Brighton & Hove City Council

Local Transport Plan 3
Part B : Delivery Plan

May 2011

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Transport Local Authority of the Year
2010–11

Brighton & Hove
City Council

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1   Introduction

1.1.   The long-term Transport Strategy for the next 15 years set out in Part A of this LTP, is based on an overarching vision statement and a number of high level, local transport objectives which will be delivered through a short-term Delivery Plan. The Delivery Plan will be for a 3-year period which will outline the basis on which investment in the transport network could be achieved. It will be reviewed and updated on a regular basis.

1.2.   The Delivery Plan will be for the 3-year period 2011/12 to 2013/14. It will set out programmes of work and potential opportunities for investment. It has been developed in outline during a period of considerable change following the election in 2010 and further uncertainty over the levels, sources, and availability of capital funding through the Local Transport Plan, because of the need to address spending levels across all tiers of government. In-year reductions of £1.2 million in the council's transport grant funding for 2010/11 were made by the government in mid-2010, resulting in changes to the council's capital programme.   This was followed by the October 2010 Comprehensive Spending Review and subsequent transport budget announcements in mid-December 2010. The principles of the investment programmes are designed to be flexible to respond to any changes in priorities and the available levels of funding.

1.3.   This Delivery Plan sets out the overall approach to delivering the transport strategy outlined in Part A, and the 5 principles that will be adopted in developing ideas and delivering schemes. The approach is underpinned by 6 key themes which include different types of measures and initiatives that will help to meet strategic objectives. It will remain important to also monitor performance and progress through a number of indicators, to ensure that the planned investment is targeted towards appropriate measures in the right locations.

1.4.   The Plan has been developed to provide value for money and be flexible. Combining different schemes or investment into single, co-ordinated and integrated packages of work will be more efficient. While maintaining a consistent approach to delivering schemes and initiatives through this Local Transport Plan is important, it is also necessary to ensure that the approach to delivery can be adaptable in order that it can respond quickly to any significant changes in national or local policies and priorities, and take account of the economic climate and availability of funding.   Further opportunities to review the progress being made will occur each year as the Delivery Plan is reviewed, progress measured against indicators, levels of funding agreed, and programmes of work prioritised. In addition, as schemes are developed and progressed, specific scheme or area consultation will take place on a more local basis.

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2   Delivering the transport strategy

2.1   The approach to delivery

2.1.1.   The delivery of the strategy is based on a number of key approaches and principles. The overall approach to delivering schemes that will have long-lasting effect on the way that people travel to/from and around the city is based on three ways of investing the available funding and resources that will result in a transport network;

- which will be **maintained** in good condition;
- where movement and use of the network will be well-**managed;** and
- which will be continuously **improved** by enhanced connections and information linking the city's people, places and communities

2.2   Delivery Principles

2.2.1.   The approach to delivery will be based on a number of principles which will be used to guide the development of ideas, initiatives and schemes to deliver better transport for everyone. These principles are summarised and explained briefly below.

- Being **innovative** and creative
- Providing and using accurate/robust **information**
- **Involving** partners, stakeholders and communities
- Ensuring **integration** and co-ordination
- Securing additional **investment**.

Being Innovative

2.2.2.   Being prepared to introduce or try new ideas, methods or technologies that will improve the transport network in ways that will ensure that it operates efficiently and effectively, will enable the city and its population to maximise the potential benefits of innovation.

2.2.3.   Innovative approaches to managing traffic and movement can involve the use of technology. For example, Intelligent Transport Systems [ITS] can play a key role in supporting the City Council's objectives of reducing congestion and ensuring the economic viability of the City. The council and its partners have undertaken some significant development of systems in the city and have made good progress to date in investing in ITS to manage the traffic and highway network in the city. ITS can also help to increase overall access to information to help decision-making when travelling either before or during a journey, and therefore complement existing provision such as bus and train timetables, road maps or national journey planners.

2.2.4.   The council has also successfully become a partner in two EU-funded CIVITAS [City-VITAlity-Sustainability] which aims to provide cleaner and better transport in cities. The Archimedes (Achieving real change with innovative transport measures demonstrating energy savings) project has enabled the council to secure £2.2 million to invest in small-scale transport projects and is the only UK participating in the project, which involves working with five other cities in Europe to share best practice, experience and skills. Projects in Brighton & Hove funded by Civitas include:

- Working with freight companies to investigate ways of moving goods through the city in a more energy-efficient way
- Trialling electric vehicle charging points to boost vehicle ownership and usage
- Monitoring vehicle emissions in schools through electronic signs so that pupils can learn about emissions, carbon footprints and travel choice
- Expanding existing car sharing and car club opportunities into outlying areas of the city
- A road safety campaign targeted at groups shown to be especially at risk of traffic accidents.

2.2.5.   The Brighton & Hove Bus and Coach Company has also secured Civitas funding to develop an integrated ticketing system, like London's Oyster card, where people can use the same ticket on the bus and train.

2.2.6.   The Interreg IVC MMOVE (Mobility Management OVer Europe) aims to improve the effectiveness of sustainable mobility policies implemented by local authorities in small and medium sized cities in Europe and to improve awareness amongst regional level policy makers of the importance of supporting these policies within regional development frameworks.

Providing and using Information

2.2.7.   The need to manage or provide for the demand for travel that is planning created stems from the individual or collective decisions that are made before or undertaking a journey. Travel patterns or behaviours tend to be habitual for the vast majority of journeys – nationally 84% of trips are under 10 miles and occur in locations where travellers have already adopted, and become accustomed to, preferred forms of transport. In such circumstances the provision of journey information may assist is helping to improve the sustainability of movements that are taking place or at least raise greater awareness of them. Information is more useful when a longer, unfamiliar journey is being undertaken or for visitors to the city who are not familiar with the area.

2.2.8.   The provision of accurate, accessible and clear information can take many forms and will assist in people making door-to-door journeys, which can involve the use of a number of different forms of transport. This can include initiatives such as cycling and walking maps, pedestrian wayfinding signs, real time public transport information, car park VMS and raising awareness through workplace, school and personalised travel planning.

2.2.9.   Marketing and communications are also key to enabling people to make decisions or to seek to influence decisions. This can involve raising awareness and recognition, and support for proposals and for maximising the use of a particular form of transport or approach. 'Journeyon' is the council's main transport brand that helps to identify and promote transport measures and projects in the city.

2.2.10. The council has reviewed its computer-based transport modelling capability in order to fulfil one of the Leader of the Council's priorities for 2010. This will enable it to ensure the model can provide a rigorous and consistent basis for assessing the future possible implications or impacts of changes to the transport network that could occur as a result of transport schemes or development proposals. A new model is now being developed and due to be completed in 2011, which will fulfil these requirements and provide outputs that can be used to inform future decision-making.

Ensuring Integration and Involvement
2.2.11. One of the key objectives of Local Transport Plans is to ensure that full integration of all forms of transport is achieved to enable people to experience a 'seamless' journey. This can be delivered in a number of ways such as creating new of better interchanges, such as bus stops or train stations, or by the development of ticketing systems like PlusBus or the London Oystercard. While Brighton & Hove has achieved much more than many local authorities, further integration of services and systems is required.

2.2.12. Comprehensive and appropriate planning policies can significantly influence the location, scale and type of new development and therefore the amount of additional movement or activity that is likely to occur as a result. This is particularly important when considering key destinations and major developments and how they can achieve long-term sustainability. The integration of planning and transport can therefore help achieve a number of objectives by reducing the need to travel and therefore congestion and pollution, enable movement to occur in an efficient way and create attractive streets and places that encourage greater activity.

2.2.13. Working together is critical to the delivery of the city's transport strategy. By working with our partners, communities, stakeholders and transport providers we can maximise the opportunities to increase our knowledge and understanding of problems and challenges and develop solutions that will create a more socially inclusive and healthy society. By combining specialist skills from within and outside the city, it is possible to create a robust and sustainable framework that can assist in delivering the city's transport strategy and initiatives. Partnership working can exist either formally or informally, depending on what needs to be achieved and the level of commitment that may be required to do so

2.2.14. Responding and adapting to the reduced levels of government funding that are likely to be available for LTP3 is essential. This means that the council will continue to contribute towards achieving value for money and efficient working by delivering co-ordinated packages of maintenance works and transport improvements that <u>minimise disruption</u> when being delivered, and <u>maximise benefits</u> when completed. Particular focus will be given to identifying locations in the city where there are a number of issues that a more comprehensive approach to transport improvements can assist in addressing.

2.2.15. These packages will be developed and delivered alongside a number of ongoing work programmes across the city that will include maintenance, improving sustainable transport, traffic management and safety, and urban realm improvements. Individual measures to achieve these goals are often complementary as the use of sustainable forms of transport can reduce emissions while improving public health and activity level.

2.2.16. The EU Interreg IVC MMOVE (<u>M</u>obility <u>M</u>anagement <u>OV</u>er <u>E</u>urope) project aims to improve the effectiveness of sustainable mobility policies implemented by local authorities in small and medium sized cities in Europe and to improve awareness amongst regional level policy makers of the importance of supporting these policies within regional development frameworks. The council is one of 11 partners who are involved in sharing best practice and experience and will seek to assess the potential suitability and transferability of new or untried measures from one authority to another.

2.2.17. Inclusive, healthy, and affordable transport options are also needed which help to reduce the social gap across the city so no one is seriously disadvantaged. Involving people and communities can be particularly valuable as part of initiatives that help to encourage sustainable travel choices, promote urban realm and street improvements, cycling and walking, and provide travel information, such as personalised travel planning. Consultation has helped to shape and develop this LTP3 and more direct or focused consultation will take place on a more local basis as ideas or schemes are developed and progressed.

Securing Investment

2.2.18. Developing and delivering a well-maintained, effectively managed and improved transport system requires significant levels of funding to achieve results that will sustain the use of the network in future years. This funding can be secured from a number of sources. These include:

- Government transport funding – including the Local Transport Plan process, the Local Sustainable Transport Fund and Major Project allocation

- Government economic/regeneration funding – primarily the Regional Growth Fund

- Council revenue funding – including council tax and surplus income from parking

- Private sector funding – including contributions from new development proposals, the new 'Coast to Capital' Local Enterprise Partnership [LEP] with West Sussex local authorities and the London Borough of Croydon

- European Union funding sources - such as the European Regional Development Fund [ERDF] which supports INTERREG and URBAN initiatives.

2.2.19. The current economic climate and the need to manage public sector budgets and finances more efficiently and effectively, means that future, overall levels of funding are likely to be lower and therefore the council will seek to secure additional funding to invest in the transport network wherever possible, by bidding for funding streams and/or working with partners and transport operators to pool resources or match-fund projects to ensure that transport users fully benefit, and we can achieve value for money.

2.2.20. The LTP funding allocations that the government has initially made available to the council for transport are set out in Table 2.1. This funding will be provided as capital grant (not supported borrowing) and is not ring-fenced to transport. The funding allocations for 2013/14 and 2014/15 are indicative and are subject to change, for instance as a result of changes to the governments' formulae or future data changes. Further decisions about this funding will be made by the council when it considers and sets its budgets each year.

Table 2.1: Funding Allocations

Final Allocations	2011/12 £000s	2012/13 £000s
Integrated Transport	2,877	3,069
Highways maintenance	3,076	3,507
Indicative Allocations	**2013/14 £000s**	**2014/15 £000s**
Integrated transport	3,069	4,316
Highways maintenance	3,280	3,163

2.2.21. In March 2011 a total of £3.35 million capital funding was allocated for investment in transport in 2011/2012 by the council.

2.3 Delivery Themes

2.3.1. There are 6 key themes that summarise the type of schemes and initiatives that will be developed and delivered within the 3 main approaches to investment above. These are:

Maintain
- Maintaining the transport network

Manage
- Managing movement and the transport network
- Changing travel behaviour and informing people's travel choices

Improve
- Delivering sustainable and accessible transport options
- Providing a safer environment
- Creating an attractive environment

2.3.2. The principles of these three approaches are described in the following sections.

2.4 Delivery through Maintenance

2.4.1. The council has an overall plan to ensure that inspection and maintenance of the condition of the highway network follows good practice and provides value for money. This involves a number of strategies and policies brought together in the Highway Maintenance Plan. The main aim of this Plan is to enable the council to discharge its formal duties as a Highway Authority and maintain the network in a safe condition for all road users and to contribute to the council's wider aims of creating an attractive and successful city.

2.4.2. The plan involves ensuring that, through inspections of the infrastructure, any identified levels of deterioration that require intervention are prioritised, and the appropriate type and level of maintenance work required to restore the highway to a safe condition is undertaken, within the budgets available to do so. Historically, the levels of funding that have been available have not been considered sufficient to fully maintain the integrity and safety requirements of the highway network, given that the city is part of the south east's major coastal conurbation.

2.4.3. The council will use the most effective and efficient methods to maintain its highways in a safe condition for the highway user. Structural maintenance will correct or improve the fabric of the highway network and the timing of work is crucial. Failure to carry out works at the appropriate time will lead to progressive and rapid deterioration of infrastructure or equipment and a corresponding steep rise in scheme costs. The main objective of maintenance is to intervene before major deterioration occurs and the integrity of roads and footways or safety of street lighting becomes compromised. Preventing failure can reduce costs and be more efficient, as if total reconstruction or replacement is required, costs become significantly greater

2.4.4. To maximise the efficient use of funding, maintenance programmes need to be flexible and dynamic to enable appropriate work to be co-ordinated with other works, such as integrated transport schemes, strengthening of structures work or the work of Statutory Authorities, such as gas and water, and developers.

2.4.5. Key ways of maintaining the city's transport network are part of a highway maintenance programme and include:

> ➢ Better road and pavement surfaces
> ➢ Better highway drainage
> ➢ Replacing signs and lines
> ➢ Better street lighting, illuminated signs and bollards
> ➢ Strengthened bridges and structures
> ➢ Development of a Highway Asset Management Plan [HAMP]

Contribution to transport goals

2.4.6. The contribution of the delivery themes to the national goals is summarised in Table 2.2 below:

Table 2.2: Delivery Through Maintenance - Contribution to National Transport Goals

	Economy	Reduce Carbon	Equality Of Opportunity	Safety, Security and Health	Quality of Life
Better Road and Pavement Surfaces	Medium	Low	High	Low	Medium
Replacing signs, lines and street furniture	Medium	Low	Low	High	Low
Better street lighting, illuminated signs and bollards (Street Lighting)	Medium	High	Medium	Medium	Medium
Better street lighting, illuminated signs and bollards (Illuminated Signs and Bollards)	Low	Medium/High	Low	Low	High
Strengthened bridges and structures (Arches)	High	Low	Medium	Medium	High
Strengthened bridges and structures (Bridges)	High	Low	Medium	High	Medium
Strengthened bridges and structures (Retaining Wall)	High	Low	Medium	High	Medium
Development of a Highway Asset Management Plan	High	Low	Medium	High	Medium

2.5.   Delivery through Management

2.5.1. The control and management of movement on the transport network to achieve efficiency and sustainability and reduce the impact of any undesirable effects, such as noise or air pollution, is a key aim for the city council. The transport network has a finite capacity and therefore in order to ensure that the use of the existing network is maximised, it is necessary to co-ordinate and manage movement and provide sufficient information to enable people to be aware of, and encouraged to use, alternative forms of transport for some journeys.

2.5.2. This can be achieved in a number of ways, such as traffic and parking management, and the promotion of sustainable forms of transport, which will contribute to other aims such as encouraging investment, improving local environments and being more creative about the use of public spaces.

2.5.3. Maintaining a balanced and co-ordinated approach is essential to ensure that the management of the network enables essential core activities that promote economic development while ensuring that the city's built and natural environments are preserved and protected. Four key areas include managing the demand for additional movement and travel that is generated by new development, managing movement into and around the city, managing and enforcing parking provision and traffic regulations, and providing appropriate and accessible information for all travellers prior to, and during, journeys. Greater use of innovation, technology and Intelligent Transport Systems will be a key tool in managing the city's transport system

2.5.4. Key ways of managing the city's transport network, and how it is used, include:

Managing movement and the network
➢ Co-ordination of road works.
➢ Controlled parking zones with priority for residents
➢ Management of public car parks
➢ Use technology to improve performance of the network
➢ Priority for public transport
➢ A co-ordinated approach for efficient goods distribution and deliveries
➢ Integrated and consistent approach to transport and planning policy (including parking standards)

Changing travel behaviour and informing travel choices
➢ Awareness and publicity campaigns to promote availability and benefits of transport options
➢ Provide travel and passenger information for and during journeys
➢ Promotion of travel choices for individuals and families, businesses, and for school children, parents and teachers.

Contribution to transport goals

2.5.5. The contribution of the delivery themes to the national goals is summarised in Table 2.3 below:

Table 2.3: Delivery Through Management - Contribution to National Transport Goals

	Economy	Reduce Carbon	Equality Of Opportunity	Safety, Security and Health	Quality of Life
Coordination of Road Works	High	Medium	High	Low	Low
Controlled Parking Zones	Medium	Low	Medium	Medium	Low
Management of Public Car Parks	Medium	Low	Medium	Medium	Low
Use technology to improve performance	High	High	Medium	Medium	Low
Priority for Public Transport	High	Medium	Medium	Medium	Medium
Efficient Goods Distribution and Deliveries	High	Medium	Medium	Low	Low
Integrated and Consistent approach	High	Medium	High	Medium	Medium
Provide travel and passenger information for and during journeys	Medium	High	Medium	Low	High
Promotion of travel choices (For individuals & families)	High	Medium	Medium	High	Medium
Promotion of travel choices (For businesses)	High	Medium	Low	Medium	Medium
Promotion of travel choices (For school children, parents and teacher)	Low	Medium	Medium	Medium	Low

2.6. Delivery through Improvement

2.6.1. In addition to maintaining and managing the city's roads and pavements, using policies and measures which seek to increase the capability and capacity of the city's transport network to meet the future pressures of increased population and development can also require new infrastructure or equipment, and initiatives which seek to reduce or change travel patterns by raising awareness and providing greater choice.

2.6.2. The extent of the natural and built environments in the city require any improvements or new infrastructure to respect these boundaries and therefore the majority will be likely to be confined to existing corridors and routes in the transport network. Improvements will assist in delivering greater choice for people to ensure that, where appropriate, all parts of the network operate efficiently and have greater capacity to enable people to move around more freely and reliably and in as sustainable way as possible.

2.6.3. By improving or enhancing streets and public spaces and their associated transport infrastructure, we can enable greater and more sustainable levels of access to services and facilities, and provide safer and more attractive locations and routes that people can use and enjoy. Increased activity and movement, especially generated by new developments, will often mean that existing road and pavement layouts or designs may no longer be suitable or have sufficient capacity. Continued investment in improvements over a period of time and across the city will ensure that the network is developed in line with increasing or changing travel needs and will contribute towards achieving wider objectives.

2.6.4. Improvements and changes to the network can also require additional maintenance and management costs and this needs to be taken into account when developing schemes.

2.6.5. Key ways of improving the city's transport network include:

Delivering sustainable and accessible transport options
- Improved walking facilities, routes, networks
- Improved cycling facilities, routes, networks
- Improved Rights of Way and access to open spaces and the National Park
- Better citywide public transport services – bus, rail (particularly at weekends), taxi and coach.
- Improved bus stops, train stations, and car parks and the routes to/from them
- New Park + Ride sites
- Promote use of alternative fuels and provide associated equipment e.g electric vehicle charging points
- Increase availability of car club vehicles

Providing a safer environment
- Redesigned road layouts to reduce number and severity of casualties and commissions.
- Road safety publicity, education and awareness campaigns
- Speed Management
- Address perceptions of danger and antisocial behaviour

Creating an attractive environment
  ➢ Improved streets to user friendly layouts and environments including street trees
  ➢ Use of good quality materials and de-cluttering

Contribution to transport goals

2.6.6. The contribution of the delivery themes to the national goals is summarised in Table 2.4 below:

Table 2.4: Delivery Through Improvement - Contribution to National Transport Goals

	Economy	Reduce Carbon	Equality Of Opportunity	Safety, Security and Health	Quality of Life
Improved walking facilities, routes, networks (Walking Network Improvements)	High	Medium	Medium	Medium	Medium
Improved walking facilities, routes, networks	High	Low/Medium	Low	Medium	Medium
Improved cycling facilities, routes, networks (Improve cycling routes, networks – new routes, missing links)	High	High	Medium	High	Medium
Improved Rights of Way and access to open spaces and the National Park	Medium	Medium	High	High	High
Better citywide public transport services (Better Rail Services)	High	High	Medium	High	Medium
Better citywide public transport services (Better Bus Services)	High	Medium	High	High	Medium
Better citywide public transport services (Better Coach Services)	Medium	Medium	High	Medium	Medium

Better citywide public transport services (Better Taxi Services)	High	Medium	Medium	Medium	Low
Improved bus stops, train stations and car parks and the routes to/from them (Improved Passenger Waiting Facilities)	Medium	Medium	High	High	High
Improved bus stops, train stations and car parks and the routes to/from them (Improved Car Parks)	High	Low	Medium	Medium	Low
New Park & Ride sites	High	Medium	Medium	Medium	Medium
Promote use of alternative fuels and provide associated equipment	Medium	High	High	Medium	High
Increase availability of car club vehicles	Low	Medium	High	Low	Medium
Redesigned Road Layouts (To reduce number and severity of collisions and casualties)	Low	Low	High	Medium	High
Redesigned Road Layouts (To provide safer routes to schools)	Low	Medium	High	High	Medium
Road safety publicity, education and awareness campaigns (Road Safety Education, Training and Publicity)	Medium	Low	Medium	High	High

Road safety publicity, education and awareness campaigns School Crossing Patrol Service)	Low	Medium	Medium	High	Medium
Speed Management	Medium	Low	Medium	High	High
Address perceptions of danger	Low	Medium	High	High	High
Improved streets and environments	High	Medium	High	High	Medium
Use of good quality materials and de-cluttering	Medium	Low	Medium	Low	Medium

2.7.   City Wide Transport Opportunities

2.7.1. A number of opportunities exist to manage and improve the network during the Delivery Plan period. These are summarised below. The Delivery Plan will allow for flexibility in prioritising which schemes should be progressed, in order to respond to future levels of funding and emerging local priorities. During 2011/12, proposals for the Delivery Plan investment programme will be brought forward for approval. These will be assessed in relation to the council's overall capital programme, consistent with the council's intelligent commissioning approach.

Transport Opportunities

- Continued maintenance of transport infrastructure to a good and high quality standard.
- Support sustainable development and growth across the city.
- Support economic activity in the city centre with high quality urban realm improved pedestrian and cycling access, high quality public transport services, interchanges and car parks.
- Provide a comprehensive and continuous network of routes to encourage the use of sustainable transport for short trips.
- Improve journey reliability and transport choices on a number of key traffic routes across the city.
- Ensure delivery routes and practises are efficient and sustainable, and use appropriate routes.
- Improvements to connections and links to open/green spaces by improving access for all to the countryside, the seafront and local parks within the area
- Improvements to connections and links along, and to key corridors to reduce severance and improve pedestrian and cycling access to key destinations.
- Urban Realm and pedestrian improvements in key retail areas across the city.
- Increased provision of high quality and accessible public transport passenger information and waiting facilities.
- Enhance access to/security at public transport interchanges for all users.
- Encourage and provide for healthy and accessible travel choices of travel to help regenerate disadvantaged areas and reduce child obesity
- Promote awareness of travel options.
- Increase transport options/links to the city centre for residents living in outlying areas of the city.
- Reduce the number of injury collisions across the city for vulnerable road users, through road safety education, speed management and engineering schemes.
- Manage movement and introduce low-emission technology to reduce harmful pollutants and carbon emissions, especially in the Air Quality Management Area.
- Work in partnership with partners, local communities and transport users and providers.

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3 Performance and Review Framework

3.1. Monitoring and Review

3.1.1. To help understand the performance and progress that will be achieved through the delivery of the measures described in this LTP3, a monitoring framework is required to ensure that the investment being made in transport schemes and initiatives is making a positive contribution towards achieving the city's strategic local transport objectives, the city's wider policy objectives and the government's national transport goals over the duration of the 15-year transport strategy.

3.1.2. A full assessment of progress towards meeting the 20 targets/indicators that were established in the LTP2 was published in early 2009. The monitoring of those targets takes place on a variety of different frequencies, time periods and baselines and relies on a number of different monitoring methodologies or sources of information. Analysis showed that the progress that had been made was good, and that the majority were on target or making good progress towards meeting targets

3.1.3. In 2008, particular focus was placed on three key national transport indicators from the National Indicator Set [NIS] for the city in the Local Area Agreement (2008-2011). These are:

> ➢ Reducing fatal and serious road traffic casualties (NI 47)
> ➢ Tackling congestion (NI 167)
> ➢ Accessibility to doctors' surgeries (NI 175)

3.1.4. In addition there were a further 7 national transport indicators in the NIS

> ➢ NI 48 – Children killed or seriously injured in road traffic accidents
> ➢ NI 168 – Principal roads where maintenance should be considered
> ➢ NI 169 – Non- principal roads where maintenance should be considered
> ➢ NI 176 – Working age people with access to employment by public transport (and other specified means)
> ➢ NI 177 – Local bus passenger journeys originating in the authority area
> ➢ NI 178 – Bus services running on time
> ➢ NI 198 – Children travelling to school –mode of travel usually used

3.1.5. Three indicators which are considered to be influenced or affected by transport-related issues are:

- Per capita CO2 emissions in the local authority area (NI 186)
- Obesity amongst primary school children in year 6 (NI 56)
- Self-reported measure of people's overall health and well-being (NI 119).

3.1.6. The government has recently reviewed the NIS and has now produced a revised set of indicators, known as the Single Data Set, which it is consulting on. The council is also involved the process of developing a Needs Analysis for the city and a new City Performance Plan, which will inform the priority areas that will be focused on in the future

3.1.7. In considering the LTP3 monitoring framework, the above circumstances and information need to be taken into account. In addition, a full understanding of the progress that has been made against the LTP2 targets is not yet available (as many were based on progress at the end of 2010 or 2010/11 and therefore validated or final data are not yet available). The levels of funding that will be made available to deliver highway maintenance and transport improvements have also not yet been finalised and approved, and this will influence the amount of progress that will be made.

3.1.8. An initial monitoring framework of indicators will therefore be developed for this LTP. It will show the links to the national transport goals and will provide the basis for further consideration of the indicators that will provide the most appropriate way forward for assessing the progress and success that will be achieved, and any targets and timescales that will be set.