

From: Neil Baker, Cabinet Member for Highways and Transportation

To: County Council – 23<sup>rd</sup> May 2024

Subject: Local Transport Plan 5 (LTP5)

Status: Unrestricted

Past pathway of paper: n/a

Future pathway of paper: n/a

Electoral division: All

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### **Summary:**

KCC's Local Transport Plan 5 (LTP5) is approaching completion, with an aim to publish a full draft for consultation in summer 2024. Following consideration of the consultation feedback, the aim is that later in 2024 the full draft plan will be ready for County Council to vote on its adoption.

The plan is being developed to set out a balanced approach to improving transport infrastructure, that will deliver on its ambition within the Council's overarching strategies for *Securing Kent's Future* and the longer term *Framing Kent's Future*. The proposals in the plan will form the long term capital transport programme, providing a focus for the future external funding the Council works to secure.

Recommendation:

That the County Council notes progress on development of LTP5 and its expected return to County Council for a vote on its adoption following a summer public consultation exercise.

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## **1. Introduction**

- 1.1 A Local Transport Plan (LTP) is a statutory document set out in the 2000 Transport Act (and as amended by the 2008 Local Transport Act). LTPs are the only KCC transport policy document which require the approval of the full County Council. As statutory plans they carry weight in the planning system and are therefore given regard by government in its decision making.
- 1.2 The plan is a critical instrument to attract government transport funding as it establishes a long term capital transport programme justified by the strategic outcomes it aims to deliver. LTPs have further become a mechanism built into government devolution agreements such as County deals, for supporting determination of transport settlements.
- 1.3 The Local Transport Plan 4: Delivering Growth Without Gridlock (LTP4) was adopted in 2017 with the intention of remaining as Kent Council's statutory Local Transport Plan (LTP) for the period of 2016-2031.

- 1.4 Substantial delivery of the proposals within LTP4 has been achieved, supported by the former devolved funding settlement through the South East Local Enterprise Partnership and a range of match funding and other bespoke funds administered, often on a competitive bidding basis, by government. The new LTP will re-stock the depleted pipeline of transport proposals, with a new long-term transport capital programme for the future.
- 1.5 The reasons for embarking on a new LTP were presented to the Environment and Transport Cabinet Committee in September 2021. A report on LTP to the County Council in July 2022 detailed the progress on developing the ambition, outcomes, and objectives for the plan.
- 1.6 Development of the plan continued, and the Cabinet Member resolved to consult on an *Emerging* draft LTP in summer 2023. Respondents could comment on the ambition, outcomes, and objectives (the current draft of these is included in Appendix 1) and raise any challenges overlooked by the draft plan or any policies or proposals the Council could consider.
- 1.7 The full results of the consultation were published in December 2023. The key findings from the consultation were that 80% of respondents either partly or fully supported the ambition of the plan. The policy outcomes and the policy objectives were all also supported by a majority of respondents. A total of 77% of respondents, including all twelve district authorities, stated that climate change and reducing transport's contribution towards carbon emissions was either very important or important to them, and proposed a range of options they felt the Council could consider further. When the full draft plan is published for consultation, it will be accompanied by a 'You Said, We Did' report describing the consideration we have made of the main issues raised from the consultation.
- 1.8 Development of the plan has been supported by a cross-party Member Task and Finish group. Since the consultation, the plan has been developed by taking into consideration the consultation feedback and to develop the proposals that will form the updated long term capital transport programme. The next public consultation exercise will provide an opportunity for respondents to comment on the draft proposals within a full draft LTP.

## **2. Developing the Local Transport Plan proposals**

- 2.1 The aim is to develop the LTP to have a balanced set of proposals. Future development of proposals, including associated bidding to obtain funding, will be guided by their contribution to delivering the outcomes and objectives of the plan along with wider considerations. The plan will promote the following types of proposals, both at a network-wide level (proposals that have a widespread effect, typically across more than one district) and on a district-specific basis (i.e. more local, smaller scale, but nonetheless substantial proposals likely needing external funding support):

- 2.1.1 The strategic road network managed by National Highways, including junction upgrades, new junction access to the trunk road network, corridor capacity, and resilience and management. This will enable KCC to place clear demands on National Highways and support other stakeholders, such as the district Local Planning Authorities, in their requirements.
- 2.1.2 The local road network, managed by KCC, including junction upgrades, corridor capacity, and new routes for improving the flow of traffic on the network to unlock opportunities to create better places. This will be founded on a headline requirement for a long term sustained sufficient funding to address maintenance of the county's local roads, as set out in the current KCC budget book's long term capital plan.
- 2.1.3 The bus network, by referencing KCC's existing comprehensive plans for the network detailed in the Bus Service Improvement Plan and the Enhanced Bus Partnership schemes
- 2.1.4 The walking and cycling network, by promoting delivery of KCC's draft Kent Cycling and Walking Infrastructure Plan and district Local Cycling and Walking Plans either adopted or in draft.
- 2.1.5 The rail network managed by Network Rail, High Speed 1 Ltd, and the train operating companies, including both domestic and international passenger services and rail freight.

### **3. Policy Alignment**

- 3.1 The plan will, importantly, make clear the Council's ambitions for how the transport network in Kent should change in the future, and what the timescales and funding requirement is expected to be. This will enable the Council to work at pace to secure future funding in whatever form it is available (competitive funding bidding, transport specific settlements, etc).
- 3.2 In alignment with the immediate Council strategy of *Securing Kent's Future*, the plan will be clear about the government funding needed for the fundamental foundations of maintaining the Council's managed highway assets and investing in local bus services, as well as the long term new infrastructure investment to support Kent's economy, the quality of life and the objectives of the Kent and Medway Economic Framework.
- 3.3 Furthermore, the plan aims to take a precautionary approach to the new opportunities in transport in recognition of the focus on the Council's budget recovery strategy. The plan will not commit the Council to new investment from its own budget. The plan will be clear that the proposals in the plan will require government funding, with new opportunities in transport infrastructure provision (such as shared mobility e.g. car clubs, cycle hire etc) dependent on learning and benchmarking of implementation elsewhere in the UK or where delivered by third parties such as developers within in Kent. The plan aims to set a clear

path ahead towards the ambitions the Council has whilst working within the framework of *Securing Kent's Future*.

- 3.4 Proposals will also be identified as impactful and ready to go for delivering further reduced transport emissions from travel in Kent and to reduce the effects of road-based air pollution. This will enable the plan to demonstrate alignment with government transport policy such as the Department for Transport's Decarbonising Transport Plan, and the 'environmental step-change' pillar of *Framing Kent's Future*.
- 3.5 The plan will also support deliver of the Council's adopted Integrated Care Strategy and shared outcome 3 within that concerning supporting happy and healthy living. A balanced Local Transport Plan will improve the choice available for how people travel and ease the access to the services they need, recognising that transport has an impact on the majority of the wider determinants of health.

#### **4. District/Borough Council Engagement**

- 4.1 Discussions have taken place with all Districts throughout the development of the plan. These occurred prior to the 2023 consultation, and more recently on the details of their local transport strategies and infrastructure requirements. All District Council's responded to the 2023 consultation and their feedback has been considered in those discussions with officers. Furthermore, the published draft full LTP will be accompanied by a 'You Said, We Did' report covering consideration of the main issues raised.

#### **5. Financial Implications**

- 5.1 Committed spend to date against DfT grant funding budget of £178,671, under section 31 of the Local Government Act 2003 to Kent County Council, has totalled £139,839. The grant was made for the sole purpose of preparing for a new LTP. Remaining budget will fund further public consultation, any further environmental assessment work needed following the consultation, and any further modelling and appraisal of the plan as part of its finalisation and onward implementation. Adoption of the LTP by County Council (post public consultation) will not commit the Council to funding the delivery of the plan which is dependent on securing external funding and the Council's Key Decision process.

#### **6. Legal implications**

- 6.1 As a statutory plan, the LTP must fulfil legislative requirements concerning Environmental Impact Assessment (EIA). The LTP has been prepared with a Strategic Environmental Assessment and Habitats Regulations Assessment, to consider the potential impact of the proposals on the environment. A Health Impact Assessment has also been undertaken as the LTP has developed and will also be published with the plan.

## **7. Equalities implications**

- 7.1 The new LTP has been prepared with input from an Equalities Impact Assessment (EqIA) to ensure the consideration of the policies and proposals that the Council chooses to promote in the new LTP and further KCC's efforts in fulfilling its statutory public sector equalities duty. The EqIA will be published with the draft plan for the public consultation exercise.

## **8. Governance**

- 8.1 Members will be provided further details of the draft full plan prior to the public consultation. Subject to consultation of the full draft Plan occurring and consideration of the outcome, the County Council will be asked to vote on its adoption. If any amendments are deemed necessary post adoption, the Plan will be amended in a process compliant with statutory requirements, any government guidance and the KCC constitution.

## **9. Conclusions**

- 9.1 The full draft LTP will set out a long term capital transport programme that delivers on the ambition of the Council and its strategy *Framing Kent's Future*. The plan will be balanced to ensure that all parts of the transport mix are covered and so best position KCC to take the opportunities for further funding.

## **10. Recommendation**

- 10.1 That the County Council notes progress on development of LTP5 and its expected return to County Council for a vote on its adoption following a summer public consultation exercise.

## **11. Background Documents**

- 11.1 Local Transport Plan 4 published on KCC website at [https://www.kent.gov.uk/\\_data/assets/pdf\\_file/0011/72668/Local-transport-plan-4.pdf](https://www.kent.gov.uk/_data/assets/pdf_file/0011/72668/Local-transport-plan-4.pdf) .
- 11.2 Environment and Transport Cabinet Committee September 2021 paper on proposed early review of LTP4 published on KCC website at <https://democracy.kent.gov.uk/documents/s105548/LTP5%20Report.pdf>
- 11.3 County Council July 2022 paper on development of the LTP. <https://democracy.kent.gov.uk:9071/documents/s112786/LTP5%20July%2022%20CountyCouncil.pdf>
- 11.4 Results of the 2023 public consultation. <https://letstalk.kent.gov.uk/23735/widgets/70451/documents/52605>

## 12. Officer Contact details

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## **Appendix 1 – Ambition, Outcomes & Objectives of draft Local Transport Plan**

### **Ambition**

We want to improve the health, wellbeing, and economic prosperity of lives in Kent by delivering a safe, reliable, efficient, and affordable transport network across the county and as an international gateway. We will plan for growth in Kent in a way that enables us to combat climate change and preserve Kent's environment.

We will do this by delivering emission-free travel by getting effective dedicated infrastructure to electrify vehicles, increase public transport use and make walking and cycling attractive. This will be enabled by maintaining our highways network and delivering our Vision Zero road safety strategy. These priorities will ensure our networks are future-proof, resilient and meet user needs.

### **Outcomes and their associated Objectives**

**POLICY OUTCOME 1:** The condition of our managed transport network is brought to a satisfactory level, helping to maintain safe and accessible travel and trade.

- **POLICY OBJECTIVE 1 A):** Achieve the funding necessary to deliver a sustained fall in the value of the backlog of maintenance work over the life of our Local Transport Plan.

**POLICY OUTCOME 2:** Deliver our Vision Zero road safety strategy through all the work we do.

- **POLICY OBJECTIVE 2 A):** Achieve a fall over time in the volume of people killed or very seriously (life-changing) injured occurring on KCC's managed road network, working towards the trajectory to reach zero by 2050.

**POLICY OUTCOME 3:** International travel becomes a positive part of Kent's economy, facilitated by the county's transport network, with the negative effects of international haulage traffic decreased.

- **POLICY OBJECTIVE 3 A):** Increase resilience of the road network serving the Port of Dover and Eurotunnel crossing, by adding holding capacity for HGVs across the southeast region to support establishment of a long term alternative to Operation Brock. This will remove reliance on these disruptive schemes and the burdens and impacts they create on the transport network and affected communities in Kent.
- **POLICY OBJECTIVE 3 B):** Increase resilience of the road network servicing the Port of Dover through delivery of the KCC bifurcation strategy including improvements to the M2 / A2 road corridor and its links to the M20 and a new Lower Thames Crossing for traffic towards the north.

POLICY OUTCOME 4: International rail travel returns to Kent and there are improved public transport connections to international hubs.

- POLICY OBJECTIVE 4 A): International rail travel returns to Ashford International and Ebbsfleet International stations, supported by the infrastructure investment needed at Kent's stations to ensure they provide secure and straightforward journeys across the border within the entry exit system.
- POLICY OBJECTIVE 4 B): A fall in the time it takes by public transport to reach international travel hubs compared to conditions in 2023.

POLICY OUTCOME 5: Deliver a resilient transport, future-proofed for growth and innovation, aiming for an infrastructure-first approach to reduce the risk of highways and public transport congestion due to development.

- POLICY OBJECTIVE 5 A): Strengthen delivery of our Network Management Duty to deliver the expeditious movement of traffic by using our new moving traffic enforcement powers and modernising the provision of on-street parking enforcement.
- POLICY OBJECTIVE 5 B): Reduce the amount of forecast future congestion and crowding on highways and public transport that is associated with demand from development by securing funding and delivery of our Local Transport Plan.
- POLICY OBJECTIVE 5 C): The prospects for the future of transport increase across the whole county, with new innovations in transport services having a clear pathway to trial or delivery in Kent.

POLICY OUTCOME 6: Journeys to access and experience Kent's historic and natural environments are improved.

- POLICY OBJECTIVE 6 A): Proposals in our Local Transport Plan are clearly evidenced in terms of their contribution in providing new, faster, or more inclusive access to historic and natural environment destinations in the county, with proposals targeting access to such locations where appropriate.

POLICY OUTCOME 7: Road-side air quality improves as decarbonisation of travel accelerates, contributing towards the pursuit of carbon budget targets and net zero in 2050.

- POLICY OBJECTIVE 7 A): Reduce the volume of carbon dioxide equivalent emissions entering the atmosphere associated with surface transport activity on the KCC managed highway network by an amount



greater than our forecast “business as usual” scenario. This means achieving a greater fall than those currently forecast of 9% by 2027, 19% by 2032 and 29% by 2037.

- POLICY OBJECTIVE 7 B): No area in Kent is left behind by the revolution in electric motoring, with charging infrastructure deployed close to residential areas, reducing barriers to adoption.
- POLICY OBJECTIVE 7 C): Proposals are clearly evidenced in terms of their contribution in providing lower emissions from transport in Air Quality Management Areas in the county.

**POLICY OUTCOME 8:** A growing public transport system supported by dedicated infrastructure to attract increased ridership, helping operators to invest in and provide better services.

- POLICY OBJECTIVE 8 A): We will aim to obtain further funding to deliver the outcomes our Bus Service Improvement Plan (or its replacement) beyond its current horizon of 2024/25. We will ensure that our Local Transport Plan proposals are clearly evidenced in terms of their contribution towards achieving our Bus Service Improvement Plan.
- POLICY OBJECTIVE 8 B): We will identify and support industry delivery of priority railway stations for accessibility improvements and route improvements to reduce journey times and improve reliability.

**POLICY OUTCOME 9:** Health, air quality, public transport use, congestion and the prosperity of Kent’s highstreets and communities will be improved by supporting increasing numbers of people to use a growing network of dedicated walking and cycling routes.

- POLICY OBJECTIVE 9 A): We will aim to deliver walking and cycling improvements at prioritised locations in Kent to deliver increased levels of activity towards the Active Travel England target and support Kent’s diverse economy, presented in a Kent Cycling and Walking Infrastructure Plan.

**POLICY OUTCOME 10:** The quality of life in Kent is protected from the risk of worsening noise disturbance from aviation.

- POLICY OBJECTIVE 10 A): We will make representations on behalf of the county’s population on airport expansion proposals which evidence impacts on our communities, to oppose their causes and secure mitigation of their effects.