Liveable Neighbourhood Request
Requests will detail current issues, desired outcomes, initial concepts / options and the level of engagement and support. Upon demonstrating appropriate levels of community engagement requests will be progressed to the eligibility assessment.

Eligibility Assessment
This assessment validates the reported issues and establishes whether a liveable neighbourhood is a potential solution. This stage is predominately desk based and may identify additional data requirements.

Outcomes: Pass / Fail

Initial Feasibility Assessment
This assessment establishes the initial feasibility of implementing a liveable neighbourhood based on key principles. This stage may include a site walkover and information gathering.
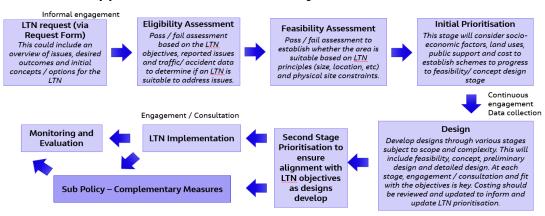
Outcomes: Pass / Fail

Initial Prioritisation
This assessment considers the fit of a potential liveable neighbourhood against the objectives. Liveable neighbourhoods which have the potential for the greatest impact will be prioritised. At this stage, the socio-economic context of an area will also be considered.

Informal Engagement

Framework Application in Scheme Delivery

Informal engagement

LTN request (via Request Form)
This could include an overview of issues, desired outcomes and initial concepts / options for the LTN

Eligibility Assessment
Pass / fail assessment based on the LTN objectives, reported issues and traffic/ accident data to determine if an LTN is suitable to address issues.

Feasibility Assessment
Pass / fail assessment to establish whether the area is suitable based on LTN principles (size, location, etc) and physical site constraints.

Initial Prioritisation
This stage will consider socio-economic factors, land uses, public support and cost to establish schemes to progress to feasibility/ concept design stage

Continuous engagement
Data collection

Engagement / Consultation

Monitoring and Evaluation

LTN Implementation

Second Stage Prioritisation to ensure alignment with LTN objectives as designs develop

Design
Develop designs through various stages subject to scope and complexity. This will include feasibility, concept, preliminary design and detailed design. At each stage, engagement / consultation and fit with the objectives is key. Costing should be reviewed and updated to inform and update LTN prioritisation.

Sub Policy – Complementary Measures

Eligibility

Pass / fail assessment based on the LTN objectives, issues identified and whether a Liveable Neighbourhood has the potential to solve the issues identified.

Data to be considered:

Traffic data – *This will cover streets within the vicinity of the area as well as on potential boundary roads. Traffic data reviewed may include speed, volume, routing and composition as well as well as typical peak time queues and congestion (e.g. using Google traffic for a weekday/ weekend peak).*

Collision data - *This should consider the collision rate (over the last 36 months) compared to the national average and identify any spatial / temporal / user group trends.*

Parking data - *This could include the existing provision and management (residents parking scheme / paid parking) and the number of parking spaces compared with parking demand.*

Air quality and noise data - *This could include air quality and noise levels on streets within the vicinity of the area as well as on potential boundary roads.* Particular regard should be given to proximity of sites to AQMA sites and likely impact of traffic displacement

Current infrastructure provision - *This may include a review of current walking, cycling and public transport infrastructure to help determine the potential impacts a Liveable Neighbourhood may have on them.*

Review of previous engagement - *This could include any previous engagement undertaken within the area or vicinity of the area to understand local concerns and aspirations.* The request will also be subject to review by the Active & Inclusive Travel Forum

ASSESSMENT OUTCOME: At the conclusion of this assessment, there will be a good understanding of the issues and drivers (including the traffic movements within the area), the current level of engagement and support and whether the issues experienced could be addressed through the implementation of a Liveable Neighbourhood or whether an alternative solution may be required.

Feasibility

Pass / fail assessment to establish whether eligible sites are suitable for a Liveable Neighbourhood based on the LTN principles and physical site constraints

Assessment against LTN Principles:

Size of potential LTN

Surrounding road network (appropriate boundary roads)

Location / land uses

Potential measures

Impacts to be considered:

Likelihood of displacement issues - *Informed by traffic data collected at the eligibility stage.*

Freight / deliveries / servicing/ emergency services/ kerbside activity- *Collected through initial discussion with operators /businesses/ Council departments/ City Clean. This will assist in understanding the local constraints and opportunities that fit well with specific LTN measures.*

Existing transport infrastructure - *Informed by data collected at the eligibility stage. This should consider potential to improve walking/ cycling facilities and links to LCWIP priority areas. Appropriate measures should be considred on bus routes to minimise impact on journey times and accessibility.*

Community support - *Obtained through on-going discussions with key Community groups and the Active & Inclusive Travel Forum*

Land ownership / street width - *This may be informed by a site visit and will assist in determining appropriate measures to be installed.*

> **ASSESSMENT OUTCOME:** At the conclusion of this assessment, there will be a good understanding of whether the area is suitable for a liveable neighbourhood. Officers will have compared the request with the key liveable neighbourhood principles, understand the local support and will have developed initial potential measures with an awareness of wider impacts which may arise.
> At this stage, the need for additional data collection will also be identified.

Initial Prioritisation

Fit with Scheme Objectives - Scale of Potential Impact

Objectives / Categories	Metric	Score 3	2	1	0	Data Source	Measurement	Automated or manual	Display	Notes for BHCC Consideration
Safeguard access for residents and the needs of people with disabilities										
Potential to improve access to key community facilities	Nurseries	-	**More than one** nursey within the potential neighbourhood.	**One** nursery within the potential neighbourhood.	No nurseries within the potential neighbourhood	OS Open Names | Place Names, Roads & Postcodes	*No. of facilities*	Automated	Dashboard and map display	
	Primary Schools	-	**More than one** primary school within the potential neighbourhood.	**One** primary school within the potential neighbourhood.	No primary schools within the potential neighbourhood	OS Open Names | Place Names, Roads & Postcodes	*No. of facilities*	Automated	Dashboard and map display	
	Secondary Schools	-	-	**One** or more secondary schools within the area	**No** secondary schools within the potential neighbourhood	OS Open Names | Place Names, Roads & Postcodes	*No. of facilities*	Automated	Dashboard and map display	
	Care Homes	-	**More than one** care homes within the potential neighbourhood.	**One** care homes within the potential neighbourhood.	No care homes within the potential neighbourhood	OS Open Names | Place Names, Roads & Postcodes	*No. of facilities*	Automated	Dashboard and map display	
	Medical Centre (doctors / pharmacy)	-	**More than one** medical centre within the potential neighbourhood.	**One** medical centre within the potential neighbourhood.	No medical centres within the potential neighbourhood	OS Open Names | Place Names, Roads & Postcodes	*No. of facilities*	Automated	Dashboard and map display	
	Shops / commercial premises	-	**More than one** shop / commercial facility within the potential neighbourhood.	**One** shop / commercial facility within the potential neighbourhood.	No shops / commercial facilities within the potential neighbourhood	OS AddressBase Plus | VoaNDRPDescCode	*Count of CS, CS1 (bank), CS2, CS3 (beauty salon), CS4, CS5 (laundrette)*	Automated	Dashboard and map display	
Potential to improve access to green space	Park / Open Space	Provision of green space per person is less than **1.5 sqm.**	Provision of green space per person is less than **15 sqm.**	Provision of green space per person is less than **35 sqm.**	Provision of green space per person is **35 sqm or greater.**	Green Space Index OS Open Data - Open Greenspace	*Green Space Index - Provision Per Person*	Manual	Dashboard and map display Score to be presented dashboard (Green Space Index). Map display	Data is held on an LSOA basis. Therefore, if an area crosses boundaries and scores differently,
Potential to created more accessible environemenets for all	Accessibility	-	**Poor routes** - multiple instances where dropped kerbs, tactile paving and road crossings are absent with uneven	**Satisfactory routes** - some instances where dropped kerbs, tactile paving and road crossings are absent with uneven	**Good routes - Adequate provision of** dropped kerbs, tactile paving and road crossings with good surface quality	Manual - site visit required/ Google Streetview				
	Width of footways	-	Footway widths are below 1.5m	Footway widths are between 1.5m and 2.0m	Footway width is 2m or more and meets or exceeds Inclusive Mobility (2021) guidance (2002)	Manual - site visit required/ Google Streetview				
	Street furntiture	-	Multiple instances of street furniture restricting footway widths	Some instances of street furniture restricting footway widths	No instances of street furniture obstructing footway widths	Manual - site visit required/ Google Streetview				
Overall score										
Create inclusive, accessible, and safe streets and spaces										
Potential to reduce no. of collisions	Collisions in last 36 months	No. of collisions within the potential neighbourhood is higher than average across B&HCC **and** the proportion of	The no. of collisions within the potential neighbourhood is higher than average across B&HCC **OR** the proportion of	Collisions noted within the potential neighbourhood but are lower **OR** in line with average.	No collisions within the potential neighbourhood.	STATS19	*No. of collisions*	Automated	Dashboard and map display	Discussion - collision data would need to be collected monthly - do we want to change this measure
	Total no. of collisions on residential roads in last 36 months	Info only - not scored				STATS19	*No. of collisions*	Automated	Dashboard and map display	
	Total no. of collisions on potential boundary roads in last 36 months	Info only - not scored				STATS19	*No. of collisions*	Automated	Dashboard and map display	Dashboard would need to flag the boundary roads have higher collision roads
	No. of collisions in last 36 months involving vulnerable users	Info combined into the scoring above				STATS19	*Proportion of collisions involving vulnerable road users*	Automated	Dashboard and map display	
Potential to improve crime within the area	Crime rates per 1,000 population compared to BHCC average (last 1 year)	-	Crime rates per 1,000 population are **higher than B&HCC average**	Crime rates per 1,000 population are **within +/- 5% of B&HCC average**	Crime rates per 1,000 population are **lower than B&HCC average**	JSNA - Local Insight profile	*Crime rates compared to BHCC average*	-	Dashboard only	
Potential link into StreetSafe in the future	-	-	Not scored at the moment - a potential input for the future			https://www.sussex.police.uk/notices/street-safe/street-safe/#:~:text=StreetSafe%20is%2	-	-	-	Discussion - leave this in for now or remove?
Potential reduction in vehicle speeds	Current speed limit on residential streets	Info only - not scored				?	-	-	-	Check data is available
	Current speed limit on potential boundary roads	Info only - not scored				?	-	-	-	Check data is available
	Current traffic calming infrastructure in areas of concern	-	No traffic calming infrastructure across the potential neighbourhood	Some traffic calming infrastructure across the potential neighbourhood	Traffic calming infrastructure focused on areas of concern	?	*No. of traffic calming measures (speed control / throttles / kerb build outs / junction entry*	Automated display, manual scoring	Dashboard and map display	Check data is available
	Surveyed speed data available within the residential streets	?	?	?	?	?				Check data is available or whether this can be easily obtained on residential streets
Overall score										
Improve the public realm and quality of life, creating better places for residents, businesses, and visitors										
Fit with surrounding environment, heritage and landscape		*At this stage, this metric is not scored as the impacts are design based - to be assessed at the next stage.*				-	-	-	-	-
Understanding of how the potential neighbourhood could benefit surrounding businesses		-	-	Could improve footfall (through increased walking / cycling), provide outdoor opportunities for businesses or	No obvious benefits to surrounding businesses / Obvious disbenefits to businesses (deliveries or parking /	Officer knowledge	-	Manual	Dashboard only	
Do community organised activities take place within the potential neighbourhood		-	-	Some community organised activities take place (e.g. play streets / street parties / community plots on allotments)	No / limited current community activities	Request form / officer knowledge	-	Manual	Dashboard only	
Overall score										
Improve air quality and respond to the biodiversity and climate emergency										
Potential to improve AQ within and around the LTN	Current AQ measurements **within** the potential neighbourhood	-	AQ monitoring within the potential neighbourhood with at least one reading above 36.	High coverage of AQ monitoring within the area or readings between 20 and 36	No air quality measurements within / around the area. Readings within the area display	AQ Measurements / discussion with AQ team	*AQ Measurements / discussion with AQ team*	Manual		
	Current AQ measurements **outside** the potential neighbourhood	-	AQ monitoring available on all boundary roads. All readings are under 36	AQ monitoring on some boundary roads. Where present, readings are under 36	AQ monitoring on potential boundary roads display readings above 36. No AQ monitoring on any boundary	AQ Measurements / discussion with AQ team	*AQ Measurements / discussion with AQ team*	Manual		
	Within / adjacent to AQMA	-	-	Not adjacent to AQMA - potential neighbourhood is not within 0.5km of AQMA	Within / adjacent to AQMA - potential neighbourhood is within 0.5km of AQMA	Internally held ?	*Distance to nearest AQMA*	Automated	Dashboard and map display	
Potential to improve biodiversity within the potential neighbourhood		*At this stage, this metric is not scored as the impacts are design based - to be assessed at the next stage.*				-	-	-	-	-
Potential to increase the provision of shade within the potential neighbourhood		*At this stage, this metric is not scored as the impacts are design based - to be assessed at the next stage.*				-	-	-	-	-

Categories	Metric	Score 3	Score 2	Score 1	Score 0	Data Source	Measurement	Automated or manual	Display	Notes
Overall score										
Support active modes of travel and public transport, through the provision of safe, comfortable, and convenient routes										
Potential to encourage mode shift	Travel time in minutes to nearest Town Centre by PT/walk	-	Within 15 minutes travel time	Within 15 - 20 minutes travel time	Travel time to closest amenities is greater than 20 minutes	Journey times to key services by lower super output area (JTS05)	*Travel time*	Automated	Dashboard and map display	Data is held on an LSOA basis. Therefore, if an area crosses boundaries and scores differently,
	Travel time in minutes to nearest Primary Schools / GP / Pharmacy by walk	-	At least 2 within 15 minutes travel time	At least 2 facilities within 15 - 20 minutes travel time	Travel time to closest amenities is greater than 20 minutes	Journey times to key services by lower super output area (JTS05)	*Travel time*	Automated	Dashboard and map display	Data is held on an LSOA basis. Therefore, if an area crosses boundaries and scores differently,
	Likelihood of increased cycling uptake (Propensity to Cycle Tool)	Potential increase in cycling by over 100%	Potential increase in cycling by 50 - 100%	Potential to increase cycling by 20 - 50%	Potential to increase cycling by 20% or less	Propensity to Cycle Tool - LSOA (Gender Equality)	*Potential percentage increase*	Automated		Data is held on an LSOA basis. Therefore, if an area crosses boundaries and scores differently,
Opportunities for increased active travel	Potential link to existing / future cycling network (LCWIP)	Existing / funded high quality cycle network on surrounding roads (i.e. continuous cycling lanes on main	Some cycle provision on surrounding boundary roads and improvement plans set out within the LWCIP	Some cycle provision on surrounding boundary roads	Limited surrounding cycling infrastructure on boundary roads.	http://www.brightonandhovecyclemap.co.uk/		Manual	Dashboard and map display	
	Potential link to existing walking network (crossing points on main road)	Existing / funded high quality walking infrastructure with pedestrian crossings available, in line with desire lines, on	Some pedestrian provision on surrounding boundary roads or neighbourhood is within top 10 Walking	Some pedestrian infrastructure available on boundaryr roads.	Limited pedestrian infrastructure on boundary roads.	?		Manual		Check data is available
	Potential link to surrounding Liveable Neighbourhoods	-	Adjacent Liveable Neighbourhood	-		Layer to be created	*Proximity to nearest LTN*	Manual	Dashboard	
	Link to local amenities	*Not scored here as it has been scored against criteria above.*				-	*No measure as incorporated in other objectives*			
Potential to increase PT uptake	Potential to link to existing PT services	-	Potential neighbourhood is served by numerous services with at least one service being frequent (every 15	Numerous bus stops within / on the boundaries of the potential neighbourhood	Limited or no PT services within the vicinity of the area	OS Open Data / NAPTAN https://images-brightonhove.passenger-	*Count of PT stops within / on the outskirts of an area*			
	Bus journey times within and near the area	*At this stage, this metric is not scored as the impacts may be quantified following design - to be re- assessed at design development stage*								
Overall score										
Reduce the impact of vehicles using inappropriate routes particularly on residential roads										
Evidence/ perception of inappropriate traffic routing		Evidenced/ supported by traffic flow data	-	Local knowledge of inappropriate traffic routing	Limited available data / only perceptions of inappropriate routing	Traffic counts / survey	*Presence of traffic counts /*	Automated search of traffic count locations, manual scoring		
Capacity analysis on identified principal road		Analysis demonstrates some spare capacity on boundary roads	Limited spare capacity on boundary roads	Limited spare capacity on boundary roads	Boundary roads over-capacity	Traffic counts / survey / officer knowledge / google traffic	*Queue lengths, junction delays*			
Overall score										
Maximise local community input into the planning design monitoring and maintenance planning process										
Level of consultation undertaken		-	Large amounts of engagement has taken place	Some engagement has taken place	Little / no community engagement	Request form / officer knowledge				
Level of consensus over the introduction of an LTN		-	General agreement/ acceptance regarding the proposed scheme and outcomes	Some agreement regarding the proposed scheme and outcomes	High potential for disagreement over the scheme	Request form / officer knowledge				
Overall score										

Wider scheme considerations

Categories	Metric	Score 3	Score 2	Score 1	Score 0	Data Source	Measurement	Automated or manual	Display	Notes
Scheme Design										
Cost		£0 – 100k	£100k – £250k	£250k – £500k	£500k +	Officers				
Scheme design / Cost certainty		-	Preferred concept identified with awareness of key infrastructure requirements	Initial concepts identified	No current concepts	Officers				
Likely routes to implementation (and timescales for delivery)		-	-	ETO	TRO	Officers				Higher score if trialled as greater flexibility in design
Policy										
Fit with wider Council policy and strategies		-	Complements other policies and proposals	Good fit	Some conflict	Officers				

Socio-economic factors

Categories	Metric	Score 3	Score 2	Score 1	Score 0	Data Source	Notes
Area overview	Approximate population within the potential neighbourhood	No score - info only				Mid-Year Estimates (JSNA)	
	No. of households within the potential neighbourhood	No score - info only				Census data (JSNA)	
Vulnerable groups	Proportion of population under 16 compared to BHCC average	-	Proportion is **higher than B&HCC average**	Proportion is **within +/- 5% of B&HCC average**	Proportion is **lower than B&HCC average**	Mid-Year Estimates	
	Proportion of population over 65 compared to BHCC average	-	Proportion is **higher than B&HCC average**	Proportion is **within +/- 5% of B&HCC average**	Proportion is **lower than B&HCC average**	Mid-Year Estimates	
	Proportion of population comprising Black and Minority Ethnic communities compared to BHCC average	-	Proportion is **higher than B&HCC average**	Proportion is **within +/- 5% of B&HCC average**	Proportion is **lower than B&HCC average**	Census data (JSNA)	
	Percentage of population in living in the most deprived 20% of areas	-	Proportion is **higher than B&HCC average**	Proportion is **within +/- 5% of B&HCC average**	Proportion is **lower than B&HCC average**	Ministry of Housing, Communities and Local Government (Indices of Deprivation 2019)	

Economic data	Children in low income families	-	Proportion is **higher than B&HCC average**	Proportion is **within +/- 5% of B&HCC average**	Proportion is **lower than B&HCC average**	Department for Work and Pensions (2019) (JSNA)	
	Personal Independence Payment recipients compared to BHCC average	-	Proportion is **higher than B&HCC average**	Proportion is **within +/- 5% of B&HCC average**	Proportion is **lower than B&HCC average**	Department for Work and Pensions (Jul-21) (JSNA)	
Health data	Childhood obesity - Proportion of children (year 6) classified as overweight compared to BHCC average	-	Proportion is **higher than B&HCC average**	Proportion is **within +/- 5% of B&HCC average**	Proportion is **lower than B&HCC average**	National Child Measurement Programme (JSNA)	
	Percentage of population in living in the most deprived 20% of areas (Health Domain)	-	Proportion is **higher than B&HCC average**	Proportion is **within +/- 5% of B&HCC average**	Proportion is **lower than B&HCC average**	Indices of Deprivation 2015 Health domain	
Active Lives Data	Levels of activity		Proportion is **higher than B&HCC average**	Proportion is **within +/- 5% of B&HCC average**	Proportion is **lower than B&HCC average**	Sport England	
	Loneliness (associated with levels of activity)		Proportion is **higher than B&HCC average**	Proportion is **within +/- 5% of B&HCC average**	Proportion is **lower than B&HCC average**	Sport England	
	Attitudes and Motivation (wellbeing & level of activity)		Proportion is **higher than B&HCC average**	Proportion is **within +/- 5% of B&HCC average**	Proportion is **lower than B&HCC average**	Sport England	
Access to transport	Proportion of households with no car compared to BHCC average	-	Proportion is **higher than B&HCC average**	Proportion is **within +/- 5% of B&HCC average**	Proportion is **lower than B&HCC average**	Census data (JSNA)	