

Transportation and Safety Package Programme 2007/08

A report by the County Transportation Manager to the Highways Advisory Board on 6 March 2007

Introduction

1. In December 2006 the County Council received its Local Transport Plan (LTP) capital settlement. Part of this settlement was an allocation of £11,693,000 of borrowing approvals and grant to implement Integrated Transport (IT) schemes in 2007/08. The Council's budget has been determined by the County Council and it was agreed that borrowing should be capped at the level at which the borrowing is supported by additional funds the County Council receives from Government and the additional £1,000,000 of borrowing approvals related to the Dartford Crossing would not be taken up. The total IT allocation for 07/08 is therefore **£7,239,000**, 23% less than for 06/07.
2. This report details how the IT schemes allocation is proposed to be spent on implementing Kent's Transportation and Safety Package Programme. A summary of these allocations together with County-wide schemes is shown in **Appendix 1**.

Priorities for Funding

3. Under the LTP2 Kent now receives its allocation based on the Government's formulaic approach to allocating Integrated Transport Block Capital comprising: congestion, public transport usage, road casualty statistics, accessibility and air quality. These are based around delivering shared priorities agreed between the Government and the Local Government Association (LGA). Depending on Kent's ability to deliver schemes to meet LTP objectives funding in future years can be increased or reduced by up to 25%, should it be decided to take up the full allocation. Accordingly, and to maximise inward investment, a more rigorous procedure has been developed to deliver schemes which will result in a successful LTP.
4. The 2007/08 programme has been developed according to a Design Guide Model (DGM), previously titled BAM, which uses Kent's shared priority objectives to guide the development of schemes. These objective areas and the guide allocation of funds to meet them are: congestion (30%), public transport (25%), road safety (20%), accessibility (20%) and air quality (5%). The proportions have been set in consultation with the Cabinet Member for Environment, Highways and Waste. Future programmes are being developed through a scheme prioritisation and delivery monitoring methodology (PIPKIN). BAM and PIPKIN were reported to this Board on 11 July 2006 and were then approved by the Cabinet Member for Environment, Highways and Waste.

The 2007/08 Programme

5. Ultimately PIPKIN will enable a single prioritised programme of schemes to be developed. The 07/08 programme represents a transition towards this.
6. The Transportation and Safety Package Programme (TSP) is shown in detail in **Appendix 2**. Key elements are as follows:

Transportation and Safety Package Programme 2007/08

- Casualty Reduction Measures - **£1,030,640** is proposed to implement 28 schemes to reduce the severity and number of casualties on Kent's roads. Schemes are assessed against strict casualty reduction criteria and help the Council meet corporate manslaughter obligations. It is estimated that these measures will save some **33** KSIs per year. There are other schemes within the programme which include a road safety benefit, such as signing and traffic calming
 - Kent Traffic Management Centre (TMC) - **£500,000** to extend the congestion monitoring and management capabilities of the TMC, improve co-ordination with the Highways Agency and develop the public facing Kent Traffic and Travel web site. A further **£500,000** is proposed to install number plate recognition cameras on key routes into Maidstone to calculate up to the minute journey times and give route guidance information to drivers on roadside variable message signs.
 - Smarter Choices/ Safer Routes to School – **£152,500** to implement elements of the Kent Smarter Choices initiative linked to delivering improved pedestrian and cycle routes to school. Kent is on course for 350 (55%) of its schools with Travel Plans by April 2007 to tackle school run congestion and promote health. The funding will facilitate safer routes to support exemplar School Travel Plans.
 - Interactive Speed Signs - **£50,000** to erect 10 signs to promote compliance with speed limits at key points on the network.
 - Pedestrian Crossings to be DDA compliant – **£100,000** split 50:50 for upgrading controlled and uncontrolled pedestrian crossings in Kent. The uncontrolled crossings generally comprise dropped kerbs and have been identified in town centre audits through the Kent Disability Reference Panel. The funds will be used in the Swale area as part of a rolling programme across the county. These schemes help KCC meet nationally set performance indicators and ensure compliance with the Disability Discrimination Act.
 - Public Transport Information – **£75,000** to implement capital elements of the Kent Public Transport Information Strategy. This will deliver upgraded stops and improved roadside information for 3 public transport corridors/ interchanges comprising Tonbridge to Tunbridge Wells in line with significant investment planned by Arriva at principal bus/rail interchanges and in Dover, Shepway and Canterbury complimenting Stagecoach's new investment. The Public Transport Information Strategy will help to improve bus user satisfaction in line with national performance indicators.
 - Quality Bus Partnership Infrastructure – **£600,000** contribution to emerging partnerships in Ashford and Dover and to successful partnerships including Thanet and Canterbury, which have increased bus patronage through a step change in service provision. Bus patronage has a direct impact on Kent's CPA rating and subsequent funding allocations.
7. All the schemes listed in this report will be reported to the appropriate Joint Transportation Boards and all schemes should be disclosed in local land charge searches.

Transportation and Safety Package Programme 2007/08

Conclusions

8. A balanced transport system, with good quality travel options for all is essential to combat congestion and counter the negative impacts of traffic growth. The Transportation and Safety Package Programme is central to delivering outcomes set out in the Vision for Kent, *Towards 2010* and the Local Transport Plan. Implementation of the programme, even at the reduced level of funding, will help KHS tackle congestion, increase bus patronage, improve facilities for pedestrians and cyclists as well as mitigating the impacts of traffic through traffic calming and speed management schemes.
9. As well as contributing towards KCC objectives, there is a high demand for TSP schemes locally. Kent has been commended for delivering these schemes, which have helped achieve increased usage of sustainable modes. Kent CPA rating has improved as a direct consequence of increasing bus patronage and better information.

Recommendations

10. Subject to the views of this Board it is proposed to recommend to the Cabinet Member for Environment Transport and Waste that:
 - i) the Transportation and Safety Package Programme allocations shown in Appendix 1 are approved, and
 - ii) the schemes listed in Appendices 1 and 2 are implemented in 2007/08.

Contact Officer: David Joyner 01622 696852