

# **Transportation and Safety Package Programme 2008/09**

A report by the Head of Transport & Development Planning to the Highways Advisory Board on 18 September 2007.

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## **Introduction**

1. Kent County Council's (KCC) local transport funding for 2008/09 was determined by the Department for Transport (DfT) in December 2006 as part of its assessment and settlement announcement regarding Kent's transport strategy, the Local Transport Plan (LTP). This funding has been provided to support local transport schemes that deliver the LTP, which itself sets out the County Council's approach to achieving a number of key transport objectives, including:
  - Improve access to key services by sustainable modes of transport;
  - Tackle the occurrence of peak hour congestion, particularly in larger urban areas;
  - Improve road safety by reducing the number of people killed or seriously injured on Kent's roads;
  - Improve local air quality, particularly in designated Air Quality Management Areas (AQMAs).

## **Funding - 2008/09**

2. Kent's LTP funding for 2008/09 includes a capital allocation of £12.883M, which consists of borrowing approvals and grant and is specifically for the implementation of Integrated Transport (IT) schemes. As a Floor Authority, KCC has determined that this allocation should be capped at a level to which the borrowing element can be fully supported. Therefore, the actual funding allocation for 2008/09 has been determined by the County Council's Medium Term Financial Plan and is subsequently set at £9.1M for 2008/09. Whilst this lower allocation represents a shortfall when compared to the Government's initial LTP settlement for 2008/09, it does represent a significant increase in scheme funding for Kent when compared to previous years; in 2007/08, funding was set at £7.3M.
3. This report provides a summary of the 126 schemes that make up the proposed Transportation and Safety Package Programme for 2008/09 and provides details of how Kent's £9.1M investment programme will be allocated across the County. The schemes proposed for 2008/09 are presented in order of District and include the individual PIPKIN Score, Scheme Priority Rating and Scheme Rank (out of 126 schemes) and are shown in **Appendix 1**.

## **Scheme Prioritisation (PIPKIN)**

4. The proposed Transportation and Safety Package Programme for 2008/09 represents a significant milestone in determining Kent's local transport priorities and establishing local investment programmes in that it has been devised using Kent's Scheme Prioritisation Methodology, PIPKIN.

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5. A report outlining the principles and a proposal to implement PIPKIN was presented to the Highways Advisory Board (HAB) in July 2006, and was approved by the Cabinet Member for Environment, Highways and Waste on the strength of the recommendations of this Board. The introduction of PIPKIN has determined that all scheme proposals must be subjected to a formal assessment and be prioritised in accordance with their likely impact and wider contribution towards Kent's strategic and local transport objectives. PIPKIN also provides the County Council with the ability to assess an infinite number of schemes and between February and May 2007, the County Council formally assessed and prioritised a list of 286 scheme contenders. The cumulative build cost of these schemes equates to more than £20M. The proposed Transportation and Safety Package Programme for 2008/09 includes the top priority schemes from the initial list of 286 schemes.
6. Following the formal scheme assessment phase the initial outputs of PIPKIN were subjected to a process of validation and moderation. In June 2007, a team of PIPKIN users was tasked with validating the inputs and outputs of the model to ensure the accuracy of each scheme assessment and to ensure that schemes were prioritised in a consistent manner. In July 2007, the proposed list was presented to the Cabinet Member for Environment, Highways and Waste and to the Director of Kent Highway Services (KHS) for their initial comments.
7. A further benefit of the PIPKIN process is that it is closely aligned to the Transforming KHS programme delivery timetable. The emerging delivery timetable requires the annual Transportation and Safety Package Programme to be presented to this Board earlier in the scheme concept, design and build process. Therefore the proposed programme for 2008/09 is presented to this Board in September 2007, rather than in March 2008.

### Priorities for Funding

8. Kent's scheme priorities for 2008/09 provide ongoing investment in urban traffic management measures, including UTMC in Maidstone and Canterbury and support for local public transport services, particularly in Quality Bus Partnership (QBP) areas. The proposed schemes also include an evidence based programme of Casualty Reduction Measures (CRMs) and support for continued investment in sustainable transport measures including Smarter Choices initiatives.
9. The proposed programme includes:
  - Continuation of Kent's pilot **UTMC** project, which has already delivered the County's Traffic Control Centre in Maidstone. (Funding in 2008/09 - £500K).
  - Phase 1 of improvements to the Maidstone **Bridge Gyrotory System**. (£300K).
  - Phase 1 funding for improvements to the **A2 Slip Roads** in Canterbury. (£650K).
  - Public Transport Infrastructure improvements to provide **bus priority** in Ashford, thereby supporting the delivery of the Warren Park and Ride site and delivery of SMARTLINK. (£250K).
  - Funding for the development of **UTMC across Kent** and targeted funding to support the evolution of UTMC in Canterbury. (£250K, Countywide) and (£400K, Canterbury).
  - Investment in **Quality Bus Partnership** (QBP) initiatives in Ashford, Canterbury, Maidstone and Thanet and Tunbridge Wells. (c.£1.5M).

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- Improved access to key services by **sustainable transport** modes, including; improved bus and pedestrian access to QEOM Hospital, Thanet, improved access to schools through a countywide programme of Safer Routes to Schools and Smarter Choices initiatives. (c.£1M).
- Investment in **road safety** initiatives through a targeted programme of Countywide Casualty Reduction Measures (CRMs). (£360K).

### Conclusion

10. The proposed Transportation and Safety Package Programme for 2008/09 represents a balanced programme of investment for Kent. The schemes presented above demonstrate the strategic nature of the proposed programme. A key strength of the PIPKIN process and therefore the programmes of investment derived from it, is that whilst PIPKIN recognises the need to tackle strategically important issues it also recognises the genuine need to tackle local priorities. This feature has enabled KCC to provide ongoing investment to improve access to local services and promote and support local sustainable travel initiatives; including public transport, walking and cycling. This approach also enables Kent to prioritise local safety schemes using local data relating to personal injury crashes.

### Recommendations

11. Subject to the views of this Board, it is proposed to recommend to the Cabinet Member for Environment, Highways and Waste that:
- (i) the proposed Transportation and Safety Package Programme for 2008/09 (as shown in Appendix 1) be approved;
  - (ii) this Board provides on going support for the development and application of Kent's Scheme Prioritisation Model, PIPKIN;
  - (iii) the Joint Transportation Boards receive a report on the approved schemes for their area.,

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Background Papers:

HAB 11 July 2006. ITEM 10.