

# Local Transport Plan 4: Delivering Growth without Gridlock 2016–2031

Consultation draft



## Have your say

Find out how we are planning to deliver the transport priorities for Kent, which will contribute to a safe and efficient transport system.

Visit [kent.gov.uk/localtransportplan](http://kent.gov.uk/localtransportplan) to download a copy of the Local Transport Plan draft and fill in the online questionnaire.

Consultation closes 30 October 2016

## Have your say

**This is a consultation draft of Local Transport Plan 4.**

Visit [www.kent.gov.uk/localtransportplan](http://www.kent.gov.uk/localtransportplan) before the consultation end date, to download a draft copy of Local Transport Plan 4 and fill in the online questionnaire.

To request a hard copy of the draft Local Transport Plan 4 and the questionnaire, or for any alternative formats, please email [alternativeformats@kent.gov.uk](mailto:alternativeformats@kent.gov.uk) or telephone 03000 421553 (text relay service number: 18001 03000 421553). This number goes to an answer machine which is monitored during office hours.

Your responses will be compiled into a consultation report, which will help produce the final version of Local Transport Plan 4. Kent County Council intends to adopt Local Transport Plan 4 in 2017.

**The consultation will close on October 30<sup>th</sup>.**

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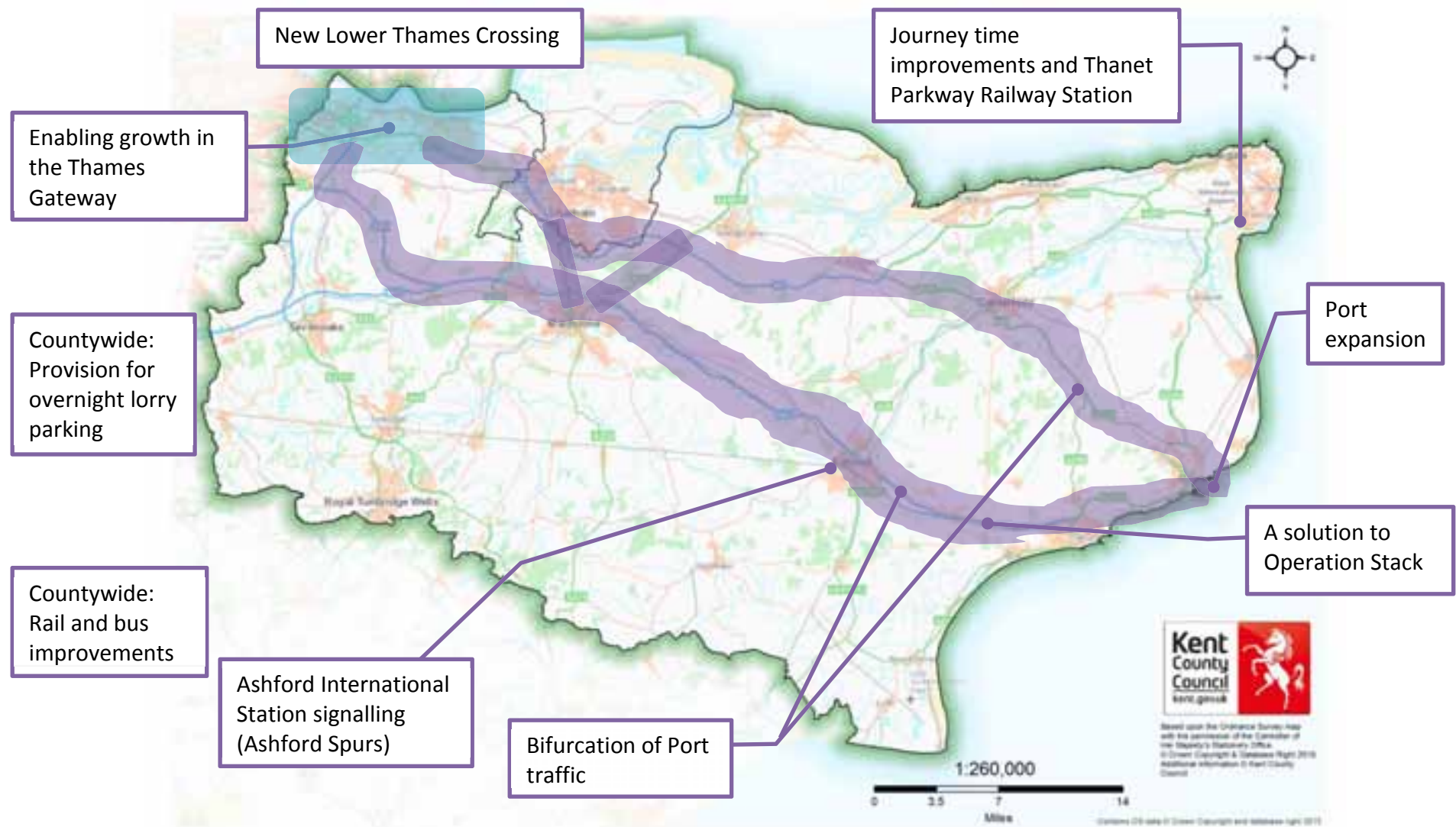
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# Strategic Transport Priorities



## Foreword

Kent has ambitious targets for growth. Our role is to enable planned, sustainable growth and ensure the necessary infrastructure is in place, which will stimulate regeneration and encourage people and businesses to come to Kent. To be able to travel easily, safely and quickly to our destinations we need a transport network that can cater for current demand, enables economic growth, and supports a growing population.

The Kent and Medway Growth and Infrastructure Framework (GIF) has been developed in conjunction with the twelve districts (Local Planning Authorities) and Medway Council to identify infrastructure requirements up to 2031. By identifying where growth will occur, the GIF sets out the transport schemes necessary to address current and future capacity issues. These schemes are replicated in this Local Transport Plan to reinforce our commitment to securing sustainable growth in Kent.

The GIF has forecast a population increase of 293,300 in Kent between 2011 and 2031. These people will require jobs and new homes, of which 158,500 are needed over the same period. Such growth is unachievable without substantial improvements to Kent's transport infrastructure. We will take every opportunity in this changing world to be creative and bold in our approach to deliver what Kent needs to boost its economy and deliver real growth and real jobs.

Investment in Kent's infrastructure is important both nationally and locally. This Plan brings together our strategic ambitions for the county as well as the local schemes that are vital for supporting economic growth. We want to ensure that these schemes are

### Our strategic transport priorities are:

- A new Lower Thames Crossing;
- Bifurcation of port traffic;
- Transport infrastructure to support growth in the Thames Gateway including Crossrail 2 extension;
- A solution to Operation Stack;
- Provision for overnight lorry parking;
- Thanet Parkway Railway Station;
- Ashford International Station signalling.

delivered at pace. We are also committed to maintaining our existing network.

We are part of the Kent and Medway Economic Partnership (KMEP), itself a part of the South East Local Enterprise Partnership (SELEP). We work collaboratively to deliver transport projects identified in SELEP's Strategic Economic Plan (SEP) with funding from the Local Growth Fund (LGF). A number of our key transport priorities fall under the remit of Highways England, Network Rail, or other organisations. We are therefore committed to working closely with these agencies to ensure schemes supporting growth in Kent are given the highest priority for delivery.

With potential opportunities for devolution from government, now is the time for us to set out our plans and our asks. This Plan articulates what we will do to make sure transport is playing its part in making Kent a great place to live, work and do business.



**Matthew Balfour**

Cabinet Member for Environment and Transport

## Transport in Kent

### Improved Transport to Enable Growth

Our close proximity to London, our nationally important port, and road and rail connections to the rest of the UK and continental Europe provide real opportunities for continued growth. But, we are currently facing increased congestion, on both road and rail. Major routes such as the M20/A20, M2/A2 and A21 form important local and strategic links but when they are congested it results in delay on the local network, and can have an impact on the wider strategic network also. With increasing congestion in the major town centres such as Ashford, Canterbury, Maidstone and Royal Tunbridge Wells, growth across the county will be constrained unless we invest in increasing capacity or can reduce demand on the network.

Kent's rail network is divided between the High Speed line that runs from London to continental Europe via Ebbsfleet and Ashford, and the mainline. Recent investment such as the High Speed rail service has improved access along its corridor to London but further investment is required on the whole network to increase service capacity. There is also an extensive bus network delivered on a largely commercial basis by a combination of national operators and local companies. Growth across the county, particularly from commuting trips, will place additional pressure on these alternative modes of transport and improvements are required to accommodate growth.

Over the coming years, it is forecast that most residents will work in the area where they live. However, particularly in the west of the county, 17% of all new commuting trips will be destined for

### What we've already delivered

- A commitment from Government to deliver a new Lower Thames Crossing and identified significant private sector interest in its financing.
- A solution to Operation Stack as a result of our lobbying with £250m of Government funding for a Lorry Area.
- Successfully influencing Government to introduce an HGV Levy and getting the A21 Tonbridge to Pembury Dualling back on Highways England's delivery programme.
- Securing almost £120m of Local Growth Funding from central Government.
- East Kent Access Road, M20 Junction 9 and A20 Drivers roundabout upgrading, A2 slip road at Canterbury and Rushenden Relief Road.
- Presenting a realistic solution to UK aviation capacity opposing a hub airport in the Thames Estuary.
- Securing £19.7m for a new partial Junction 10a on the M20 in Ashford which will now form a contribution towards the full J10a scheme to be delivered by Highways England. £4.2m towards improvements on the A226 London Road in Dartford. £11.8m for rail journey time improvements between Ashford and Ramsgate. £5.3m for schemes at Westwood Cross and North Farm to reduce congestion.
- Delivery of high speed rail services to Deal and Sandwich, along with a Maidstone West to St Pancras service.

London, a large proportion of which will be by rail<sup>1</sup>, and therefore additional rail capacity is needed.

It is vital that national government looks at strategic transport issues in Kent and the wider UK holistically and seeks alternative solutions, such as increasing the proportion of freight carried by rail. Freight trains can reduce pressure on the road network, and produce far fewer carbon emissions and air pollutants per tonne of haulage. We support the growth of rail freight on HS1 and mainline wherever possible, although we acknowledge that there is limited scope for freight transport by rail, partly due to capacity limitations on the rail network for additional paths for freight trains.

Our county is the Gateway to continental Europe and a reliable and connected transport network is needed to maintain this status so Kent, as a vital part of the greater South East, can compete on an international stage and complement London as a growth corridor.

Efficient transport that reliably connects places is vital for economic **Growth without Gridlock**.



<sup>1</sup> Kent and Medway Growth and Infrastructure Framework, 2015

## Roles and Responsibilities

We are responsible for the management and maintenance of all of Kent's local roads and public rights of way (excluding motorways and trunk roads that are managed by Highways England). We have an obligation to promote and improve the economic, social and environmental wellbeing of the county, and to do this we implement local transport schemes that support these long term objectives. We also articulate the county's needs for major transport infrastructure, such as a new Lower Thames Crossing, an alternative to Operation Stack, a solution for inappropriate overnight lorry parking, and improvements to bus and rail services.

We have a strong record of delivery since 2011 when the previous Local Transport Plan (LTP) and the strategic transport delivery plan 'Growth without Gridlock' were published; and we will continue to work through this latest LTP to get greater investment in transport infrastructure for the benefit of the residents and business of Kent. To date, we have successfully secured almost £120m of Local Growth Funding from central Government and we will continue to put the case forward for further investment.



Housing and employment growth to 2031 as identified in the Kent and Medway Growth and Infrastructure Framework.

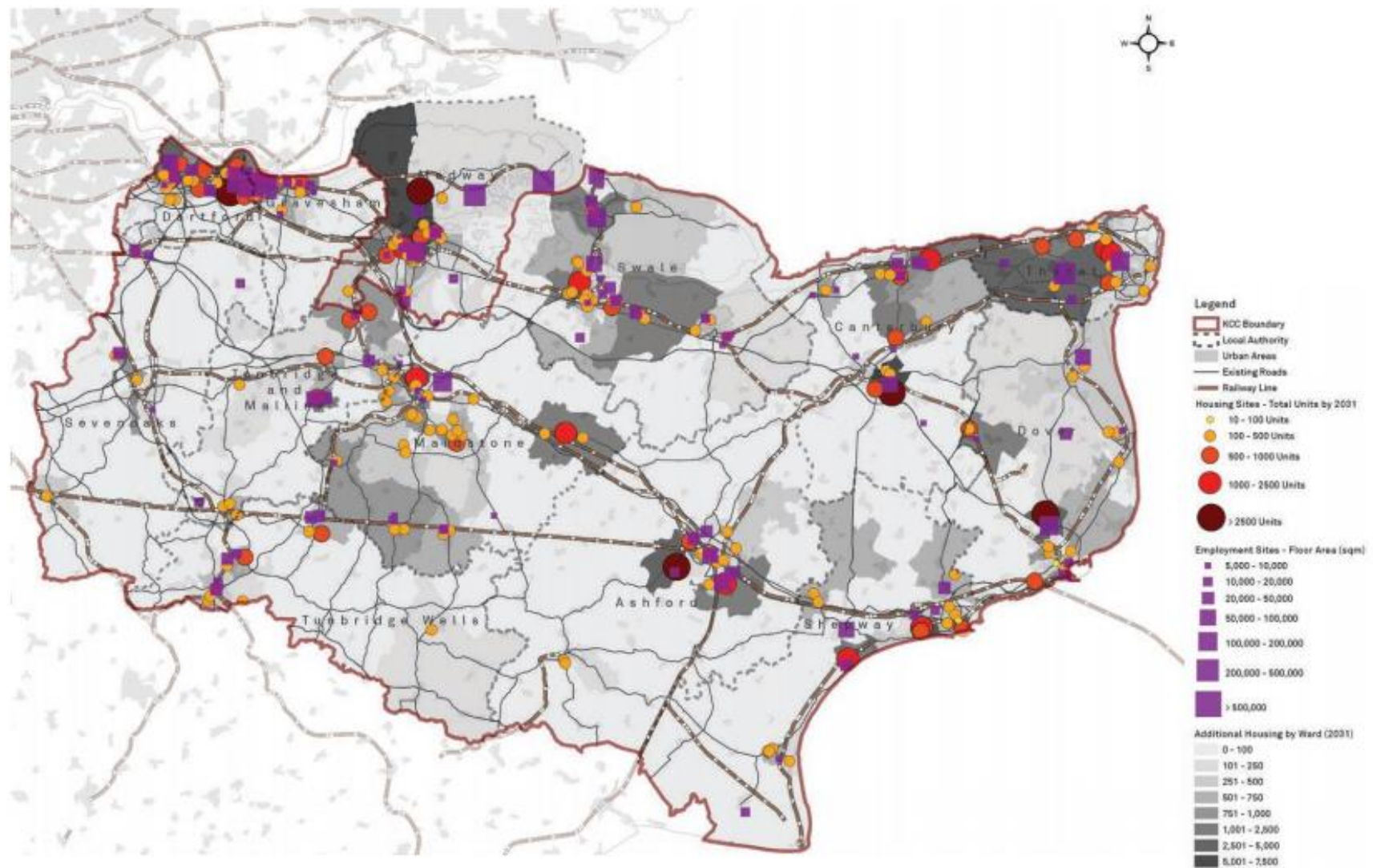


FIGURE - HOUSING AND EMPLOYMENT GROWTH

## What is the Local Transport Plan?

We have a statutory duty under the Transport Act 2000, as amended by the Local Transport Act 2008, to produce a LTP for the administrative county of Kent. This strategy clearly identifies our transport priorities for the county, as well as emphasising to national Government and the South East Local Enterprise Partnership<sup>2</sup> (SELEP) the investment required to support growth. The LTP is informed by national and local policies and strategies, and is delivered through supporting strategies, policies and action plans, as summarised in Figure 1.

The SELEP is a business-led, public/private body set up to drive economic growth in the South East. In partnership with business groups, Kent County Council, Medway Council and the district councils form the Kent and Medway Economic Partnership (KMEP). As part of a federated SELEP, KMEP has been integral in producing the Strategic Economic Plan (SEP), which includes the transport schemes required to support growth. The SEP forms the basis of bids for Government funding through the SELEP, including the Local Growth Fund (LGF).

The Kent and Medway Growth and Infrastructure Framework<sup>3</sup> (GIF) provides the evidence base for LTP4. It has identified the scale of growth expected in Kent in the coming years and therefore what infrastructure investment is required to support it and to help grow the Kent economy. We will work closely with all Local Authorities both within and neighbouring Kent to plan our future transport

needs, and work with the districts to identify better ways of working.

LTP4 sets out our policies to deliver strategic outcomes for transport and is accompanied by a series of implementation plans for our funding streams and a methodology for prioritising funding. It details our key transport priorities and our longer term transport objectives. **With this plan we have a clear, evidenced basis from which to bid for funding and deliver infrastructure to support housing and economic growth. LTP4 is designed to deliver 'Growth without Gridlock'.**

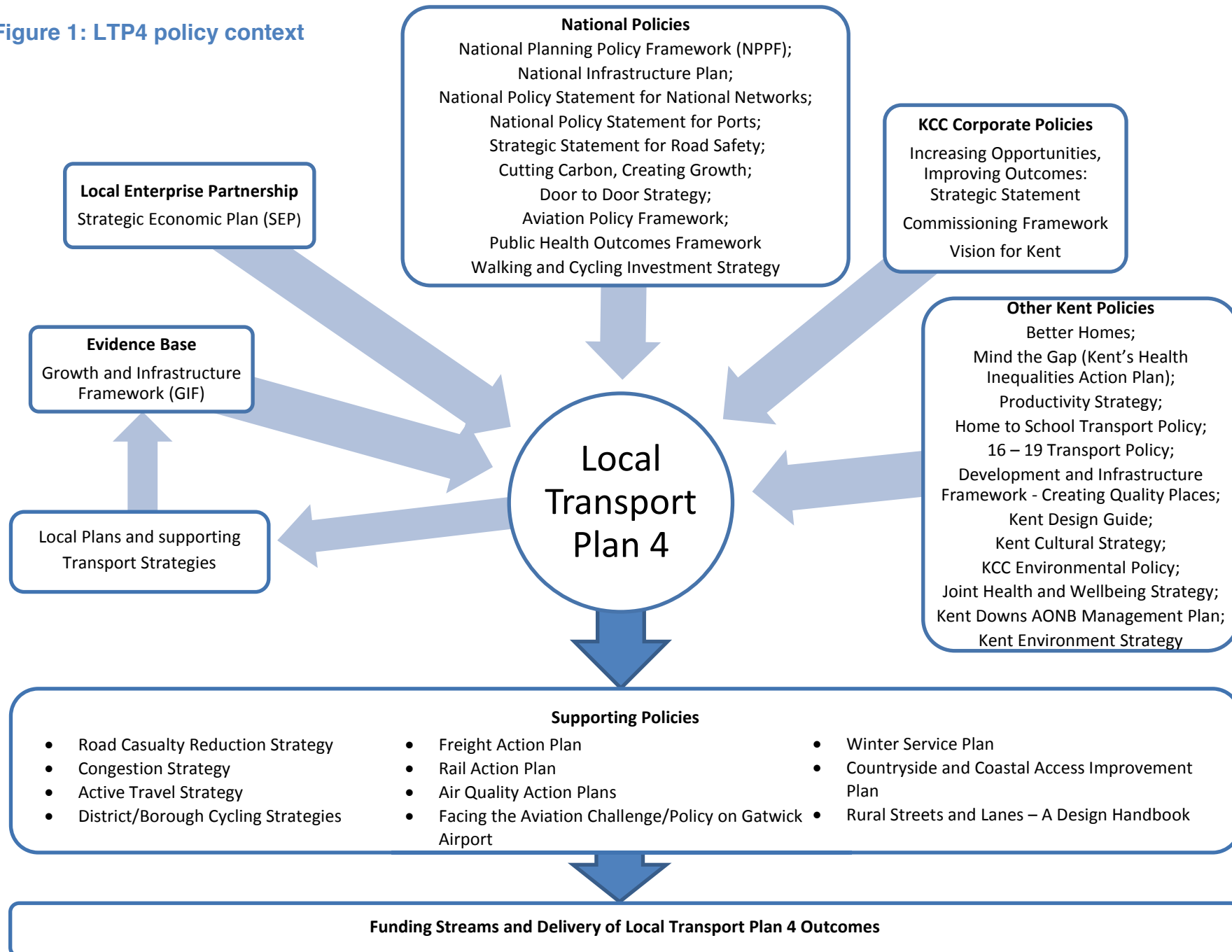


<sup>2</sup> The SELEP has been established to drive economic growth in Kent, East Sussex, Essex, Medway, Southend and Thurrock. See:

<http://www.southeastlep.com/>

<sup>3</sup> Kent and Medway Growth and Infrastructure Framework, September 2015. Available at: [www.kent.gov.uk/gif](http://www.kent.gov.uk/gif)

**Figure 1: LTP4 policy context**



## Outcomes for Transport

We have the following ambition for Kent:

*To deliver safe and effective transport, ensuring that all Kent's communities and businesses benefit, the environment is enhanced and economic growth is supported.*

This ambition will be realised through five overarching policies that are targeted at delivering specific outcomes. All of these policies align with the vision in *Increasing Opportunities, Improving Outcomes: KCC's Strategic Statement 2015 – 2020*<sup>4</sup>.

Investment in transport networks is essential for unlocking development sites, relieving congestion, improving safety and enabling a shift to more sustainable modes of travel. KCC's ambition for transport in Kent reflects the aim of KMEP and the SELEP, namely to drive economic growth across the South East.



<sup>4</sup> Available at: <http://www.kent.gov.uk/about-the-council/strategies-and-policies/corporate-policies/increasing-opportunities-improving-outcomes>

### **Outcome 1: Economic growth and minimised congestion**

**Policy:** Deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth and appropriate development, meeting demand from a growing population.

### **Outcome 2: Affordable and accessible door-to-door journeys**

**Policy:** Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services.

### **Outcome 3: Safer travel**

**Policy:** Provide a safer road, footway and cycleway network to reduce the likelihood of casualties, and encourage other transport providers to improve safety on their networks.

### **Outcome 4: Enhanced environment**

**Policy:** Deliver schemes to reduce the environmental footprint of transport, and enhance the historic and natural environment.

### **Outcome 5: Better health and wellbeing**

**Policy:** Promote active travel choices for all members of the community to encourage good health and wellbeing, and implement measures to improve local air quality.

## Strategic Priorities

These are the schemes that are required to deliver **Growth without Gridlock**. They are strategic infrastructure projects that the County Council may not directly deliver or operate and are likely to affect a number of districts.

The schemes listed here will be subjected to all required environmental and equalities impact assessments as they are developed and designed for delivery. This includes where there are impacts on designated sites, such as the Kent Downs Area of Outstanding Natural Beauty (AONB). We will also work to ensure that all the schemes proposed deliver beneficial outcomes for all users, especially the most vulnerable.

Many of the schemes are linked in some way, for example a new Lower Thames Crossing will enable KCC's policy of bifurcation (splitting traffic between the two motorway corridors) to be enacted. Therefore, the schemes have been set out in that order. Each has also been labelled with its importance to either the national, regional or local economy, as set out in the diagram below.



### National

- Enabling Growth in the Thames Gateway
- New Lower Thames Crossing
- Port Expansion
- A Solution to Operation Stack



### Countywide

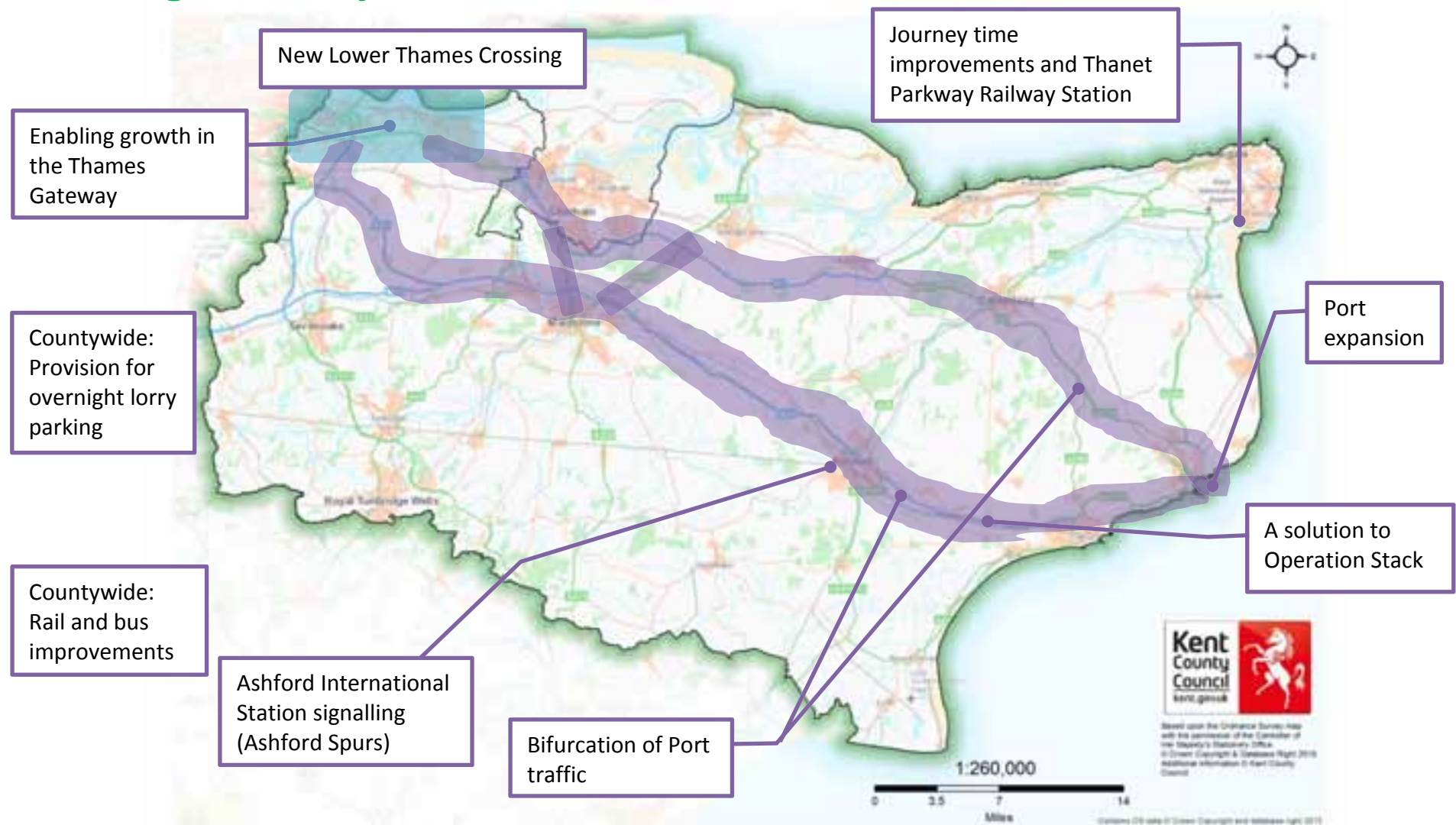
- Bifurcation of Port Traffic
- Provision for Overnight Lorry Parking
- Ashford International Station Signalling (Ashford Spurs)
- Journey Time Improvements and Thanet Parkway Railway Station
- Rail and Bus Improvements



### Local

- District Priorities

## Strategic Transport Priorities



## Enabling Growth in the Thames Gateway

<b>Issue</b>	The Thames Gateway is the South East's most important location for housing and commercial growth yet unlocking its potential depends on bringing forward significant new infrastructure.
<b>Action</b>	Prioritise the transport investments that are required to deliver the major commercial and residential developments planned over the next 10 – 15 years.
<b>Outcome</b>	15,000 new homes and up to 20,000 new jobs at Ebbsfleet Garden City and up to 27,000 new jobs at London Paramount Entertainment Resort. <b>LTP4 Outcomes: 1 Economic growth and minimised congestion, 2 Affordable and accessible door-to-door journeys, 4 Enhanced environment</b>
<b>Cost</b>	To be confirmed.

*National  
priority*

The Thames Gateway covers most of the districts of Dartford, Gravesham and Swale; and this area is essential to the growth of London and the South East. Government has acknowledged the importance of this growth area with the establishment of the Ebbsfleet Development Corporation (tasked with the delivery of a 21<sup>st</sup> Century Garden City at Ebbsfleet), and the Budget 2016 announcement that Lord Heseltine is to chair a review into the area's regeneration, extended to Canterbury and Thanet in a 'Thames Estuary' area. London Resort Company Holdings (LRCH) has also chosen this area in North Kent for the development of the UK's largest entertainment resort, London Paramount.

Much has been achieved in transforming the Gateway over the past three decades and yet there is much more to be done. The transport investments that are required to deliver planned

development and the measures that need to be taken to bring them forward will be prioritised. Transport schemes include enhancements to the road network along the A2 corridor and public transport improvements including extending Crossrail into Kent. These measures require strategic Government decisions, public sector funding and efforts to secure private investment.

### Transport improvements needed to deliver growth in the Thames Gateway Kent:

- A2 Bean junction upgrade.
- A2 Ebbsfleet junction upgrade.
- Increased high speed rail services to Ebbsfleet.
- Crossrail extension from Abbey Wood to Dartford, Ebbsfleet and Gravesend.

## New Lower Thames Crossing

Issue	The Dartford Crossing carries over 50 million vehicles a year and congestion costs the UK economy by constraining growth, impacting on north Kent, south Essex and southeast London. It has one of the highest incident rates on the major road network and there is no real alternative route.
Action	Provision of a new Lower Thames Crossing to the east of Gravesend.
Outcome	Over 50,000 new homes and 26,000 jobs across North Kent. Significant cost savings to UK businesses by improving journey time reliability and network resilience. <b>LTP4 Outcomes: 1 Economic growth and minimised congestion, 2 Affordable and accessible door-to-door journeys, 3 Safer travel, 5 Better health and wellbeing</b>
Cost	Highways England estimates the cost to be in the range £4.1bn to £5.7bn (if Route 3 with Western Southern Link is chosen).

*National  
priority*

The existing Dartford Crossing is the shortest freight route between Kent and the major distribution centres in the Midlands and the North. However, the capacity is overloaded for large periods of the day and it is extremely vulnerable to incidents - over 300 times a year the Crossing is fully or partially closed. Due to congestion and delays, it affects productivity and constrains economic growth.

We are clear that a new Lower Thames Crossing, to the east of Gravesend, is required to unlock growth, improve journey time reliability, improve network resilience, and enable opportunities for regeneration. In the 2016 consultation, our response was adamant that the Western Southern Link should be chosen and that with careful route alignment and tunnelling, the environmental and

heritage impacts could be substantially minimised. As part of the project to deliver the new Lower Thames Crossing the A229 between M2 Junction 3 and M20 Junction 6 should be upgraded (what has previously been called Option C 'variant') along with improvements to the A249 as another link between the two motorways and the upgrades identified for 'bifurcation of port traffic' set out in the next section.



## Bifurcation of Port Traffic

Issue	Inefficient motorway network along the Channel Corridor as all traffic is routed along the M20/A20.
Action	Bifurcate (split traffic) between the M20/A20 and M2/A2 routes.
Outcome	A resilient transport network and major regeneration of Dover. <b>LTP4 Outcomes: 1 Economic growth and minimised congestion, 3 Safer travel, 5 Better health and wellbeing</b>
Cost	Approximately £393m at 2016 prices (to be confirmed).

*Countywide  
priority*

It is vital to the UK economy that the Channel Corridor operates efficiently at all times and is resilient to incidents on the network. Port traffic is currently routed along the M20/A20, which results in severance between Dover town centre and the harbour. With the construction of a new Lower Thames Crossing, a second strategic route will be available between Dover and the Midlands and North. The project to revive the Dover Western Docks plus expansion of the existing Port would naturally split traffic so that for the Western Docks and Channel Tunnel would use the M20/A20, and traffic for the Eastern Docks would be encouraged to use the M2/A2. Bifurcation will also facilitate growth of Whitfield, Folkestone, Ashford and Maidstone by releasing capacity on the M20.

### To deliver bifurcation, the following upgrades are required:

- M2 Junction 7 (Brenley Corner) improvements to improve capacity and provide free-flow between the M2 and A2.
- Dualling sections of single carriageway on the A2 north of Dover along Jubilee Way to Whitfield and near Lydden.
- M20 Junction 7 improvements to provide ease of access between the A249 and M20.
- M2 Junction 5 Stockbury improvements to provide free-flow between the M2 and A249.

## Port Expansion

Issue	Annual forecast for growth at the Port of Dover is between 2% and 4% so capacity is needed to support increasing freight movements and the resilience of the Port.
Action	Work with Dover Harbour Board to support development of the Western Docks.
Outcome	Job creation and the regeneration of Dover Port and town. <b>LTP4 Outcomes: 1 Economic growth and minimised congestion</b>
Cost	TBC – LGF contribution of £5m.

*National  
priority*

The Government's Port Policy Review Interim Report forecast a 101% increase in roll on – roll off ferry traffic by 2030 (HGVs and LGVs driving on and off ferries). To accommodate this growth, constraints in the south east's capacity for short-sea routes to the Continent have to be overcome. Dover Harbour Board's master planning has shown that the existing Eastern Docks would not provide sufficient capacity and therefore the Port plan to redevelop the Western Docks.

The Western Docks will provide a cargo terminal with a port-centric distribution centre, allowing the existing cargo operations to move out of the Eastern Docks so that capacity within the existing dedicated ferry terminal can be increased. The redevelopment would also kick-start the regeneration of Dover town, attracting investment, creating jobs and improving the appearance of the

Waterfront. The scheme will remodel the Prince of Wales and York Street roundabouts on the A20.



## A Solution to Operation Stack

<b>Issue</b>	Significant and prolonged disruption to the county when Operation Stack closes sections of the M20.
<b>Action</b>	Highways England to deliver an Operation Stack Lorry Area for 3,600 HGVs.
<b>Outcome</b>	Fewer instances of disruption, ultimately improving the image of Kent as a place to do business. <b>LTP4 Outcomes: 1 Economic growth and minimised congestion</b>
<b>Cost</b>	£250 million allocated in 2015 Autumn Statement.

*National  
priority*

When there is disruption at the Port of Dover or Eurotunnel, Operation Stack may be implemented and sections of the M20 closed to hold lorries. The impacts are estimated to cost the Kent and Medway economy over £1.5m per day, with the wider costs to the UK economy being much greater. When the motorway traffic is rerouted onto M2, A20 and the local road network it has detrimental impacts on the communities along these routes. The use of Operation Stack creates a negative perception of Kent as a place to do business.

We are working with Highways England who is leading on the delivery of a Lorry Area that will reduce the need to use the M20 to queue freight vehicles during times of disruption to cross-Channel services. In addition to this work, we will lobby for more freight to be transported by rail although we acknowledge that limited train

paths for rail freight and the economics of transporting goods by roads limits the scope for significant modal shift.



## Provision for Overnight Lorry Parking

Issue	There is a significant amount of unofficial and often inappropriate overnight lorry parking that causes distress for the communities affected and potential safety issues on Kent's roads.
Action	Identify a network of smaller overnight lorry parks and work with Kent Police to enforce against offenders.
Outcome	Relocation of overnight lorry parking away from communities and reduced antisocial behaviour. <b>LTP4 Outcomes: 3 Safer travel, 4 Enhanced environment</b>
Cost	To be confirmed. Lorry parks to be commercially operated.

*Countywide  
priority*

Kent has a high demand for lorry parking spaces because of its connectivity to continental Europe attracting high volumes of cross-Channel freight. We are developing a strategy for a network of small lorry parks at suitable locations across Kent and a partnership approach with the Districts and the Police to address enforcement. The proposed Operation Stack Lorry Area adjacent to the M20 at Stanford should be integrated with this overall strategy. This strategy should also include improved management of freight traffic through Kent utilising technology to direct HGVs to parking sites and available cross Channel services, i.e. 'ticketing' flexibility between Eurotunnel and ferry operators to ensure optimum fluidity of freight movement.

Combined with a multi-agency approach to enforcement, the provision of additional lorry parking capacity will reduce antisocial

behaviour on the public highway, including littering. This will also reduce unsafe lorry parking, such as vehicles overhanging laybys, and so improve road safety.



## Ashford International Station Signalling (Ashford Spurs)

Issue	The signalling on the Ashford Spurs needs upgrading to retain international services to Ashford International Station.
Action	KCC is working in partnership with Ashford Borough Council, Network Rail, Eurostar and High Speed 1 to secure the delivery of the signalling upgrade at Ashford International, for which funding is being sought through the Local Enterprise Partnership.
Outcome	Ashford will continue to operate as an international station and be served by the new trains as well as any future international rail operators. <b>LTP4 Outcomes: 1 Economic growth and minimised congestion, 2 Affordable and accessible door-to-door journeys</b>
Cost	£10.5 million

*Countywide  
priority*



Ashford International Station is linked to High Speed 1 by two sections of railway known as the Ashford Spurs. The signalling on these spurs needs to be upgraded to permit the operation of the new Eurostar Class e320 trains into Ashford International Station. We, working in partnership with Ashford Borough Council, have led a working group with all concerned stakeholders to fund, procure and deliver an upgrade to the signalling system. The delivery of the upgraded signalling system by Network Rail will enable Ashford to continue to operate as an international station, serving the new fleet of Class e320 Eurostar trains, as well as any future international rail operators such as Deutsche Bahn.

## Journey Time Improvements and Thanet Parkway Rail Station

<b>Issue</b>	East Kent has real opportunity for growth but currently is beyond the 'magic hour' time from London, which discourages employers from locating in the area. Regeneration in East Kent is dependent on improving accessibility.
<b>Action</b>	Delivery of Thanet Parkway railway station.
<b>Outcome</b>	Improved rail connectivity between East Kent, London and the wider Kent area, and increased attractiveness of East Kent to employers. <b>LTP4 Outcomes: 1 Economic growth and minimised, 2 Affordable and accessible door-to-door journeys</b>
<b>Cost</b>	Thanet Parkway cost of £16 million (at 2020 prices)

*Countywide  
priority*

The districts of Canterbury, Dover, Shepway and Thanet together form East Kent. The area suffers from increased deprivation when compared with West Kent, and the wider South East. Poor accessibility has discouraged major employers from locating in the area, and prevents regeneration. We are seeking to deliver a new railway station to significantly improve rail connectivity to the area.

The station will provide access to greater employment opportunities for local residents, increase the attractiveness for investment in Discovery Park Enterprise Zone and numerous surrounding business parks in Thanet, and support local housing growth including Stone Hill Park on the former Manston Airport site if this is granted planning permission. The estimated journey time from Thanet Parkway to London St Pancras will be just over 20 minutes shorter than that from Deal to London St Pancras,

therefore a new station enhances the accessibility of the wider area of East Kent.

Rail connectivity between London, Ashford and Thanet will be improved by delivery of the Journey Time Improvement (JTI) scheme. This aims to reduce the journey time between Ashford and Ramsgate. The first phase, between Ashford and Canterbury West, is due for completion by May 2017; the second phase, between Canterbury West and Ramsgate, is due for completion by 2019/20.



## Rail and Bus Improvements

Issue	Growth in housing and jobs will increase traffic congestion reducing opportunities for those without access to a car. Cost of commuting by rail to access employment is a major barrier for many people.
Action	Create an integrated public transport network and promote initiatives to encourage greater use of public transport. Liaise with partners to identify options for reducing the 'rail price penalty'.
Outcome	Increased access to jobs, education and health by public transport, providing opportunities to Kent's residents without the need for a private car and therefore reducing road congestion. <b>LTP4 Outcomes: 1 Economic growth and minimised congestion, 2 Affordable and accessible door-to-door journeys, 3 Safer travel, 4 Enhanced environment</b>
Cost	TBC.

Countywide  
priority

We need a public transport system that is integrated, affordable, and therefore an attractive option for our residents. One barrier for many people is the cost of commuting by train, which can prevent people from being able to access employment, particularly in London. This is known as the 'rail price penalty' and we will work with Government and the rail franchisee to identify options to reduce this. We have made good progress on promoting improvements to rail passenger services through the Rail Action Plan for Kent, and this has led to KCC being recognised as a voice of authority on rail matters for the South East. We will now work to influence the new South Eastern rail franchise (2018) as well as continuing to run annual Rail Summits to stand up for Kent's passengers. We support the proposal for an extension of Crossrail 1 from Abbey Wood to Dartford, Ebbsfleet and Gravesend ensuring the delivery of additional rail capacity for the planned Ebbsfleet Garden City, London Paramount and Thames Gateway area.

We actively support seven Quality Bus Partnerships<sup>5</sup> (QBP) and Punctuality Improvement Partnerships<sup>6</sup> (PIP), and we are progressing with the roll-out of smart ticketing to provide seamless travel between operators. The successful Fastrack bus service in Kent Thameside will be developed as growth occurs, and it is exemplary of a high quality bus service. We have to take a pragmatic approach to funding commercially unviable bus services and will seek to support other means of provision that can achieve the same aims, such as community bus services. However, we welcome the potential for KCC to have bus franchising powers to enhance services and create an integrated public transport network.

<sup>5</sup> A voluntary partnership between local authorities and bus companies to encourage the use of buses by developing high quality and reliable services.

<sup>6</sup> Similar to QBPs but with the aim to reduce congestion and improve time keeping on bus routes.

## Kent-wide Priorities

### Road Safety

Under the Road Traffic Act 1989, KCC has a duty to promote road safety and act to reduce the likelihood of road casualties occurring. We also have a moral and financial imperative to do this. Our target is to reduce the number of killed and seriously injured (KSI) by 33% and child KSI by 40% (2014 to 2020). One means of addressing this is through the Crash Remedial Measures (CRM) Programme which targets safety critical schemes. These are locations where there is a statistically higher than expected number of KSI casualties. At least



50% of the Integrated Transport block funding is top sliced for CRM schemes, for which the programme can be found in annexe 3 to this LTP4. Therefore, at least 50% of transport scheme funding is prioritised for Outcome 3: Safer travel.

In addition to this, we carry out a number of educational and enforcement activities, including working with partners in the Safer Roads Partnership. More information on this can be found in the Road

Casualty Reduction Strategy. Further, through the highway maintenance programme every road and footway in the county is inspected and repairs carried out where necessary.

### Highway Maintenance and Asset Management

One of KCC's primary roles is to maintain the structural integrity of the public highway, which includes targeting potholes for repair, both to ensure safe travel and prolong the life of assets. The Department for Transport (DfT) allocates Highway Maintenance Block funding based on the size of our roads, bridges, and street lighting assets as a proportion of the total asset size in England. From 2018/19 the cycleway and footway network will also be included in the calculation. To make the best use of this, and to support bids for additional central Government funding, we will implement the asset management approach advocated by the Highway Maintenance Efficiency Programme (HMEP)<sup>7</sup>.

### Home to School Transport

High quality education is a priority, and where transport to school is a barrier we aim to get pupils to school safely and on time. This can take the form of advice or the provision of free or subsidised transport where the child is eligible under Section 509 of the Education Act 1996. The criteria for free transport can be found in the Home to School Transport Policy. We also offer the Young Person's Travel Pass and this has been instrumental in encouraging school journeys to be made by bus.

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<sup>7</sup> HMEP is a DfT funded programme to produce savings and efficiencies in the highways sector. Available at: <http://www.highwaysefficiency.org.uk/>

### Active Travel

We aim to make active travel an attractive and realistic choice for short journeys in Kent. Active travel means walking or cycling as a means of transport rather than for leisure purposes, and it can benefit health and wellbeing by incorporating physical activity into everyday routine as well as reduce the number of vehicles on the road and improve air quality. By integrating active travel into planning, providing and maintaining appropriate routes for walking and cycling, and supporting people through training and building skills, we plan to establish Kent as a pioneering county for active travel. More information can be found in the Active Travel Strategy.



### Aviation

‘Facing the Aviation Challenge’ clearly sets out our position on aviation. This centres on maximising use of existing regional airport capacity, along with some expansion of existing airports and improved rail connections. At the present time, no viable business proposition for aviation at Manston Airport has come forward but Lydd Airport plans to extend its runway and expand its terminal.

We are clear that processes are needed to properly measure, minimise and mitigate the noise impacts of existing airport operations and airport expansion. We, along with Medway Council, are robustly opposed to the proposals for a new hub airport in the Thames Estuary. We are also opposed to a second runway at Gatwick; one of the reasons for this is the doubling of the already unacceptable noise impacts. There needs to be an immediate reduction in overflight and noise in West Kent and so we oppose proposed airspace changes that would not share the burden of overflight equitably between communities. Multiple arrival and departure routes should be used to provide periods of respite. Additionally, the level of night flights should be reduced at Gatwick to a level comparable with Heathrow.

As part of our view on long-term aviation capacity issues, we are pressing Government for immediate action to keep UK airports competitive with European airports in terms of Air Passenger Duty (APD). This currently has a negative impact on the UK’s global connectivity and is therefore damaging UK business and tourism. Differential charging of APD at uncongested airports could also help to stimulate growth at regional airports and free up capacity at congested airports.

## District Priorities

These are the infrastructure requirements in each district to support growth sustainably. These priorities have been highlighted

in the GIF and will be updated as the evidence in the GIF is updated.

**Local  
Priorities**

## Cross-District Transport Priorities

### **Awarded £4.5m LGF Funding**

Kent Thameside Local Sustainable Transport Fund – making sustainable travel easier for Kent's residents

### **Awarded £4.9m LGF Funding**

West Kent Local Sustainable Transport Fund – making sustainable travel easier for Kent's residents

### **Awarded £4.8m LGF Funding**

Kent Strategic Congestion Management programme – to target congestion hotspots

### **Awarded £1m LGF Funding**

Sustainable access to education and employment (Kent Rights of Way Improvement Plan)

### **Awarded £3m LGF Funding**

Kent Sustainable Interventions supporting growth programme



Kent Connected journey planning and Smart Ticketing for public transport

### **SEP Schemes**

East Kent Local Sustainable Transport Fund – making sustainable travel easier for Kent's residents.

## West Kent

### Sevenoaks

Congestion in Sevenoaks district is concentrated around Sevenoaks town and Swanley. However, when there is congestion on the M25 and/or M26 it can lead to inappropriate use of local roads, such as the A25 leading to the villages along the route experiencing congestion with associated air pollution concerns. The District is heavily dependent on rail for commuting into London and there is a need to maintain and improve services to satisfy growing demand.

Owing to the frequent and fast rail services, there are also issues with “park and rail” use of stations in the District, and possible parking concerns. Sevenoaks is an affluent rural district with high reliance on the private car and as such, in common with much of the county, providing frequent and commercially viable bus services is challenging.



# Sevenoaks' Transport Priorities

## Future Schemes

Alleviate congestion in Swanley with traffic management control.

## Future Schemes

New railway station and guided busway for Swanley.

## Future Schemes

New pedestrian footbridge over the railway line at Swanley to connect the town centre.

## Future Schemes

Junction improvements outside Sevenoaks station and on the High Street/Pembroke Road junction.

## Future Schemes

Bat and Ball Railway Station improvements.

## GIF Schemes

M26 capacity improvements through the use of 'smart' or managed motorway system.

## GIF Schemes

Heavy Goods Vehicle monitoring system on A25.

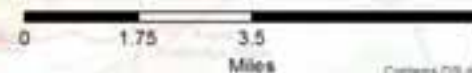
## GIF Schemes

Sevenoaks traffic signal optimisation.



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## DRAFT FOR CONSULTATION

### **Tonbridge and Malling**

Tonbridge town is closely linked to Royal Tunbridge Wells in the neighbouring district. Tonbridge is a significant transport interchange, with good road and rail connections, whereas Royal Tunbridge Wells is a substantial economic and service centre, meaning that there are many movements between the complementary centres. The fast and frequent London Cannon Street services from Tonbridge attract a lot of rail commuters from outside the town and can overcrowd trains.

Tonbridge town has a lot of through traffic, and positive signing and the public realm enhancements to the High Street are aiming to reduce this. In the north of the district, capacity issues on the road network are closely tied to issues in Maidstone district such as around M20 Junction 5. There is also congestion on the M20, A26 (particularly around Watlingbury) and the A20 and A228 corridors.



# Tonbridge and Malling's Transport Priorities

## GIF Schemes

M25/M26 east facing slips to alleviate movement restrictions.

## GIF Schemes

M20 Junctions 3 – 5 'smart' (managed) motorway system.

## GIF Schemes

Potential for Urban Traffic Control (traffic signal coordination) in Tonbridge to help alleviate congestion and improve air quality.

## Future Schemes

Tackling congestion in Tonbridge town.

## SEP Schemes

Tonbridge town centre regeneration.

## Future Schemes

Study into traffic flows on A229 Bluebell Hill.

## SEP Schemes

M20 Junction 4 eastern overbridge.

## GIF Schemes

A20 corridor improvements between A228 and M20 Junction 5

## Future Schemes

Waterringbury A26/B2015 junction improvements.



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## DRAFT FOR CONSULTATION

### Tunbridge Wells

The district faces severe congestion problems, especially at peak times, with four major A roads converging in Royal Tunbridge Wells (A26, A264, A267 and A228) and the A21 on its borders. There is substantial congestion on the A26 between Royal Tunbridge Wells and Tonbridge, particularly in Southborough, and on the A264 Pembury Road leading into the town. The district borders East Sussex to the west and consequently there are traffic movements across the border, such as from Crowborough and Uckfield.

Routes that are of a high priority to find a solution are the A264 Pembury Road, A26 London Road/St John's Road, A228 Colt's Hill, and A21 dualling from Kippings Cross to Lamberhurst.



# Tunbridge Wells' Transport Priorities

## SEP Schemes

A26 London Road/  
Speldhurst Road/ Yew  
Tree Road junction.

## GIF Schemes

A26 corridor capacity  
improvements.

## SEP Schemes

North Farm Relief Strategy.

## SEP Schemes

Pembury Road phase 1.

## Future Schemes

Paddock Wood junction improvements:  
Badsell Road/Mascalls Court Road and  
Colts Hill roundabout.

## GIF Schemes

A228 Colts Hill scheme.

## Future Schemes

Tunbridge Wells town  
centre package: Carrs  
Corner Gateway, Monson  
Road/Camden Road, public  
realm phase 3 (Mount  
Pleasant to Station).

## GIF Schemes

Dualling the A21  
between Kippings  
Cross and Lamberhurst.

## Future Schemes

Tunbridge Wells Cycling Strategy  
priority schemes (including A26  
and A264 cycle routes).

## Future Schemes

20mph zones in  
residential areas, towns  
and village centres.



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## North Kent

### Dartford

The major interchange of two strategic traffic routes, the M25 and the A2(T) is located within Dartford. Both these routes, but particularly the A282 (Dartford Crossing), suffer from congestion at peak times and when there are traffic incidents. This results in congestion spreading out into the town and reducing the performance of the local road network over a very wide area. Incidents at the Dartford Crossing and its approach are frequent and severe. These important parts of the strategic road network provide a route from Dover to the Midlands and beyond but also cater for local journeys. Bluewater shopping centre attracts many vehicles to the district, particularly at prime shopping times, placing further strain on the A2(T) and its junction at Bean.

Parts of the local road network are reaching capacity, as a result of the high levels of development taking place. A significant modal shift is needed to accommodate the projected growth.

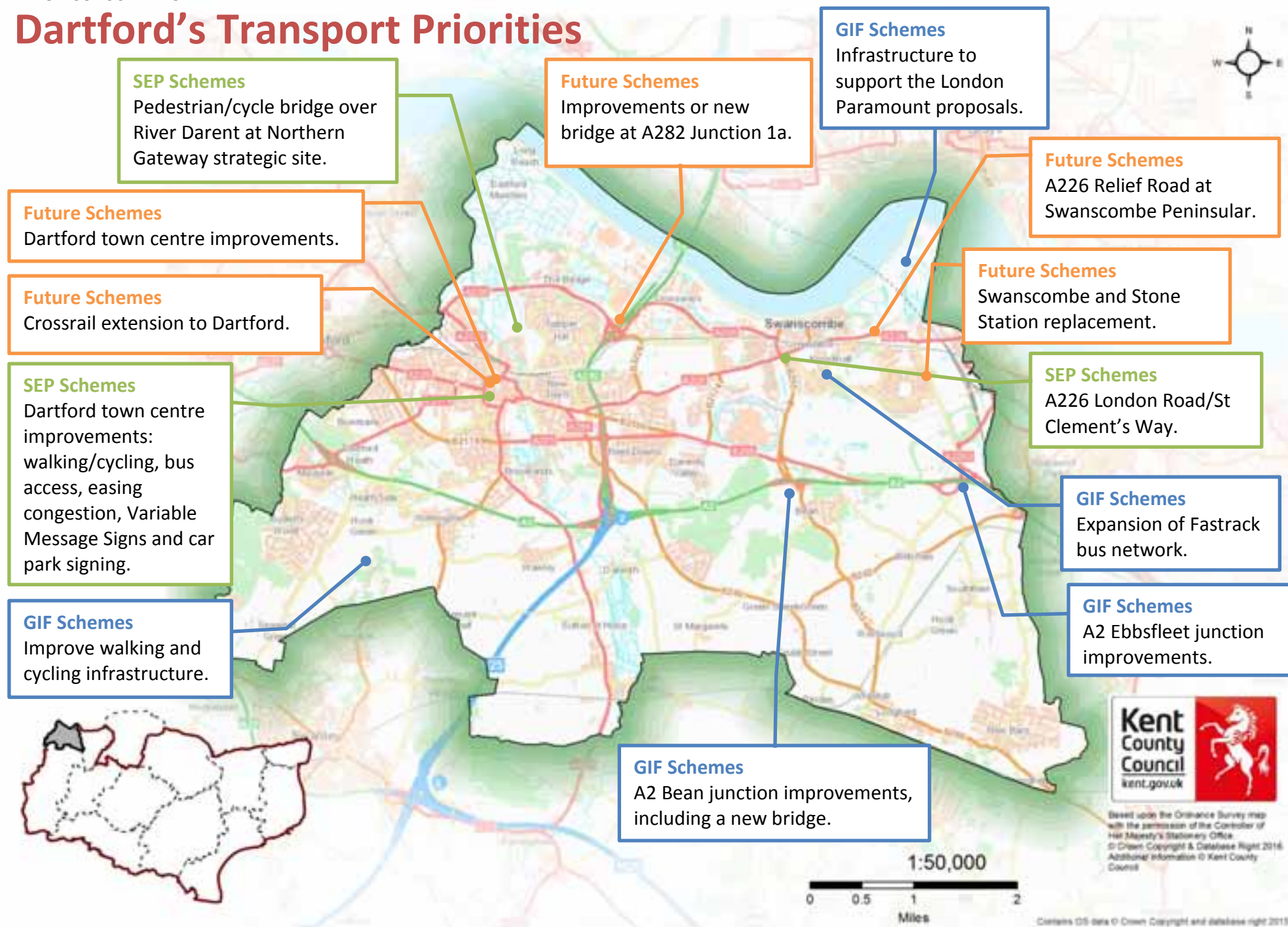
Rail capacity on the North Kent line is stretched and likely to be overcapacity in the near future with continued growth in demand, particularly for commuting into London. Stone Crossing and Swanscombe stations have significant access and safety issues and do not have capacity to cater for projected levels of growth. There are poor bus interchange facilities at all stations other than Greenhithe. Train services at Ebbsfleet International provide 17 minute journey times into London but the station has limited connectivity via public transport corridors or walking or cycling and is instead reliant on being accessible by private car.

There is a relatively good network of bus services in the urban northern part of the Borough. This has been supplemented by the introduction of Fastrack in 2006. However, the frequent severe congestion on the road network results in unreliable journey times. Whilst Fastrack runs on a segregated route, this is incomplete and it is likewise impacted by congestion. Bus services in the rural southern part of the Borough are poor.

Dartford Town Centre suffers from congestion as a result of rat-running when incidents at the Dartford Crossing occur. The ring road acts as a barrier for walking/cycling into the town centre and access on foot, bicycle and bus into the heart of the town centre is poor.



# Dartford's Transport Priorities



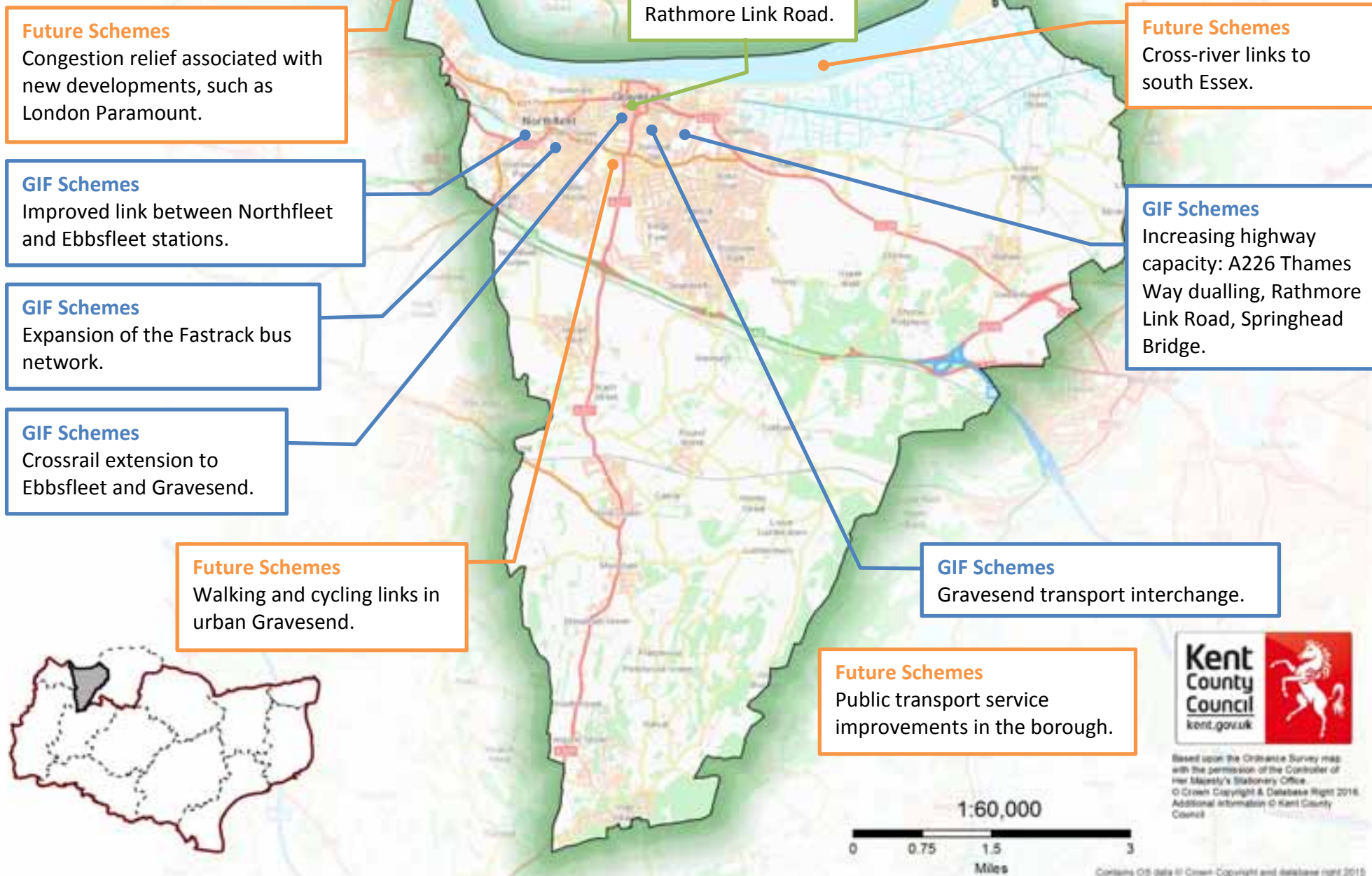
### **Gravesham**

Gravesham's highway network is dominated by the M2/A2 to the south of urban Gravesend. The A226 runs parallel from Dartford to Strood through the town centre. Rural parts of the district are served by the A227, which runs to Tonbridge in the south. There is particular concern with the increasing congestion on the A2 affecting the operation of the local road network. There is significant out-commuting, particularly to Dartford and central London, causing congestion and poor air quality.

High Speed train services from Gravesend now give a journey time of just 23 minutes into St Pancras, and Ebbsfleet International in neighbouring Dartford provides connections to continental Europe. The bus network (including Fastrack) is focused on Gravesend, with high frequency links to Dartford town centre, Bluewater and Darent Valley Hospital. The Tilbury Ferry also connects Gravesend to Tilbury in Thurrock.



# Gravesham's Transport Priorities



### **Maidstone**

Maidstone is the County Town of Kent and has a road and rail network that is based on the historic development of the town. The town centre is at the point where several A roads (A26, A20, A229 and A249) converge and provide onward connectivity to four nearby junctions with the M20.

The constrained nature of the town centre has contributed to peak period congestion and the designation of the wider urban area as an Air Quality Management Area. A scheme to relieve congestion at the Bridges Gyratory is currently being implemented, although continued traffic growth on other parts of the network is expected to result in worsening delays for road users. These pressures are most evident on the congested A229 and A274 corridors in south and south eastern Maidstone and on the A20 corridor in north western Maidstone.

Rail links across the district are comparatively poor, with Maidstone currently having no direct service to the City of London (although proposed Thameslink extension from 2018) and a slow journey into Victoria. In the south of the district, Headcorn, Staplehurst and Marden have access to direct train services to the City via Tonbridge and Sevenoaks, making them attractive locations for commuters.

Bus services within the urban area are largely focused around serving the town centre and hospital. Many outlying suburban and rural communities are afforded a more limited level of service that does not provide a convenient travel option for many potential users.

At times when Operation Stack is initiated Maidstone has no direct access to the M20 coastbound. This results in extensive congestion as motorway traffic diverts onto the A20.



# Maidstone's Transport Priorities

## GIF Schemes

M20 Junctions 3 – 5 'smart' (managed) motorway system.

## SEP Schemes

Maidstone Integrated Transport Package.

## GIF Schemes

M20 Junction 7 improvements.

## Future Schemes

Public transport improvements (redevelop Maidstone East, refurbish Maidstone bus station, and bus infrastructure improvements).

## Future Schemes

Bearsted Road corridor capacity improvements.

## Future Schemes

Junction improvements and traffic management schemes in the Rural Service Centres.

## GIF Schemes

Thameslink extension to Maidstone East by 2018 giving direct services to the City of London.

## SEP Schemes

Maidstone bridges improvement scheme.

## Future Schemes

A229/A274 corridor capacity improvements.

## GIF Schemes

Leeds and Langley Relief Road.

## SEP Schemes

Maidstone sustainable access to employment areas.



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## Swale

The M2/A2 corridor runs through Swale and the A249 provides a primary north-south route for Kent. Capacity issues at M2 Junction 5, where the two meet, is acting as a major barrier to growth in the Borough. Highways England is currently evaluating options to improve the M2 J5 and consultation with the wider public on final proposed options is proposed for early 2017. Further east, J7 of the M2 is key for development across East Kent, with growth loading traffic on to a junction already operating over capacity.

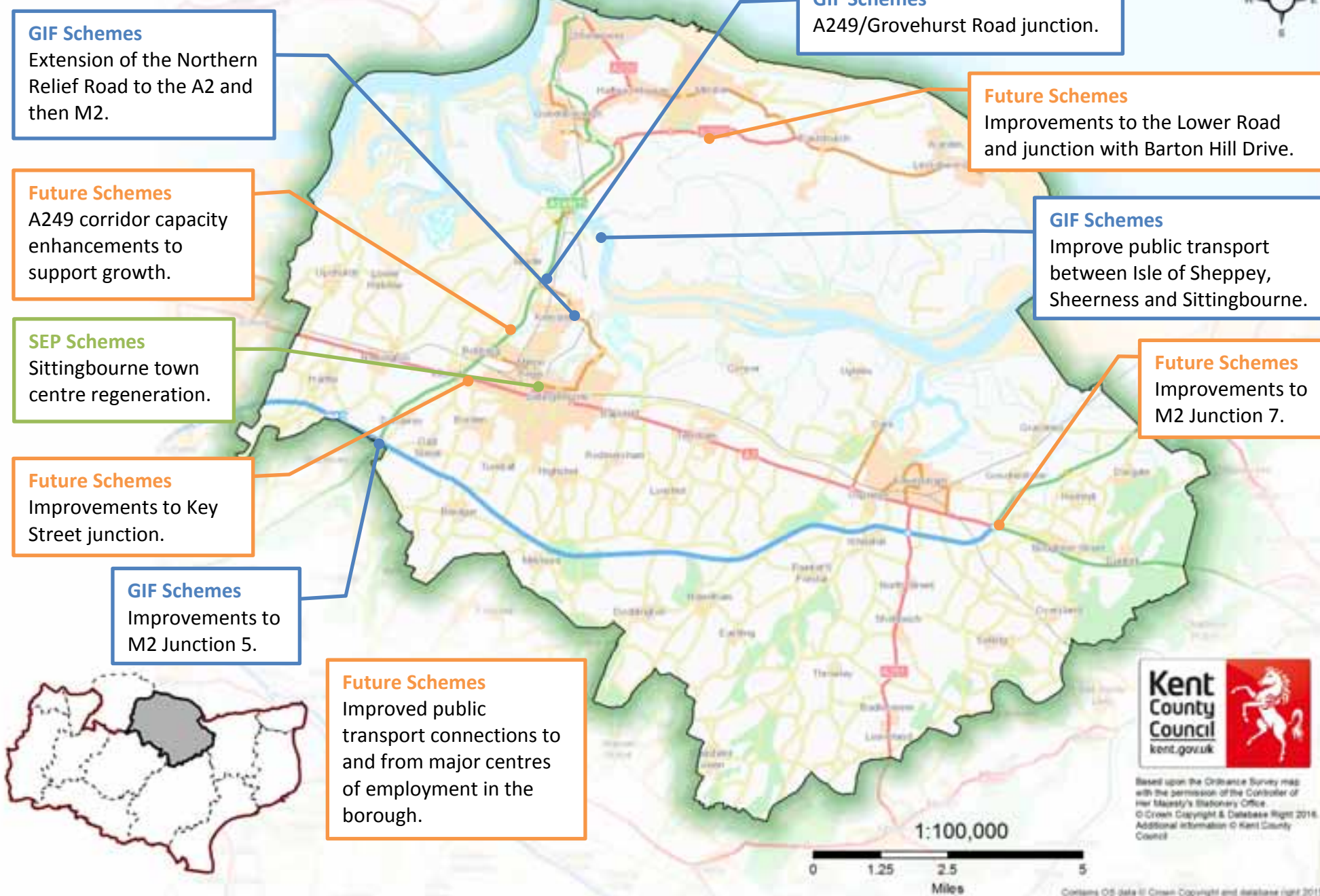
A corridor study of the A249 is needed to define what improvements to the principal junctions (Grovehurst, Key Street and Bobbing) will be required to support the new allocations in the Local Plan, with the A249/Grovehurst Road Junction already identified in the GIF. On the Isle of Sheppey, serious congestion on the A2500 is also a barrier to growth, and the local highway authority is working to progress a scheme to upgrade the junction of Lower Road/Barton Hill Drive to improve traffic flow, with the potential for further improvements back towards the A249.



In common with much of Kent, the extensive rural communities in Swale tend to be less well served by public transport and therefore can be isolated from the main centres. This is very evident on the Isle of Sheppey, where east-west travel is challenging and links to the mainland are largely dependent upon the Sheerness-Sittingbourne branch line. This vital link must be maintained whilst securing improved options to access services, including cycling.



# Swale's Transport Priorities



## DRAFT FOR CONSULTATION

### Medway

Medway Council is the Highway Authority, Local Transport Authority and Local Planning Authority for the Medway unitary area, which is part of the Thames Gateway North Kent area. Medway is part of the Thames Gateway and so will see demands for growth and increased travel like Kent's districts in the area, such as Dartford and Gravesham. KCC has a duty to cooperate with neighbouring authorities and works with Medway on cross-border issues and where the two Councils might be able to jointly bid for funding for transport infrastructure that affect both areas.

Medway Council has its own Local Transport Plan and has set out five priorities, which are:

**Priority 1** - To support Medway's regeneration, economic competitiveness and growth by securing a reliable and efficient local transport network.

**Priority 2** - To support a healthier natural environment by contributing to tackling climate change and improving air quality.

**Priority 3** - To ensure Medway has good quality transport connections to key markets and major conurbations in Kent and London.



**Priority 4** - To support equality of opportunity to access employment, education, goods and services for all residents in Medway.

**Priority 5** - To support a safer, healthier and more secure community in Medway by promoting active lifestyles and by reducing the risk of death, injury or ill health or being the victim of crime.

Transport infrastructure requirements to support growth in Medway are also explored in the GIF, with key schemes being:

- A289 Four Elms to Medway Tunnel improvements,
- Improvements to the A229 corridor between Maidstone and Medway,
- Strood and Chatham Town Centre Improvements,
- Public Transport Improvements through the Medway Integrated Transport Project,
- Rail improvements at Strood and Chatham Stations,
- Tackling congestion hotspots along the A2 corridor through Medway,
- Improved cycling facilities throughout Medway.

More information on transport priorities and schemes in Medway can be found in the Medway Local Transport Plan 2011 – 2026.

# Medway Council's Transport Priorities

Public Transport Improvements through the Medway Integrated Transport Project.

Improved cycling facilities throughout Medway.

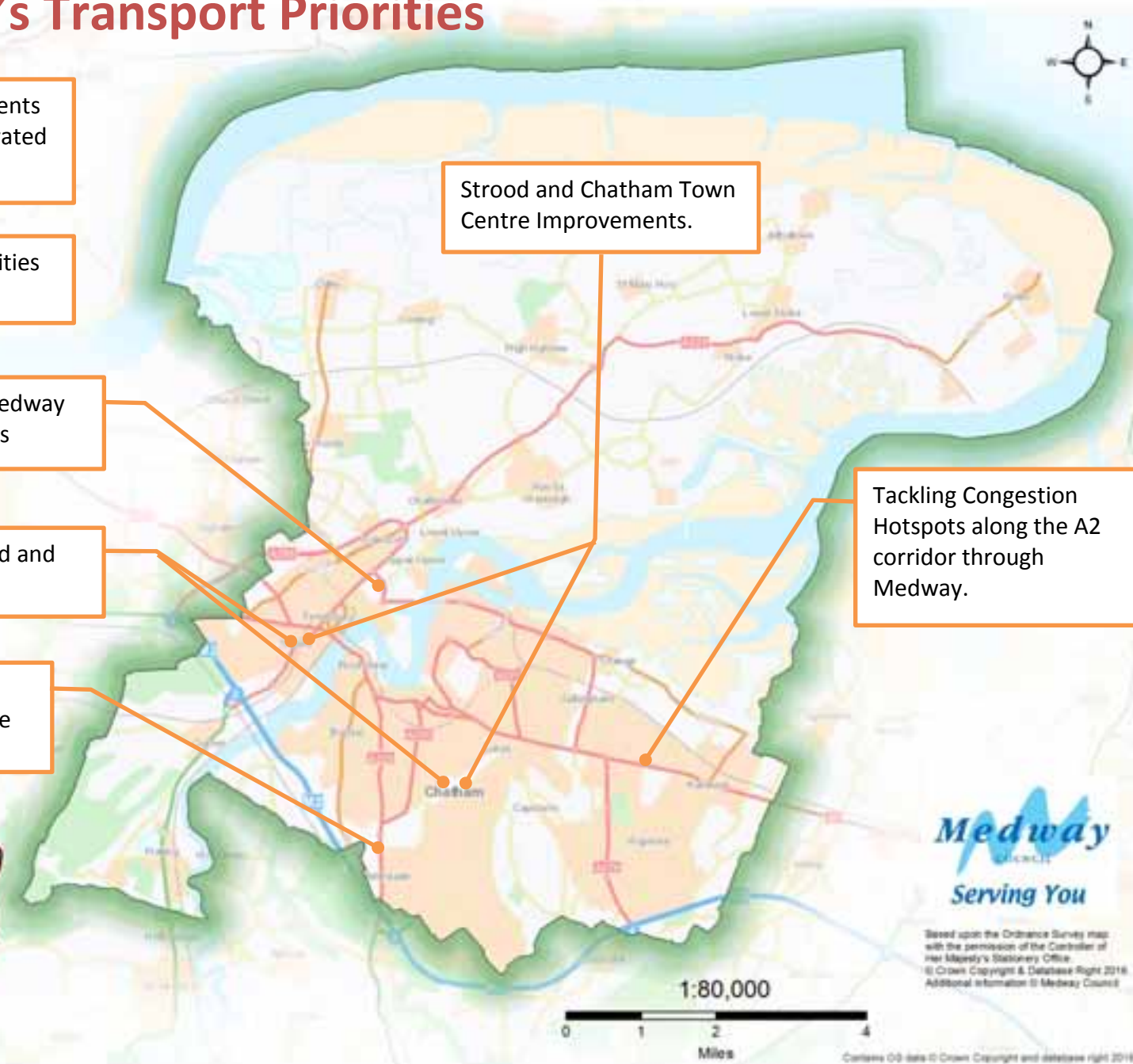
A289 Four Elms to Medway Tunnel Improvements

Rail Improvements at Strood and Chatham Stations.

Improvements to the A229 corridor between Maidstone Medway.

Strood and Chatham Town Centre Improvements.

Tackling Congestion Hotspots along the A2 corridor through Medway.



## East Kent

### Ashford

Travel in Ashford is currently dominated by the private car, but the area is largely flat which makes travel on foot or by bicycle easy and feasible. The M20 runs through the district and bisects the town, connecting the area with the Channel Ports to the south and Maidstone and London to the north. Generally, the M20 operates with spare capacity but when Operation Stack is called the town is heavily congested as all motorway traffic is diverted via Junction 9 through the town. Further, the capacity of Junction 10 is restricting development to the south of the Ashford urban area, as both strategic and local traffic place high demand on this junction. A preferred route for a new motorway Junction 10a has been identified and Highways England is currently progressing towards the submission of a Development Consent Order (the approvals process for major infrastructure) to Government in 2016. Ashford is a growing town and development pressures on the transport network must be considered.

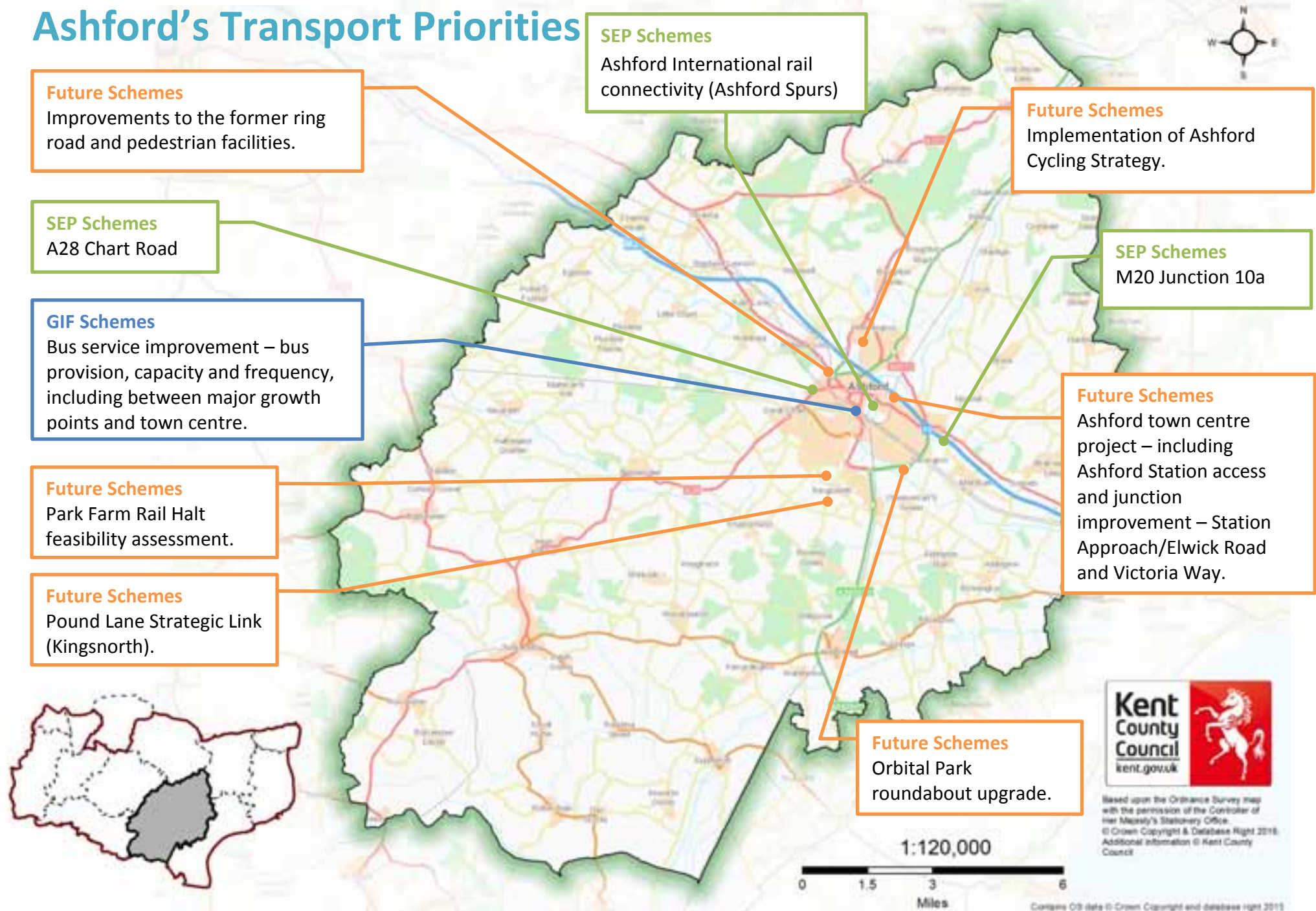


Ashford is historically a railway town and consequently it has rail connections to Maidstone, Canterbury, Tonbridge, Folkestone and Hastings, as well as internationally via the Channel Tunnel. The bus network includes urban, inter-urban and rural services; and Stagecoach is the main bus operator in East Kent.

The A28 Chart Road improvement scheme is critical to the delivery of 5,750 homes at Chilmington Green and the reduction in congestion along this route is a priority scheme for both Ashford Borough Council (ABC) and KCC. ABC also plans to promote Ashford as a Cycling Town. The delivery of an improving cycle network and the doubling of cycle parking at Ashford International Station in 2015 (as well as its 2010 Station of the Year award in the National Cycle Rail Awards) provide opportunities to capitalise on the use of this mode of transport.



# Ashford's Transport Priorities



### **Canterbury**

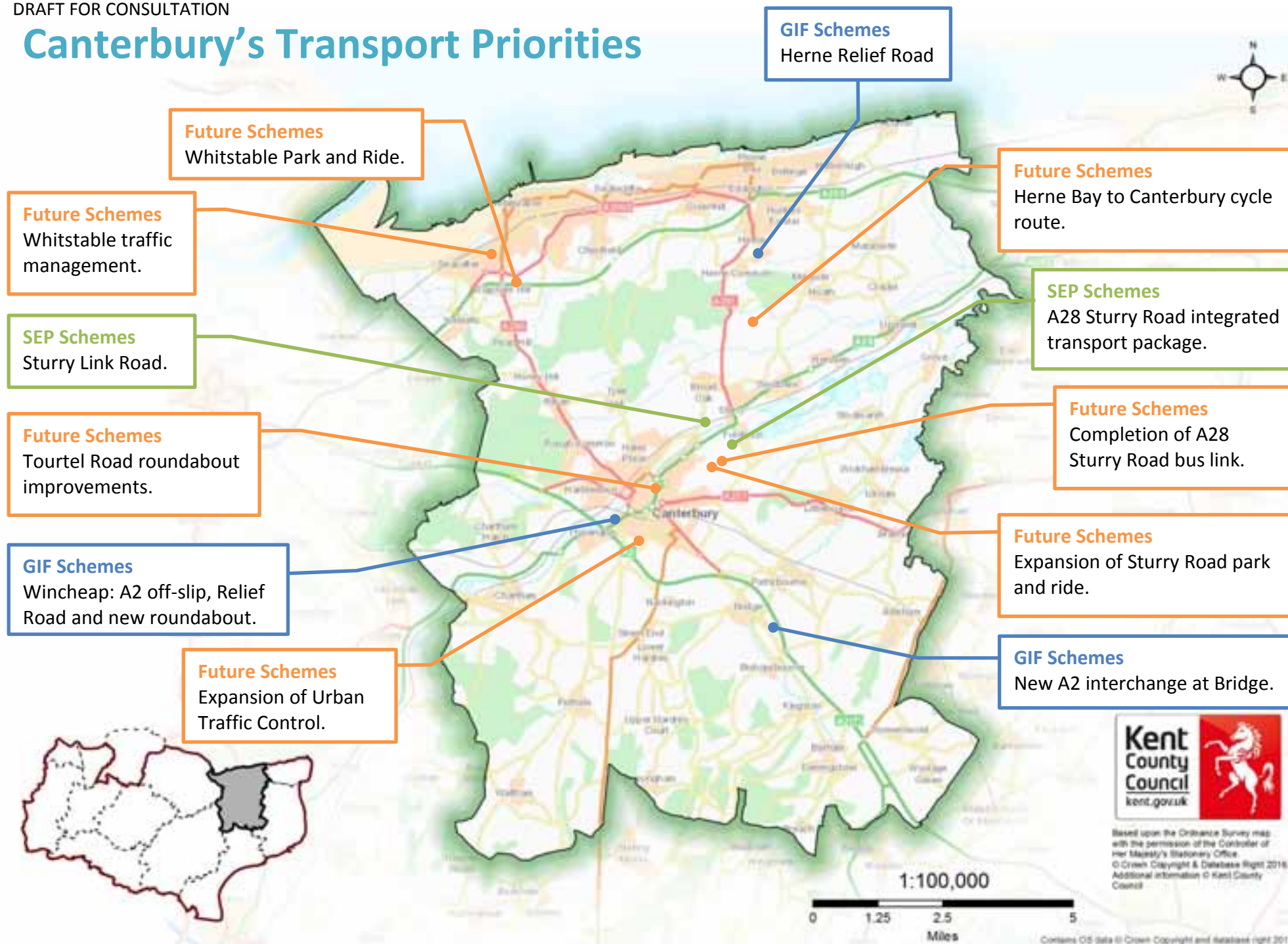
Canterbury is a medieval city with a historic and constrained road network so congestion in the peaks is a regular occurrence and the four level crossings cause further delays. The district also contains the coastal towns of Whitstable and Herne Bay and many villages in the rural areas. The A2 trunk road runs through the district north-south and gives good access from Canterbury to the Port of Dover and to the rest of the UK, and the A28 runs east-west connecting the area to Ashford and into Thanet.

High Speed rail services in the city have cut journey times to London St Pancras to under an hour. The popular Canterbury Triangle bus route links the three urban areas in the district with a 10 minute frequency during the daytime. Stagecoach is the main operator in the area. Canterbury City Council operates three park and ride sites on the edges of the city, which saves many vehicle trips into the city centre each day. There are well established cycle and walking routes in the district, such as the Crab and Winkle Way and the Great Stour Way.

The city is a popular tourist destination and has two universities, so a seasonal increase in population associated with term times. The city is a local attractor of traffic and 90% of journeys on the A28 have an origin, destination or both in the city. Whitstable has its own traffic problems as it too is a popular visitor destination, particularly along the High Street as this is the main route to the harbour but is narrow with conflicts between parking, buses, zebra crossings and deliveries.



# Canterbury's Transport Priorities



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### **Dover**

Bus services in Dover serve the town and connect to surrounding towns including Canterbury, Deal, Sandwich and Folkestone. The High Speed rail services from Dover to St Pancras have significantly reduced journey times to London, making the journey more attractive to commuters. Dover District Council will press for additional capacity on the High Speed route and investigate a new Whitfield Station. It will continue to support Thanet Parkway to reduce the journey time to London from the district and Thanet to within an hour.

The A2 and A20 trunk roads terminate in the town at the entrance to the Port. These become the M2 and M20 motorways and

connect the Port to the M25, London, and further north via the rest of the strategic road network. However, the A20 causes severance in the town and is associated with air quality concerns owing to its use by heavy goods vehicles before and after their Channel crossing. The A2 approaching the town is of an inferior quality to the rest of the route with sections of single carriageway.



# Dover's Transport Priorities

## GIF Schemes

Whitfield Bus Rapid Transit (including improvements to York Street, Dover BRT hub, and Dover Priory Station)

## Future Schemes

A257 route study review.

## GIF Schemes

Projects to facilitate Whitfield development (including a Park and Ride).

## GIF Schemes

A2/A258 Duke of York roundabout improvements.

## SEP Schemes

A2 Lydden to Dover improvement.

## SEP Schemes

Dover Western Docks Revival.

## SEP Schemes

Dover waterfront link to town centre.

## SEP Schemes

A260 upgrade.

## Future Schemes

Dover Priory Car Park

## Future Schemes

Sandwich coach and car park.

## Future Schemes

Improvement of Sandwich Station.

## Future Schemes

North Deal A258 Eastern Connecting Road.

## SEP Schemes

North Deal transport improvements.

## Future Schemes

Deal improvements and alternative access routes to compliment the A258 corridor.

## Future Schemes

Improved strategic road network to manage port traffic.

## Future Schemes

A258 route study review.



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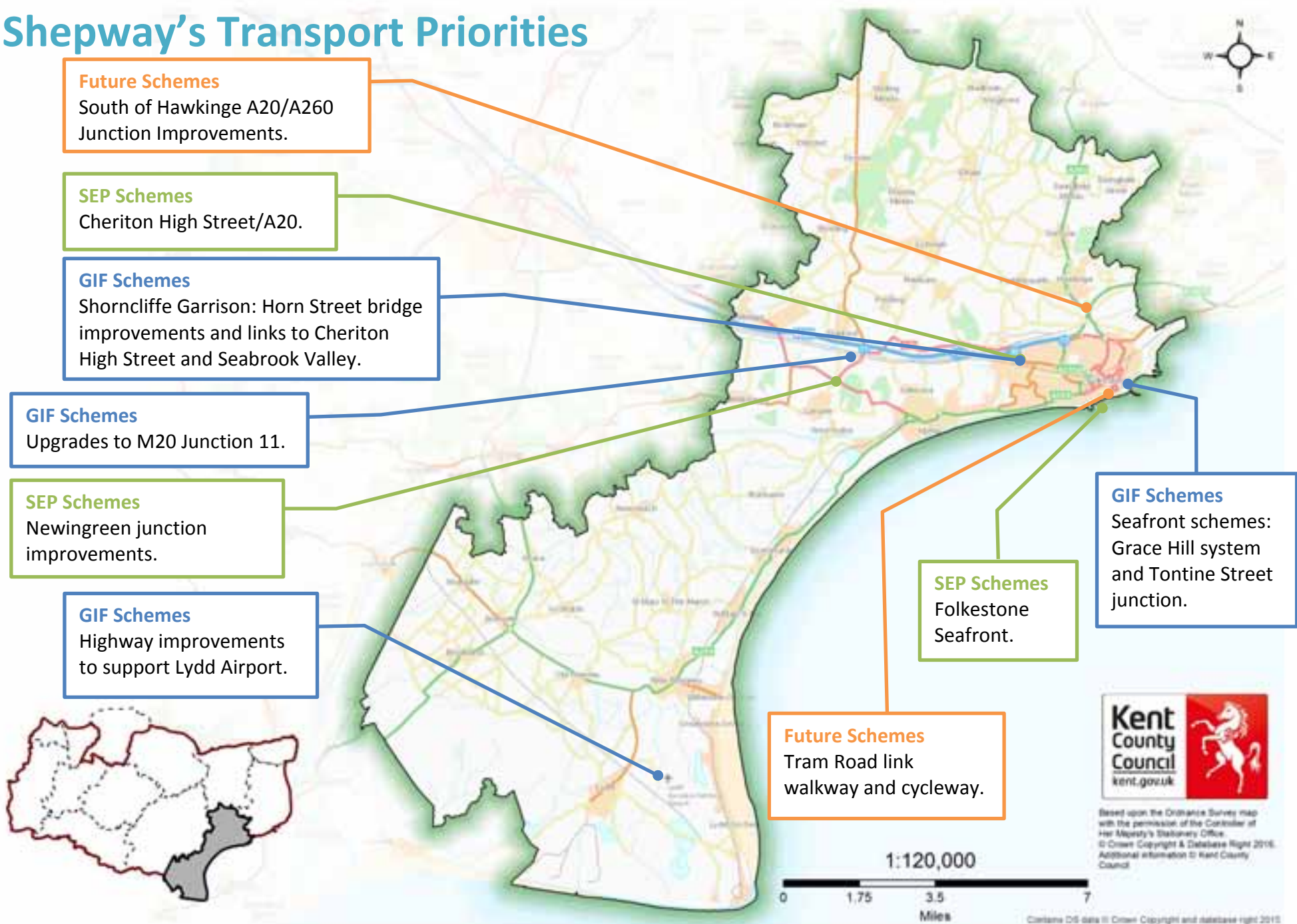
### Shepway

The district experiences seasonal fluctuations in traffic flows, having higher levels during the summer months (especially August) due to tourism as well as higher levels at Christmas. The Channel Tunnel terminal is situated within the district, accessed from the M20, and being close to the Port of Dover means the area has a lot of foreign motorists on the network. Therefore appropriate signing and routing for tourist traffic is important for the district. Most of the freight traffic is via the M20, whilst the A259 picks up most seasonal holiday traffic. Small and historic villages or towns, like New Romney, are situated on main routes through the district and can suffer from congestion and conflict between through-traffic, tourist traffic, loading/unloading and parking. Folkestone is the largest town and main shopping destination within Shepway, and it too can suffer from congestion at peak times. The redevelopment of the harbour and seafront area of Folkestone is currently underway, which will introduce new transport routes and accessibility.

The district has a well-connected bus network with services to Ashford, Canterbury, Dover, and along the coast towards Hastings. High Speed rail services have reduced journey times to London to 55 minutes.



# Shepway's Transport Priorities



### Thanet

The perceived isolation of Thanet, and remoteness from London, has been a disincentive for investors and business but transport infrastructure has done much to change that, such as the dualling the A299 Thanet Way, the East Kent Access scheme and the introduction of High Speed rail services. In common with Shepway, Thanet has a seasonal pattern to traffic flow with more tourists in the summer months and the popularity of Westwood Cross shopping area at Christmas. Investment in the road network at

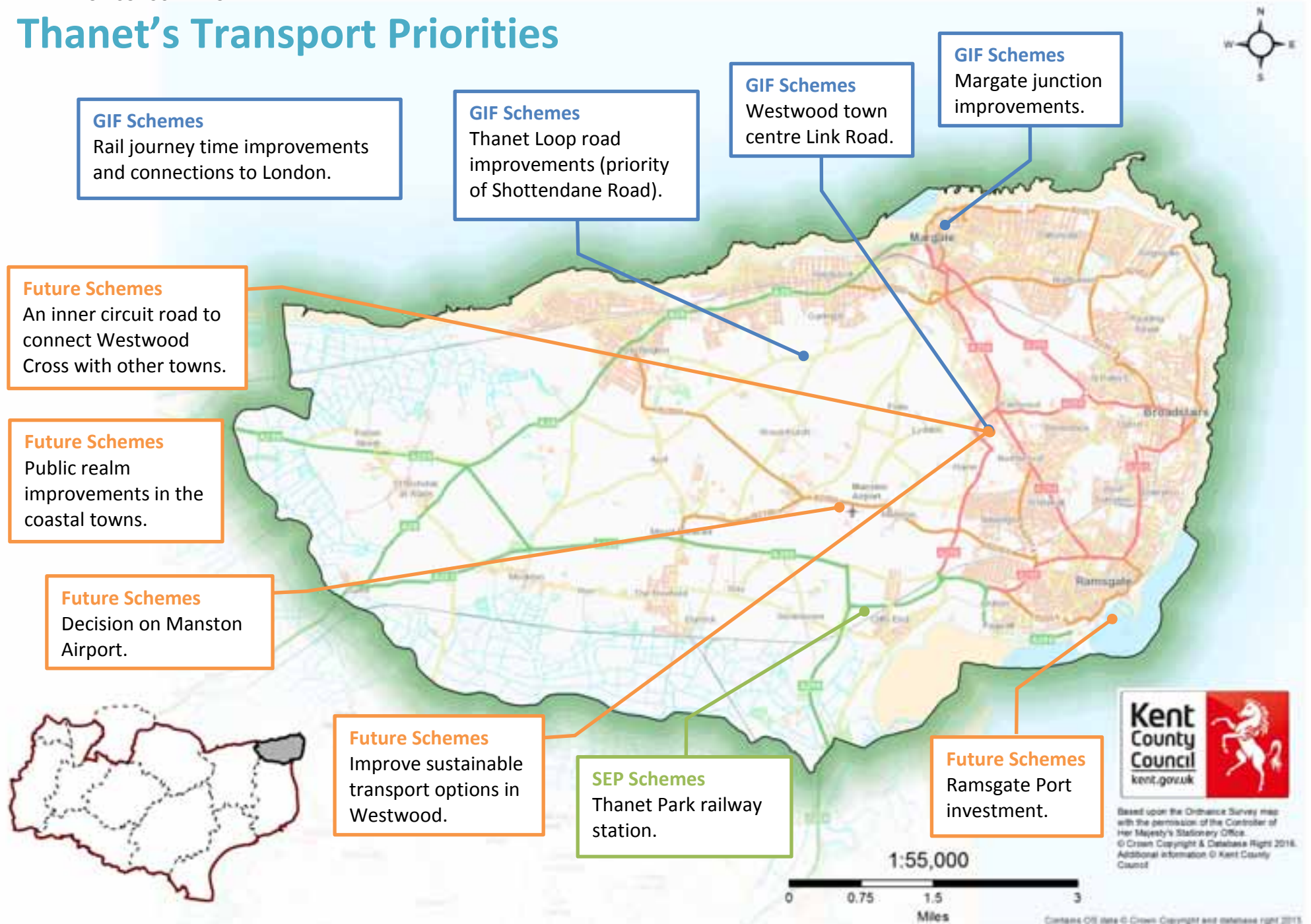


Westwood Cross is alleviating traffic problems and unlocking development sites.

The other towns in the district are relatively uncongested, except for peak times such as school rush hour. However, there are a number of junctions that need addressing. The bus network in Thanet is well utilised, with the Thanet Loop being a particularly successful service. However, there is scope for greater use of public transport and faster rail times to London.



# Thanet's Transport Priorities



## Our Funding Sources

We have access to a range of funding streams, including Department for Transport funding direct to KCC for highway maintenance, competitive funding through the SELEP, and financial contributions from developers through the planning process.

The GIF describes the transport infrastructure (both strategic and local) required to support growth and enhance the lives of existing residents. It reports a significant funding gap, which highlights the need to lobby and explore other sources of funding. The policies and schemes set out in LTP4 form a basis for such bids, and a means of prioritising transport infrastructure.

This section sets out how we will make the best use of these existing funds as well as access new sources of funding to maintain and improve the assets we have and deliver new infrastructure to support growth.

### **National Funding Sources and Local Growth Fund**

At present, the most significant funding source for transport infrastructure is the Local Growth Fund (LGF), which focuses on unlocking barriers to economic growth. This is administered through the SELEP and it is therefore essential that our transport priorities are prominent in the SELEP's SEP. We will continue to put forward a robust case to Government for LGF investment to support our economic growth objectives. To date, we have successfully secured nearly £120m from the LGF.

As LGF is a limited pot of funding and distributed across England we must prioritise using a list of key criteria to determine which projects should be put forward for funding. The SELEP has provided

a Common Assessment Matrix which is then used to score each scheme with the aim that Government can make an informed decision when allocating funding. LTP4 Outcome 1 is targeted by the LGF as it only considers schemes that drive economic growth and cut congestion.



### **Innovative Funding Sources**

We will also continue to lobby for other, more innovative, sources of funding. This includes Kent receiving a fair portion of the income from the HGV Road User Levy, fuel loyalty discounts and port landing charges related to the impact of these activities in the county.

### **Local Plans and Supporting Transport Strategies**

District and borough councils have a statutory responsibility for making Local Plans. Thus, individual transport strategies that support Local Plans should have regard for this strategic countywide LTP. By setting out our vision for transport in LTP4, KCC has a platform from which to engage these councils and help shape their Local Plans when identifying areas for potential development.

Through the planning process developer contributions are sought towards infrastructure. Under Section 106 (s106) of the Town and Country Planning Act 1990, Local Planning Authorities can enter into a legally binding agreement with the landowner to pay a contribution towards infrastructure or services required to make their development acceptable in planning terms. KCC and the Local Planning Authority receive this funding to deliver infrastructure projects tied to development, for instance it may be used to support a public transport service.

The Community Infrastructure Levy (CIL) is similar in that a fixed charge is applied to specific types of development for infrastructure projects that have been defined during the establishment of the CIL Charging Scheme. Developer contributions can still be secured through s106 Agreements where a CIL Charge also applies but the two mechanisms cannot be used to fund the same infrastructure project. A Section 278 agreement (of the Highways Act 1980) is a means for a developer to make modifications to the existing highway network, typically what is required to mitigate the impact of the development.

### **Integrated Transport Programme**

For small scale transport schemes (typically under £1 million) to be allocated funding from the Integrated Transport Block (Department for Transport funding) there must be a robust system of appraisal to prioritise investment where it will have the greatest value for money. The methodology for achieving this is detailed in Annexe 1.

A cost-benefit analysis is undertaken by scoring individual schemes on their total impacts compared with the total cost. The cost includes a whole life approach to maintenance and factors in any external funding. The highest scoring schemes are then scrutinised to provide assurances that they will meet their objectives to achieve the LTP outcome(s), and that they can be feasibly constructed within budget and timescales.

The funding is top sliced for safety critical schemes (see Road Safety). The remaining budget is then allocated amongst the five outcomes (40% to economic growth and minimised congestion, 15% to affordable and accessible door-to-door journeys, 15% to safer travel, 15% to enhanced environment, and 15% to better health and wellbeing). This option for funding allocation is being environmentally assessed to ensure that it achieves a balanced Integrated Transport Programme (ITP).

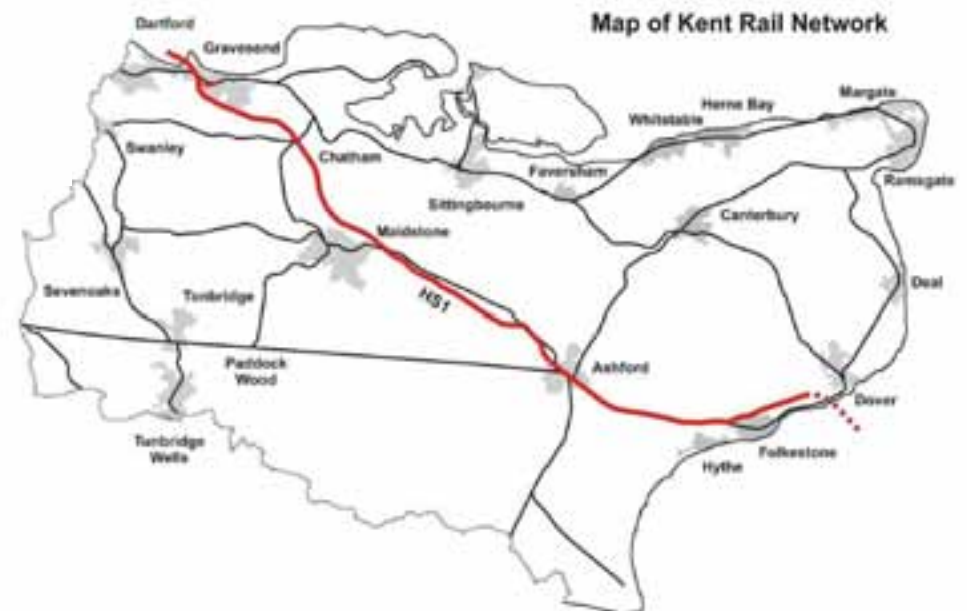
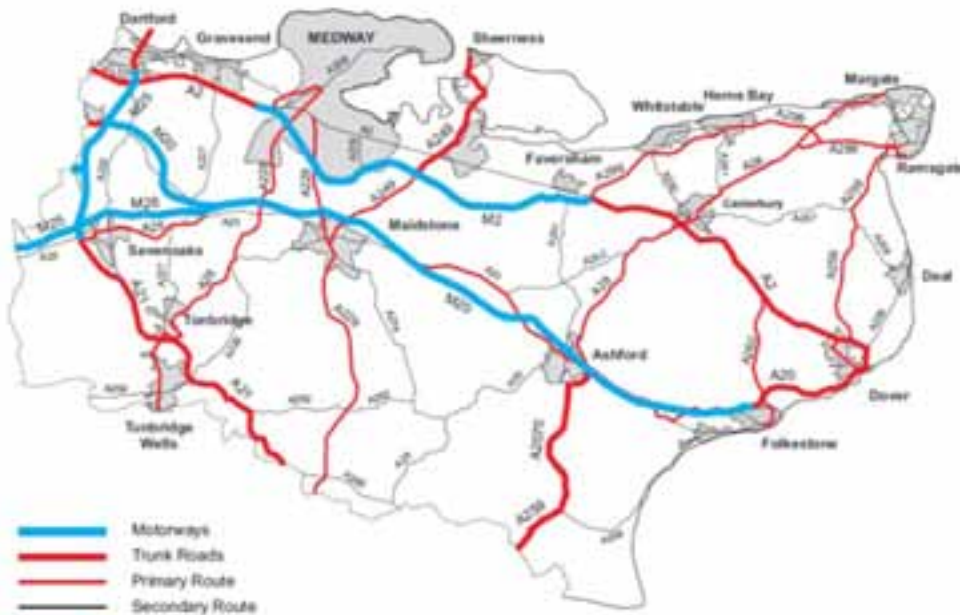
### **Highway Maintenance and Asset Management**

We receive income from a series of Government Support Grants for specific duties we undertake, such as highway maintenance. However, Government funding allocated to KCC directly for transport has decreased and is likely to continue to do so.



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## Kent's Motorways, trunk roads, primary and secondary routes, and Kent's mainline and High Speed rail network



## Conclusion

This fourth Local Transport Plan explains our main transport infrastructure priorities to deliver **Growth without Gridlock** in Kent. Our other funding streams, such as the Integrated Transport Programme (used to deliver small scale transport schemes) and the Crash Remedial Measures Programme (for safety-critical schemes), are a major part of our annual work to improve the highway network. Annexes 2 and 3 to this LTP are the delivery programmes for these budgets and detail the individual schemes that will receive funding. These annexes will be updated annually. However, these budgets are increasingly constrained and so we must carefully prioritise how we spend them. The methodology for prioritising is available in Annexe 1.

Not all interventions vital for growth fall within the remit of KCC as the Local Transport and Highway Authority. A number of key projects fall under the responsibility of Highways England or Network Rail. We are therefore committed to working closely with both of these agencies to influence their future delivery programmes, and to ensure these schemes are given the highest priority for delivery.

As a Council, what we want to achieve from transport for our residents, businesses and visitors is clearly set out in the outcomes described in this LTP4. These are:

**Outcome 1: Economic growth and minimised congestion**

**Outcome 2: Affordable and accessible door-to-door journeys**

**Outcome 3: Safer travel**

**Outcome 4: Enhanced environment**

**Outcome 5: Better health and wellbeing**

From our own work, and from liaising closely with our district council partners in supporting the development of their Local Plans and, more specifically, the transport strategies needed to deliver that growth, we have built up a detailed knowledge of transport needs across the county. We will continue to build on this relationship to ensure that our transport priorities use the latest forecasts for housing and population growth. Above all, we are committed to delivering **Growth without Gridlock**.



## Annexe 1 – Prioritisation for the Integrated Transport Programme

### Background and overview

A robust method of appraising and prioritising local transport schemes is required to ensure that those delivered help to achieve the outcomes specified by this fourth Local Transport Plan (LTP4). The previous prioritisation methodology, developed as a result of the third Local Transport Plan (LTP3), has been updated and modified to enable Kent County Council (KCC) to generate a score for every proposed scheme, with the highest scoring schemes representing the highest possible value for money and contributing towards the LTP4 outcomes.

This methodology applies to schemes seeking Integrated Transport Block funding and used to form the Integrated Transport Programme (ITP). In addition to the ITP, KCC implements a Crash Remedial Measure (CRM) programme, which identifies locations where statistical data shows that an unexpectedly high number of crashes occur. If suitable, schemes are then designed and implemented aiming to prevent future crashes from following the

same pattern. More information can be found in the KCC Road Casualty Reduction Strategy. The funding for these schemes is top-sliced from the ITP budget representing the importance with which KCC views safety. CRM funding is allocated on a needs basis but KCC will endeavour to ensure a minimum of 50% of the total budget is allocated to these schemes (achieving Outcome 3: safer travel).

For the remainder of the funding forming the ITP, each proposed scheme will be assessed for the impact it achieves compared to the cost to implement and maintain it. As illustrated in Figure A4.1, at the beginning of the financial year 1 proposed schemes should be assessed and prioritised. The top schemes selected should form approximately 120% of the anticipated budget and then for the remainder of that year should be worked up to be deliverable in financial year 2, when the budget is formally allocated.

### Pre-assessment criteria

Schemes should be put forward from valid sources, such as Transport Strategies that support district/borough Local Plans, approvals at Joint Transportation Boards (JTB) or similar bodies, or from Member and Parish Council suggestions. This requires that some public consultation must have been carried out. They should

also be at a stage where minimal additional design work is required so that a reasonable estimation of cost is available. For a scheme to be put forward for the ITP it must demonstrably achieve one or more of the outcomes from LTP4, these are:

**Outcome 1: Economic growth and minimised congestion**

**Outcome 2: Affordable and accessible door-to-door journeys**

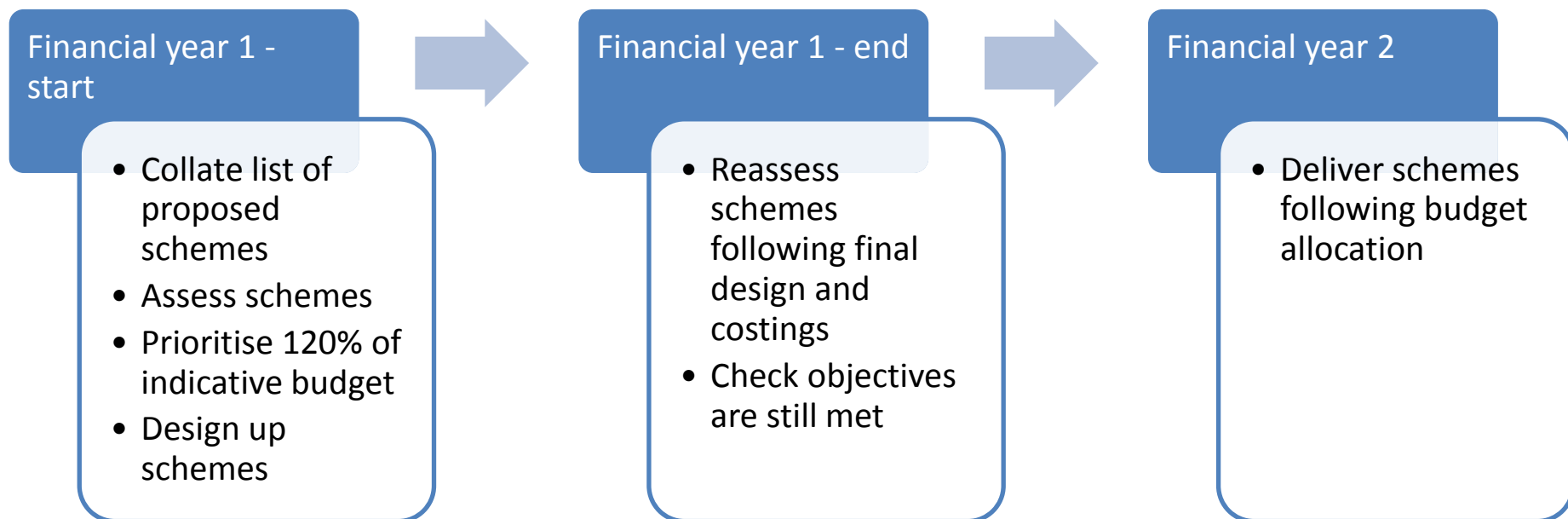
**Outcome 3: Safer travel**

**Outcome 4: Enhanced environment**

**Outcome 5: Better health and wellbeing**

However, where a request has been investigated in the last three years and rejected, and the situation has not changed significantly enough to justify reconsidering, it will not be assessed.

**Figure A4.1: ITP scheme prioritisation, design and delivery process.**



## Funding allocation

Consistent with LTP3, available funding will be allocated to the LTP4 outcomes so that the ITP is a rounded programme that targets all of KCC's outcomes. Funding will be allocated as follows:

Outcome	ITP budget allocation (once CRM budget has been top sliced)
<b>Economic growth and minimised congestion</b>	40%
<b>Affordable and accessible door-to-door journeys</b>	15%
<b>Safer travel</b>	15% (in addition to top slicing for safety critical schemes)
<b>Enhanced environment</b>	15%
<b>Better health and wellbeing</b>	15%

## Value for money assessment

The value for money assessment considers both the positive and negative effects of a scheme to produce an overall score. However, it has no mechanism to cease the progression of a scheme in the case that the scheme has some strong positive impacts (resulting in a high score) and a wide range of weakly negative impacts (reducing that score slightly). In these cases, the Officers need to ensure that sufficient consultation has been conducted and, where possible, alter the scheme to mitigate negative impacts.

The first part of the process is an impact assessment, producing an impact score for the scheme. These have broadly been grouped into the five LTP4 outcomes, although it is recognised that there is some crossover. When assessing the scale of the impact consideration should be given to the size of the scheme, for example it would be expected that large schemes should have stronger impacts than the smaller schemes and therefore a highly significant positive impact would be required for a small scheme to be awarded 6 points.

	-6	-3	0	3	6
<b><u>Outcome 1: Economic growth and minimised congestion</u></b>					
<b>Is the scheme directly connected with delivering development?</b>	N/A		No	Yes	Yes – with developer funding contribution
<b>Does the scheme have impacts in one of the most deprived Lower Super Output Areas using the Index of Multiple Deprivation?</b>	N/A		No direct impacts in one or more of Kent’s 60% most deprived LSOAs	Direct impacts in one or more of Kent’s 20% – 60% most deprived LSOAs	Direct impacts in one or more of Kent’s 20% most deprived LSOAs
<b>Congestion – what impact will the scheme have on congestion and journey time?</b>	Strong negative impact	Negative impact	Neutral	Positive impact	Strong positive impact
<b><u>Outcome 2: Affordable and accessible door-to-door journeys</u></b>					
<b>Accessibility – what impacts will the scheme have on access to key services (jobs, education, healthcare, etc.)?</b>	Strong negative impact	Negative impact	Neutral	Positive impact	Strong positive impact
<b>Connectivity – what impact will the scheme have on creating connected door-to-door journeys?</b>	Strong negative impact	Negative impact	Neutral	Positive impact	Strong positive impact
<b><u>Outcome 3: Safer travel</u></b>					
<b>Safety – are there any secondary benefits to safety (road, cycleway, footway)?</b>	N/A – scheme should not be progressed if it has a negative impact on safety		Neutral	Positive impact	Strong positive impact
<b><u>Outcome 4: Enhanced environment</u></b>					
<b>Sustainable travel – what impact will the scheme have on sustainable travel (e.g. modal shift)?</b>	Strong negative impact	Negative impact	Neutral	Positive impact	Strong positive impact
<b>Townscape and heritage – what</b>	Strong negative	Negative impact	Neutral	Positive impact	Strong positive

<b>impacts will the scheme have on the historic and built environment (including severance)?</b>	impact				impact
<b>Environment – what impact will the scheme have on the natural environment?</b>	Strong negative impact	Negative impact	Neutral	Positive impact	Strong positive impact
<b><u>Outcome 5: Better health and wellbeing</u></b>					
<b>Air quality – what impact will the scheme have on air quality?</b>	Strong negative impact	Negative impact	Neutral	Positive impact	Strong positive impact
<b>Active travel – what impact will the scheme have on promoting active travel?</b>	Strong negative impact	Negative impact	Neutral	Positive impact	Strong positive impact
<b><u>Scale of impact</u></b>					
<b>How wide an impact will the scheme have?</b>	N/A		Localised impact – few people benefit	Wider impact – a substantial number of people benefit	Very wide impact – many people benefit

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The second part of the assessment deals with scheme deliverability, producing a deliverability score.

	<b>-1</b>	<b>1</b>	<b>3</b>	<b>6</b>
<b>Scheme endorsement</b>	N/A – scheme should not be assessed if it does not have a legitimate source	Derived from a recognised body, such as a Quality Bus Partnership, from Members or parish councils	Scheme has been to JTB and is approved	Scheme derived from an adopted strategy (including district/borough transport strategies) or has been approved by Cabinet Committee or at a similar level
<b>Scheme readiness</b>	Substantial further design and feasibility work required	Minimal additional design work required some consultation necessary.	Minimal additional design work required, no further consultation necessary	Scheme is ready to construct
<b>Is the scheme dependent on the completion of any other projects?</b>	Yes	No	N/A	

This then produces a total combined score out of a maximum of 85 points.

Next the cost of the scheme is considered. This has three elements to it: the construction costs, the whole life maintenance costs, and any external funding contribution.

<b>Cost element</b>	<b>Cost</b>
Construction cost	£
Maintenance cost (commuted sum or selection of indicative costs supplied)	£
External funding contribution (funding from budgets other than the ITP, e.g. S106 money or Combined Member Grant fund)	-£
<b><u>Total scheme cost</u></b>	<b><u>£</u></b>

A cost-benefit analysis can now be made by taking the total points scored by the scheme and dividing it by the scheme cost, producing

a simplistic “points per pound” score that demonstrates the value for money a scheme achieves. Schemes targeting each LTP4

outcome can then be sorted by the cost-benefit analysis score and the best performing schemes prioritised for delivery the coming

### **Compiling the Integrated Transport Programme**

The cost-benefit analysis does not determine the Integrated Transport Programme; rather it is a tool to guide officers. After the proposed schemes have been subjected to cost-benefit analysis they will be validated and scrutinised to ensure that a consistent

financial year.

approach to scoring has been used and that a balanced and deliverable programme is provided, for example so that schemes are not concentrated in one area. The final list will then be approved at senior management level using delegated powers.

## **Annexe 2 – Implementation Plan for the Integrated Transport Programme**

This Annexe lists the schemes that will be delivered as part of the Integrated Transport Programme (ITP) and will be updated annually when the programme is agreed.

**2017/18 programme to be confirmed.**

## **Annexe 3 – Implementation Plan for the Crash Remedial Measure Programme**

This Annexe lists the safety critical schemes that are funded using at least 50% of the Integrated Transport Programme (ITP) budget to achieve Outcome 3 (safer travel) and will be updated annually when the programme is agreed.

**2017/18 programme to be confirmed.**

To request a hard copy of the draft Local Transport Plan and the questionnaire, or for any alternative formats, please email **[alternativeformats@kent.gov.uk](mailto:alternativeformats@kent.gov.uk)** or telephone on **03000 421553** (text relay service 18001 03000 421553). This number goes to an answer machine which is monitored during office hours.