and new transport schemes and projects for 2022/23 on 24 February 2022 as part of the council's overall budget. This figure has now been confirmed by the Department for Transport [DfT] as £6.357m. In addition, the available funding in 2022/23 has also been increased by approximately £3.500m of additional new capital funding from other sources for investment in citywide improvements to supplement the proposed LTP investment. This report therefore seeks approval of the allocation of the £6.357m funding to particular maintenance and sustainable transport projects and programmes of work.

1.2 The LTP is a statutory document and the council's fourth LTP [LTP4] was approved by the council in March 2015. The development of a new, fifth LTP [LTP5] has begun, and is the subject of another report on the Environment, Transport & Sustainability [ETS] Committee meeting's agenda. An LTP should consist of a long-term Strategy (2030 for Brighton & Hove), and a short-term Delivery Plan. Maintaining, managing and improving the city's transport and highway infrastructure, which is one of the city's largest assets with an estimated value of over £4.0 billion, is an essential part of the council's investment. It helps to deliver environmental and sustainability aims to tackle climate change and air quality, and improves the availability and accessibility of travel options for many people. It also supports and provides access to the many activities that are important to the city's residents and local communities and its wider, sub-regional economic role within the Greater Brighton City Region.

## 2. Recommendations

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

- 2.1 Recommends that Policy & Resources Committee agrees the 2022/23 Local Transport Plan capital programme budget allocation of £6.357 million, as set out in Appendix 1 of this report.

### That the Policy & Resources Committee:

- 2.1 Agrees the 2022/23 Local Transport Plan capital programme budget allocation of £6.357 million, as set out in Appendix 1 of this report.

## 3. Context and background information

- 3.1 The amount of new Government capital funding for 2022/23 is initially based on estimates of how much investment it considers is required in the city through its Local Transport Plan process. However, over many years, the levels of funding provided have not been sufficient to fully maintain and improve the city's infrastructure to meet standards and demands. This has resulted in a national £10 billion plus backlog and the ongoing deterioration of the council's transport network which becomes more costly to repair or replace over time.
- 3.2 The council's funding 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 2022/23 allocates funding across a number of areas including capital renewal (maintenance, including potholes); asset management; and sustainable (integrated) transport projects and programmes. It includes commitments to schemes that are already approved, ongoing programmes of works and new projects which will deliver long-term benefits to the city and its residents. The content of the programme can be based on a number of factors, which include: -
- recent or past decisions made by this or other council committees, often following public consultation, to deliver transport projects and programmes;
  - prioritised projects or programmes identified in investment or action plans to deliver the aims and objectives of approved council strategies or plans following public consultation;
  - decisions made by committees in response to the receipt of petitions, deputations or Notices of Motion;
  - engagement and discussion with The Connected City's Transport Partnership;
  - requests for improvements from ward councillors or residents which are prioritised according to need or significance, based on committee-approved policies or assessment criteria, if available; and
  - technical or statistical data, surveys or evidence which indicate that a significant problem exists and requires capital investment to correct it.

- 3.3 Investment in short-term, reactive repairs to the transport network in response to relatively minor problems identified by officers or residents is carried out from within existing revenue budgets, which are allocated separately within each financial year via the delegated authority assigned to the Executive Director of Economy, Environment & Culture.
- 3.4 The capital funding secured through the LTP process contributes towards enhancing local neighbourhoods and environments and strengthening the city's role as a transport hub and centre for economic activity within the wider Greater Brighton City Region and the South East of England. Schemes can include those within the city centre, such as Valley Gardens or the rebuilding of the seafront highway 'arches' (which are highway structures supporting the promenade and A259), or on strategic corridors where improvements to active and sustainable travel infrastructure can help support and enable behaviour change. More localised investment in neighbourhoods includes bus stops, pedestrian crossings, cycle facilities and Rights of Way improvements.
- 3.5 In addition, the LTP budget has been used to help secure and deliver significant levels of capital funding from other sources for many different projects. These have included competitive, Government funding rounds, and applications to secure external funding streams such as those facilitated by the Coast to Capital Local Enterprise Partnership [LEP], which has provided the primary funding source for delivering the Valley Gardens project.
- 3.6 The Government funding included in the 2022/23 capital programme consists of two traditional LTP 'block' allocations for Maintenance and Integrated (Sustainable) Transport, plus additional funding streams referred to as:-
- **'Incentive' Funding** – additional funding allocated to councils that demonstrate approval of a highway infrastructure asset management strategy; input of stakeholders into the process; collaborative working with construction partners; standard specifications; joint contracts and collaboration with other local authorities.
  - **Pothole funding** – additional funding for minor road surface repairs, or to prevent potholes forming.
- 3.7 The proposed allocation of funds set out in Appendix 1 is based on a number of factors: 1) the progress made on completing or continuing spend on 2021/22 projects and programmes; 2) previously agreed financial contributions or commitments to begin or continue projects or programmes in 2022/23; and 3) success in securing, or being allocated, additional funding from external sources e.g DfT and LEP (Local Growth Fund [LGF]).
- 3.8 The content of the overall LTP 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. It is also consistent with the principles and priority areas identified in the emerging LTP5.

### **CAPITAL RENEWAL (MAINTENANCE) FUNDING**

- 3.9 The proposed allocation of £2.180m of LTP funding for this area of work is focused on maintaining links and routes and reflects the continued and growing need to renew highway infrastructure in order to ensure that it has a longer life. This minimises the need for ongoing/short-term repairs which are funded from revenue budgets. This sum is in addition to £2.250m worth of funding from other approved, council sources for the street lighting improvement programme and seafront heritage lighting.
- 3.10 The programme includes £0.400m for road re-construction. This will be supplemented by the Government's Pothole funding sum of £1.455m. 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 past episodes of winter weather. Sections of roads where the surface requires immediate, major repairs or renewal will be identified based on recent surveys. A further £0.350m 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 appropriate materials to treat tree root areas and reduce flood risk. £0.175m is also allocated to continue investment in addressing problems associated with damaged highway drainage which causes surface water flooding on roads and pavements.
- 3.11 Significant works to assess and strengthen highway bridges and structures across the city will also continue (requiring £0.905m) to ensure they remain in a safe condition and are fit for purpose. The investment involves the inspection, maintenance or renewal of structures which is currently focused on the seafront, in line with the principles of the council's Seafront Investment Plan. The 'arch' structures support the A259 promenade and road, and the programme includes further work to assess and develop detailed designs for the next phases of the central seafront programme and works are also required at Duke's Mound to the east. Other sites involve structural work on retaining walls.
- 3.12 An annual allocation of £0.300m has been previously approved to assist in reducing the ongoing maintenance requirements for the £10m-plus worth of street lighting in the city, primarily funded by an 'Invest to Save' initiative using £2.000m of council funding in 2022/23. Ongoing surveys and condition assessments identify areas/corridors that require street lighting column replacement. The works include upgraded lighting with more efficient lanterns/lamps to help accelerate reductions in electricity and maintenance costs and achieve the city's target of becoming carbon neutral by 2030. The programme of investment in 2022/23 is currently being planned and finalised.
- 3.13 The Government requires all Local Highway Authorities to identify and account for their infrastructure (often referred to as 'assets') by updating their Highway Asset Management Strategy, which provides a

comprehensive inventory of current asset condition. This will be continued during 2022/23 with £0.050m as it is also a requirement for securing Government funding for maintenance. This strategy is used to prepare medium and long-term programmes of works to maintain the highway to required standards. The council's self-assessment of its progress is a 'Band 3' grading, which is the highest level of Government compliance and is expected to secure additional ('incentive') funding for works of £0.364m. This is recognition that the council's approach is delivering value for money by carrying out cost effective improvements in local highway maintenance.

### **INTEGRATED (SUSTAINABLE) TRANSPORT FUNDING**

- 3.14 The proposed allocation of almost £2.358m of LTP funding for this area of work includes increased provision for safe, accessible, sustainable and healthy forms of transport. This will create more efficient movement through junctions and crossings that will help reduce congestion and/or emissions, therefore improving air quality. This total amount of funding will be focused on delivering the following key LTP4 objectives.

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

- 3.15 Targeting transport investment in certain locations will help support the wider needs of the city and deliver a broad range of improved service outcomes. These locations can include important local facilities and/or more significant destinations that help draw people and investment to the city, by improving safety and increasing the transport options available to reach them.
- 3.16 The 'School Streets' programme will continue with a proposed investment of £0.150m in 2022/23. A 'School Street' is a road outside a school with a temporary restriction on motorised traffic at school drop-off and pick-up times. This will help improve the safety and environment around school entrances and complement other measures on routes to and from schools. Other measures will assist in encouraging sustainable travel behaviour change, such as workplace and school travel planning, some of which are match-funded by businesses, and which will help support the council's measures for the Government-funded Capability Fund for active and sustainable travel projects.
- 3.17 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 £0.050m, with proposed works on routes in Ovingdean and serving Waterhall.
- 3.18 £70,000 worth of investment is proposed in interchange facilities, where people can transfer between different forms of transport on their journey/visit.

## **Improving neighbourhoods**

- 3.19 Continued investment is required in targeted road safety engineering schemes to maximise casualty reduction, especially the number of people killed or seriously injured in collisions. £0.150m is proposed to be invested in priority locations, once recent data have been assessed. A wider review of the council's overall approach to improving road safety and reducing road danger is planned.
- 3.20 Tackling pollution levels in the city's six Air Quality Management Areas [AQMAs] remains a high priority. A new Air Quality Action Plan is being developed and the expansion of the city's electric vehicle charging point network will help meet the growing demands for this infrastructure by widening choice, increasing uptake and therefore reducing carbon emissions. A £0.050m allocation will help deliver more charging points and support grant funding secured from the Government's Office for Zero Emission Vehicles.
- 3.21 Walking and cycling are the best forms of 'zero or low carbon' and active travel, as they provide additional personal health benefits for individuals and can help reduce pollution if they replace some car journeys. The council's first Local Cycling & Walking Infrastructure Plan [LCWIP] is also on the agenda of this ETS meeting. It sets out a prioritised, strategic network of routes and areas and future investment in active travel schemes will be funded via this capital programme. 'Dropped' kerbs at road crossings are important ways of increasing people's mobility and increasing the attractiveness and convenience of journeys, especially over short distances. A total of £1.225m is planned to be spent specifically in these areas in 2022/23, including schemes on the A23 and A259 and at Hove Station. Other named projects within the overall capital programme will also include measures to enable and increase active and healthy travel, including Valley Gardens Phase 3.

## **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. Following approval of the detailed design for Phase 3 of the Valley Gardens project between Edward Street and the A259/Palace Pier, the scheme will now progress to construction during 2022/23 using funding secured from the LEP.
- 3.23 £0.300m worth of continued investment in the use of 'smart' technology to manage the city's transport network is planned to replace and optimise traffic signal-controlled junctions and pedestrian crossings and improve the flows of people and traffic. A prioritised programme of locations is currently being developed.
- 3.24 The council has produced a Bus Service Improvement Plan to meet the Government's requirements in the national bus strategy. It sets out how the

council and bus operators will deliver an improved bus network and will form the basis of an Enhanced Partnership agreement between the council and bus operators. The council has already developed a programme of investment in its Bus Network Review [BNR], identifying improvements to address locations where buses frequently get delayed and impact on the reliable operation of the city's bus network. In 2022/23, it is proposed that £0.200m will be invested in locations linked to the BNR, including Western Road.

### **General allocations**

- 3.25 £0.050m will enable work to continue on investing funding secured from approved planning applications (referred to as 'Section 106 contributions') in locations across the city. This will include measures which are primarily focused on sustainable (walking, cycling and public) transport. 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.

### **Future transport capital programme investment**

- 3.26 In approving its 2022/23 budget, the council's Budget Book also included indicative figures for the capital sums that it expects to receive annually between 2022/23 and 2024/25 from the Government. These sums have now been confirmed by the Government and total £6.357m. This will enable the ongoing development and delivery of capital projects, programmes and initiatives in line with the council's LTP Strategy. The allocation of these sums will be dependent upon future budget decisions made by the council.

### **OTHER SOURCES OF FUNDING**

- 3.27 The LTP process is one of many funding sources that are used to deliver transport schemes. The council's overall Budget for 2022/23, agreed last month, includes some significant capital sums totalling nearly £3.500m, to deliver specific transport improvements across the city. These are listed in Appendix 1 of this report and include covered seafront heritage lighting, and BikeShare fleet improvements. £0.500m has also been allocated to the development of a computer-based, city-wide Strategic Transport Model and ongoing update costs.
- 3.28 A further £7.500m has also been agreed for the Carbon Neutral Fund which could include further investment in transport schemes including expanding liveable neighbourhoods. Managing and reducing through traffic in residential areas can improve safety and reduce perceptions of danger and create more suitable environments for active travel and more cohesive communities. Work has begun on the development of a pilot Low Traffic Neighbourhood [LTN] project to help create a 'Liveable Neighbourhood' in the Hanover & Tarn area, and work is also underway to develop a

framework to assess and prioritise requests for LTNs and similar measures in other areas of the city.

- 3.29 The impact of the Covid-19 pandemic resulted in the Government making significant amounts of emergency funding available for measures to encourage and provide for safer and greater amounts of local active travel. The funding was provided in two tranches. Further Active Travel Funds have been made available and the council applied for these in 2021, including for schemes on the A259, A23 and in the Old Town area of the city centre. The bid also included an Expression of Interest for a Mini Holland scheme in the Wish/Westbourne area, however the outcome of this application is still awaited.
- 3.30 As referred to in paragraph 3.25 of this report, investment in local transport is also secured through the planning process via legal agreements. Sums previously secured include funding for improving bus stops and making pedestrian routes accessible and these will be supported with £50,000 in 2022/23 to continue these important work programmes across the city near development sites. Transport funding may also be secured through the Planning process via the council's Community Infrastructure Levy [CIL] process.
- 3.31 In future years, the LTP capital programme may also need to reflect new, or successful bids for, funding, when these opportunities arise. For example, new Government funding streams could result in access to significant levels of investment for transport and travel in the city and wider City Region such as the National Roads Fund for the Major Road Network. The council has registered an interest in this fund via Transport for the South East for the A259 Seafront Highway Arches Renewal Programme [SHARP]. A funding bid was also submitted last year for the SHARP as part of the Government's new Levelling Up Fund investment programmes, although this was not successful.

#### **4. Analysis and consideration of alternative options**

- 4.1 The proposed 2022/23 LTP capital programme is consistent with the Strategy and the principles of the Delivery Plan in the current LTP, and the proposed allocation of capital investment will help to deliver the emerging objectives and outcomes of LTP5 and those of other strategies and plans. The programme also 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 and consultation**

- 5.1 The proposed 2022/23 programme has been circulated to The Connected City's Transport Partnership, and engagement has also taken place with the Partnership on the emerging LTP5.
- 5.2 As outlined in paragraph 3.2 of this report, many individual projects and programmes have been, or will be, the subject of engagement and consultation with local communities and ward councillors. Alongside the Maintenance/Renewal programme, the delivery of Integrated/Sustainable 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 2022/23 LTP capital programme funds to projects and programmes will provide a clear indication of the focus for capital investment in transport using the LTP budget, and other sources of funding. The overall programme is based on the relevant allocations made at Budget Council on 24 February 2022 and it will enable works to be continued or started, which will support the council's, city's and wider stakeholders' objectives.

## **7. Financial implications**

- 7.1 The council received confirmation from the Government this month of a number of sums of capital grant funding that the council receives annually. The overall level of new funding available for 2022/23 through the LTP process was approved by Budget Council in February 2022. This report sets out the proposed use of the Government funding within the LTP capital programme, totalling £6.357m. It also includes other sources of funding secured or approved, as summarised in the table below. A fuller description and breakdown of these sums is shown in Appendix 1 of this report.

<b>Capital Funding blocks/sources</b>	<b>2022/23 New allocations £'000s</b>
<b><u>Government LTP Grant Funding</u></b>	
LTP Integrated/Sustainable Transport Block	3,083
LTP Highway Maintenance Block	1,455
<b>Sub-total</b>	<b>4,538</b>
<b><u>Additional Government Transport Funding</u></b>	
Incentive Funding - (assuming Band 3 self-assessment ranking for Highway Asset Management Strategy)	364
Pothole funding	1,455
<b>Sub-total</b>	<b>1,819</b>
<b>GOVERNMENT SUB-TOTAL</b>	<b>6,357</b>
<b><u>Additional council funding</u></b>	
Street lighting 'Invest to Save'	2,000
Seafront heritage lighting	250
Brighton Bikeshare Replacement Programme	704
Strategic Transport Model	500
<b>COUNCIL SUB-TOTAL</b>	<b>3,454</b>
<b><u>Local Enterprise Partnership funding</u></b>	
Local Growth Fund – Valley Gardens Phase 3	1,455
<b>OTHER SUB-TOTAL</b>	<b>1,455</b>
<b>TOTAL TRANSPORT CAPITAL FUNDING AVAILABLE (Government + Council + Other sub-totals)</b>	<b>11,266</b>

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

Finance Officer Consulted: Rob Allen

Date: 02/03/2022

#### **Legal Implications:**

- 7.3 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 2022/23 LTP capital programme, which is consistent with the Strategy and the Delivery Plan set out within the LTP4, and the emerging themes within LTP5. Where sums of money relate to projects which are funded by the LEP, these are subject to formal Funding Agreements. Any relevant legal implications will be considered when individual schemes are brought forward for implementation.

Lawyer Consulted: Hilary Woodward

Date: 16/02/2022

#### **Equalities Implications:**

- 7.4 The proposed programme for 2022/23 does not require an Equalities Impact Assessment. However, in developing specific projects and programmes, 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. The council's newly formed Active & Inclusive Travel Forum will also assist in considering and securing appropriate changes. 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:**

- 7.5 Allocations of funding within the LTP capital programme will enable the council to meet environmental objectives set out in the LTP4, the emerging LTP5 and the City Plan, such as a shift towards greater use of sustainable and active transport and travel options, improving air quality and reducing emissions to help achieve the commitment to creating a carbon neutral city by 2030.
- 7.6 The proposed overall programme of investment in highway and structural maintenance and sustainable transport and travel measures will be critical to delivering a step change in the actions that are being taken to reduce transport-related carbon emissions in the city by providing infrastructure to overcome the barriers and challenges that make it more difficult to use active and low emission travel. The programme will contribute in a number of ways, including improving road and pavement surfaces for walking and cycling; making local neighbourhoods safer and more attractive to walk and cycle to local shops; improving public transport passenger infrastructure to make it more accessible and a better alternative to the car for some journeys; and providing electric vehicle charging infrastructure to increase the uptake of low emission vehicles for those who need to drive.

### **Any Other Significant Implications:**

- 7.7 The 2022/23 LTP capital programme helps deliver the objectives of the LTP as a strategic document for the city, and transport and travel have a significant role in supporting and helping achieve the city's and council's wider objectives across a number of service departments. These are set out below.

### **Crime & Disorder Implications:**

- 7.8 There are no direct implications arising from the proposed 2022/23 LTP capital programme. However, there is a focus on improving road safety and reducing danger 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 2020-23, 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 and active use of spaces is encouraged to ensure that crime and anti-social behaviour are discouraged.

#### **Risk and Opportunity Management Implications:**

- 7.9 The design of 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 and deliver an effective Regeneration and Investment Strategy for the Seafront and ensure effective maintenance of the seafront infrastructure) because it includes the transport routes and highway structures that are part of its character and physically support parts of it. Investment in the seafront therefore forms part of the proposed 2022/23 capital programme. Investment in scheduled maintenance of roads, pavements and cycle routes provides safer infrastructure for all users and reduces the need for expensive reactive repairs.

#### **Public Health Implications:**

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

#### **Corporate / Citywide Implications:**

- 7.11 The LTP includes principles and objectives that will help support the city's long-term planned economic growth, social development and environmental enhancement. The annual LTP capital programme plays an important role in delivering the council's Corporate Plan 2020-23; the City Plan Part 1 (especially Policy CP9 on Sustainable Transport) and Part 2 policies and the schemes/projects identified within its associated Infrastructure Delivery Plan. Some measures will also complement those introduced to mitigate the effects of the Covid-19 pandemic on transport and travel by increasing levels of active travel.
- 7.12 The LTP capital programme will support 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 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 2020-2025 South Downs National Park Partnership Management Plan. The council is also playing an important role within the wider region by its membership of in the Shadow Partnership Board and officer groups that are part of the Sub-national Transport Body known as Transport for the South East [TfSE]. This has helped to shape the region's Transport Strategy, and seek powers to set investment plans for roads and railways, reduce emissions, improve air quality and make travelling simpler and easier which will allow it to transform travel, boost the economy and protect the environment.

### **Supporting Documentation**

#### **Appendices:**

1. Proposed 2022/23 LTP capital programme new allocations

#### **Background Documents**

1. Report to Budget Council (General fund revenue budget, council tax, capital & treasury management strategy 2022/23) – February 2022
2. Brighton & Hove City Council's Fourth Local Transport Plan [LTP4] – March 2015
3. 'Developing a new transport plan for Brighton & Hove' – September 2021

