

## BHCC35: Further Information – Monitoring Targets

In his matter statement, Mr Shepherd refers to the council’s 2019/20 Authority Monitoring Report (AMR) in highlighting two indicators relating to Policy CP9 of City Plan Part One where he states that targets have been missed. The information in the AMR that his matter statement refers to is reproduced below.

| Indicator  | Target/Timescale   | Trigger and Actions to be taken if target not being achieved   | 2019/20 Data and update  |
|--|--|--|--|
| Local bus journeys originating in the Local Authority Area         | Average increase of 800,000 passenger journeys per year (annual check based on 5-year average) | Trigger: Average annual increase in journeys is below 500,000<br><br>Action: review transport strategy; review targets in LTP4 | 2019/20: 48.6 million<br>2018/19: 49.9 million<br>2017/18: 49.0 million<br>2016/17: 49.7 million<br>2015/16: 45.6 million<br>2014/15: 46.1 million<br>2013/14: 46.4 million<br>(source: DoT)       |
| Reduction in CO2 emissions from transport within Brighton and Hove | Reduction of 4% per year in transport related CO2 emissions throughout plan period.            | Trigger: no reduction by 2016<br><br>Action: review measures in Air Quality Action Plan  | 2018: 290.4 kt CO2<br>2017: 300.4 kt CO2<br>2016: 301.3 kt CO2<br>2015: 297.5 kt CO2<br>2014: 297.9 kt CO2<br>2013: 295.0 kt CO2<br>2012: 300.4 kt CO2<br><br>Local CO2 emissions 2005-2018 (DBEI) |

With regard to the first indicator, the average increase in local bus journeys over the 5-year period 2014/15 to 2019/20 is 500,000. The overall trend for bus patronage continues to increase but the most recent figure is likely to be affected by covid-19 measures in the latter part of the monitoring year. The trigger of average annual increase in journeys being below 500,000 was therefore not met in the 5-year average period considered in this AMR. It should be noted that the actions to be taken should the trigger be missed (a review of the transport strategy and a review of targets through Local Transport Plan 4) have occurred, indeed Local Transport Plan 5 is currently being consulted upon.

With regard to the second indicator, the reduction in CO2 emissions between 2012 and 2018 is 10kt CO2. At this stage of the plan period the target of a 4% per year reduction in transport related CO2 emissions over the entirety of the plan period is not being met. The trigger for action in the indicator is no reduction by 2016 – the figure for 2016 does not show a reduction but it is important to note that 2016 is the only year which does not.

Significantly greater reductions in CO2 emissions can be expected in the latter part of the Plan period. Measures being introduced by Brighton & Hove Bus Company in recent years<sup>1</sup>, include increasing number of hybrid and zero-emission buses, in-line with its parent

<sup>1</sup> [www.buses.co.uk/sustainability-and-air-quality-reports](http://www.buses.co.uk/sustainability-and-air-quality-reports)

company Go-Ahead's plans to achieve a decarbonised bus fleet by 2035<sup>2</sup>. The council's recently published Local Transport Plan 5<sup>3</sup> supports the council's corporate objective of becoming a carbon neutral city by 2030, and includes measures to reduce the need for people to travel, change how they travel and create more transport that is low or zero emission and powered by renewable energy.

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<sup>2</sup> [/www.go-ahead.com/sustainability/climate-change#:~:text=The%20Group's%20overarching%20target%20is,emissions%20reduction%20target%20by%202035.](https://www.go-ahead.com/sustainability/climate-change#:~:text=The%20Group's%20overarching%20target%20is,emissions%20reduction%20target%20by%202035.)

<sup>3</sup> [www.brighton-hove.gov.uk/content/parking-and-travel/travel-transport-and-road-safety/local-transport-plan](https://www.brighton-hove.gov.uk/content/parking-and-travel/travel-transport-and-road-safety/local-transport-plan)