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To: Cabinet – 4 April 2011

Subject: **A LOCAL TRANSPORT PLAN FOR KENT 2011-16**

Classification: Unrestricted

Summary and Recommendations

1. An overview of the County Council's proposed third Local Transport Plan 2011-16 is presented, explaining the Strategy approach to prioritise local transport improvements for the next five years and the corresponding Implementation Plans which will deliver the Strategy.

It is **recommended** that this proposed third Local Transport Plan for Kent 2011-16 be approved and adopted by the County Council.

Introduction

2. Kent County Council has a statutory duty to have a third Local Transport Plan (LTP3) in place by 1st April 2011, which replaces the current Local Transport Plan 2006-11. In its guidance, the previous government gave local authorities greater flexibility to decide what to include in their LTP3 and removed the requirements to meet nationally prescribed transport performance indicators. The intention is to make local authorities more accountable to local communities on the quality and delivery of local transport during the plan period.

Relevant priority outcomes

3. The third Local Transport Plan for Kent has been shaped by the County Council's recently launched 20 year Transport Delivery Plan for Kent – *Growth without Gridlock*. Growth without Gridlock outlines a high-level vision for the transport network needed in Kent to support planned growth in employment and housing. It clearly sets out the strategic transport solutions that are needed along with new and innovative means of funding these proposals. While the Spending Review in October 2010 confirmed that £1.5 billion will be made available for Major Schemes over the period 2011/12 to 2014/15, this is only available for existing committed schemes and for previously-submitted schemes awaiting full DfT appraisal. Therefore, while LTP3 will not directly fund the large strategic transport schemes that are identified, it supports many of the aims and aspirations contained within the 20 year plan and explains the links between these larger schemes and local transport improvements.

Financial Implications

4. The 2010 Comprehensive Spending Review confirmed that public sector funding for transport will be significantly reduced over the next four years and revenue funding, like capital, will come under significant pressure over the next five years. In response, the strategy outlined in the draft LTP was to seek support for a system of prioritising the Integrated Transport Schemes (transport schemes costing <£5 million) to those measures which will make the greatest contribution to local and national objectives and represent the best value for money. This approach is covered in the main body of this report. Highway maintenance schemes will continue to be prioritised using the formulae set out in KCC's emerging Transport Asset Management Plan.
5. During the draft LTP3 consultation period, the Cabinet Member for Environment, Highways and Waste decided to continue with the successful Members Highway Fund during LTP3 and he was also keen that Crash Remedial Measures continue to be funded. In addition, the A2 Slip Road at Canterbury which has already commenced on site requires funding from the first two years of LTP3. This is set out in the County Council's Medium Term Financial Plan 2011-13 which is summarised below:

	Final Allocation £'000		Indicative Allocation £'000		Estimate £'000
	2011-12	2012-13	2013-14	2014-15	2015-16
IT Investment Plan					
Members Highway Fund	2,200	2,200	2,200	2,200	2,200
Crash Remedial Measures	500	500	500	500	500
A2 Slip Road, Canterbury	670	56			
Integrated Transport Schemes < £1m	2,478	2,466	2,324	2,558	2,558
Total	5,848	5,222	5,024	5,258	5,258
Highways Maintenance Investment Plan					
Highways Maintenance	26,907	31,797	30,516	27,633	27,633

Legal Implications

6. The Local Transport Act 2008 places a statutory duty on local authorities to prepare a Local Transport Plan (LTP). The announcement by the Coalition Government of its Local Transport Settlement at the end of 2010 and the timing of Cabinet and Full Council has meant that an approval should result in an adopted LTP3 being in place during the first week of April 2011.

Main body and purpose of report

LTP3 Strategy

7. During the summer of 2010, KCC's Transport Policy Team prepared a draft LTP3 to form the basis for public consultation, which took place between October and December 2010. The draft LTP3 was structured around five themes based on the previous Government's five National Transport Goals as set out in the LTP3 Guidance, but made relevant to Kent:
 - Growth Without Gridlock;
 - A Safer and Healthier County;
 - Supporting Independence;
 - Tackling a Changing Climate; and,
 - Enjoying Life in Kent.
8. The approach taken was that the draft LTP3 Strategy should propose a system of prioritising the Integrated Transport Schemes to those measures which will make the greatest contribution to local and national objectives and represent the best value for money. Different ways of doing this were considered and a preferred option was chosen which splits funding between the five LTP3 Themes (budget allocation) and then focuses the investment under each Theme to those areas and locations where the challenges are most acute (spatial distribution). It was subsequently supported by the EHW POSC on 14th September 2010 and formed the basis of the draft LTP3 that went out for consultation on 4th October 2010. A summary of this approach is shown in Appendix 1.

LTP3 Implementation Plans

9. The Local Transport Act 2008 requires that LTPs contain an Implementation Plan which sets out the proposals for delivery of the objectives contained in the Strategy.
10. Because schemes funded under the Members Highway Fund and Crash Remedial Measures are prioritised annually based on local support and the severity of crashes respectively, they will not be prioritised through the budget allocation/spatial distribution method and will be presented in their own Implementation Plans. This leaves the residual Integrated Transport Schemes to be assessed using this approach and an Implementation Plan for each of the LTP3 Themes is proposed.
11. The challenge with preparing an Implementation Plan of schemes is attaining the balance between setting out clear priorities and measures while allowing local decision making to respond to changing needs during the five year period. For the purposes of presentation in the LTP3, it is proposed to show the budget for each Theme per year as per the methodology. However, the distribution of funding to specific scheme types and areas within each Theme will only be specified for the total five year period, allowing flexibility within individual years on the range of schemes actually implemented under each Theme. This is shown in Appendix 2.

12. There will also be a further Implementation Plan for Highways Capital Maintenance.

Consultation and Communication

13. The draft LTP3 was posted on KCC's website on 4th October 2010 and a letter was sent to over 200 stakeholders, informing them of this and asking them to submit their comments. A 12 week consultation period was specified with a closing date of 31st December 2010. It was discussed with Cabinet Members at a meeting on 8 November 2010. Consultation included colleagues in the other KCC Directorates and KCC's various strategies such as Living Later Life to the Full and 21st Century Kent have influenced and shaped this Plan.
14. When the consultation closed, 60 responses had been received. The majority of comments related to specific points of emphasis and a clearer reference to certain initiatives being pursued by others. There was also a recognition that the local transport planning landscape has shifted significantly in the interim, particularly as *Growth without Gridlock - A Transport Delivery Plan for Kent* was launched on 1st December 2010 and that a significant level of updating for the final LTP3 is required.
15. The main concern raised was the priority given to the Growth Areas and Growth Points under the LTP3 theme of Growth Without Gridlock to which 45% of Integrated Transport funding is allocated. There was a corresponding high level of support from those areas that would benefit from this allocation. It was also argued by a number of correspondents that the proposed spatial distribution for Supporting Independence to the coastal urban areas of East Kent precludes disadvantaged areas in rural areas and in Mid and West Kent. KCC's response is that if the allocation relating to housing, employment and deprivation is considered on a ward by ward basis, funding would be spread across the County, moving away from a focused approach where the delivery of complementary packages of schemes can collectively deliver greater benefits. Also, the Members Highway Fund will ensure that LTP3 funding reaches all parts of the County in response to local need. EHW POSC continued to support this approach at their meeting on 18th January 2011.
16. Other comments related to the inclusion of major transport infrastructure which though not funded by LTP funding, would conflict with many of the aims of the LTP relating to reducing carbon emissions and reliance on the private car and minimising the detrimental impact on protected environmental areas. Representations were received from Essex County Council and Thurrock Council, objecting to the route shown on page 74 of the draft LTP3, linking the proposed Lower Thames Crossing East of Gravesend to the M11. This line, which was for indicative purposes only, has been removed from the final LTP3 document.

Risk and Business Continuity Management

17. The requirement to prepare an LTP3 Implementation Plan(s) for five years presents the risk of raising public expectations on the level of local transport improvements that will be implemented. It is extremely difficult to predict the

longer term spending pressures that the County will face in the future and therefore there is a risk that the level of measures identified in the Plan(s) are not implemented.

Sustainability Implications

18. Transport has a huge impact on the environment. There has been a 54% increase in carbon dioxide emissions from domestic transport sources since 1980 and emissions from transport could rise to 30% of UK emissions by 2022. Transport also has an impact on communities through noise and severance as well as the impact on habitats through new and existing transport infrastructure. This LTP3 recognises this and 15% of funding is specifically allocated to measures that tackle climate change, by supporting low emission forms of transport and offering better choice for walking, cycling and public transport. These modes are also promoted under many of the other LTP3 Themes such as Supporting Independence and Enjoying Life in Kent as well as measures that Kent Highway Services and other partners are implementing to reduce their carbon footprint.

Conclusion

19. The proposed Local Transport Plan for Kent 2011-16 is a sensible and reasonable response to the current financial situation and it provides a clear and coherent framework to guide decision making during the period of Kent's third Local Transport Plan.
20. The Plan has been made available to the Chairman and Lead Spokesmen of Cabinet Scrutiny Committee, and two copies have been placed in the Members lounge. Further copies are available upon request to the named contact officer below, and the plans will be accessible on the KCC website (kent.gov.uk).

Recommendation

- 21 It is recommended that this proposed third Local Transport Plan for Kent 2011-16 be approved and recommended for adoption by the County Council.

Background Documents

KCC, Local Transport Plan for Kent 2011-16: Draft for Consultation, Oct. 2010

KCC, Growth without gridlock: A transport delivery plan for Kent, December 2010

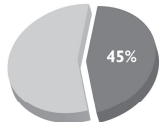

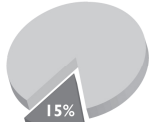



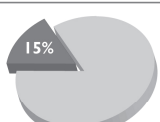

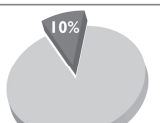

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Appendix 1: Proposed Budget Allocation/Spatial Distribution Methodology for Integrated Transport Measures

Budget allocation/spatial distribution methodology

LTP3 Theme	Budget allocation	Spatial distribution	Scheme type	Value for money assessment
Growth Without Gridlock		 Growth Areas and Growth Points	Schemes that support housing and employment	1* - Access road 2 - Bus rapid transit 3 - Cycle route 4 - Traffic management
A Safer and Healthier County		 Problem sites	Schemes that tackle road casualties, air pollution, poor health etc.	1 - Safety schemes 2 - Safe routes to school 3 - Walking routes 4 - Bus route to hospital
Supporting Independence		 Disadvantaged areas (East Kent coastal towns)	Schemes that provide access to jobs and services for those without access to a private car	1 - Bus improvements 2 - Walking and cycling 3 - Community transport 4 - Public information
Tackling a Changing Climate		 Urban areas	Schemes that promote low emission travel	1 - Low emission vehicles 2 - Travel Plans 3 - Kent Freedom Pass 4 - Walking and cycling
Enjoying Life in Kent		 Countywide	Schemes that improve access to opportunities and reduce impact of transport on Kent and it's communities	1 - Public rights of way improvements 2 - Public realm 3 - Lorry management 4 - Journey planner

* - Indicative scheme types for illustration only

Appendix 2: Proposed Budget Allocation per LTP3 Theme 2011-16

	2011-12 £'000	2012-13 £'000	2013-14 £'000	2014-15 £'000	2015-16 £'000	Total £'000
Integrated Transport Schemes <£1m	2,478	2,466	2,324	2,558	2,558	12,384
Growth without Gridlock @ 45%	1,114	1,110	1,046	1,150	1,150	5,570
A Safer and Healthier County @ 15%	372	370	349	384	384	1,859
Supporting Independence @ 15%	372	370	349	384	384	1,859
Tackling a Changing Climate @ 15%	372	370	349	384	384	1,859
Enjoying Life in Kent @ 10%	248	246	231	256	256	1,237