

From: Matthew Balfour, Cabinet Member for Environment and Transport
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To: Environment and Transport Cabinet Committee – 8 July 2016

Subject: Local Transport Plan 4: Delivering Growth without Gridlock (Consultation Draft)

Classification: Unrestricted

Past Pathway of Paper: N/A

Future Pathway of Paper: Cabinet Member Decision

Electoral Division: All divisions

Summary:

Kent County Council (KCC) has a statutory duty to have a Local Transport Plan (LTP). The current LTP3 (2011-16) needs to be replaced. This report sets out a draft LTP4 (2016-31), which is appended to this report. It incorporates a refresh of Growth without Gridlock (Kent's Transport Delivery Plan) and will be aligned with the Growth and Infrastructure Framework (GIF) and the South East Local Enterprise Partnership's (SELEP) Strategic Economic Plan (SEP). In addition, transport Strategies that support districts' Local Plans should have regard for the policies and priorities within a LTP.

LTP4 includes nationally important strategic priorities (such as a new Lower Thames Crossing and a solution to Operation Stack), countywide priorities and priority transport schemes in each district. The local priorities pages for each district have been developed through close working with the district/borough councils. Kent-wide priorities (such as road safety, highway maintenance, and our policy on aviation) are also prominent in the LTP, as is an explanation of funding sources and how LTP4 will be used as a basis to bid for future funding streams.

The draft LTP will be subject to a statutory 12-week public consultation alongside a Strategic Environmental Assessment (SEA) report, which is currently being prepared. Following consideration of consultation responses and the SEA, a revised LTP4 will be brought back to Cabinet Committee later in the year for further comment before consideration by Cabinet to recommend it to County Council for adoption.

Recommendation:

The Cabinet Committee is asked to consider and endorse the draft content of Kent County Council's Local Transport Plan 4: Delivering Growth without Gridlock (2016-2031) for public consultation.

1. Introduction

- 1.1 Kent County Council (KCC) is in the process of developing a new Local Transport Plan, as the current Local Transport Plan (LTP3) is dated 2011-16. Under the Local Transport Act 2008, it is a statutory requirement for KCC to have a Local Transport Plan (LTP) in place, although the Act allows Local Transport Authorities (LTAs) the freedom to replace LTPs as and when they see fit rather than requiring a five year planning horizon as stipulated in the previous legislation (Transport Act 2000). The LTP is a critical tool in supporting and facilitating sustainable growth and in assisting Kent to attract investment from national government to priority transport schemes. It is thus vital that KCC has a robust LTP in place.
- 1.2 The existing LTP3 is a five year plan (2011-16), and as such, is relatively short-term in horizon and focus. The current refresh provides an opportunity for KCC to produce a new longer-term plan. This will enable the Council to take a strategic view of transport to better support the county's growth ambitions. It is therefore proposed that this draft LTP (LTP4) spans the period to 2031 to align with the time period of the Kent and Medway Growth and Infrastructure Framework (GIF).
- 1.3 It is also an opportunity to integrate LTP4 with Kent's transport delivery plan, Growth without Gridlock (GwG). GwG was produced in December 2010, separate to LTP3, that set out the strategic aims for transport to support economic growth in Kent over a 20-year period. Many of the ambitions of that strategy have been achieved or significant progress made in the six years since publication, so a refresh provides an opportunity to recognise this progress and to reaffirm and refresh KCC's strategic transport priorities. Therefore, it is proposed to integrate a refresh of GwG within LTP4 so that KCC has one transport policy document covering both strategic and local transport priorities.
- 1.4 Critically, the Kent and Medway Growth and Infrastructure Framework (GIF) will feed into LTP4. The GIF identifies the county's infrastructure needs to support planned growth to 2031 and is a critical evidence base for LTP4. Transport priorities identified in LTP4 reflect those identified in the GIF.
- 1.5 As well as the evidence base from the GIF, a range of internal stakeholders across KCC were consulted in developing the draft LTP4. These partners included officers from Highways, Transportation and Waste, Education, Public Health, and Environment, Planning and Enforcement teams. An informal Member Task and Finish Group was established, with one representative from each political group sitting on the Environment and Transport Cabinet Committee. The objective of this advisory group was to provide a steer on the formation of the LTP.
- 1.6 Importantly, districts have also been extensively consulted regarding their own transport priorities, and the views of the Kent and Medway Economic Partnership (KMEP) have been taken into account.

2. Summary of Local Transport Plan 4: Delivering Growth without Gridlock (2016-2031) (Consultation Draft)

2.1 The ambition set out in LTP4 is “**To deliver safe and effective transport, ensuring that all Kent’s communities and businesses benefit, the environment is enhanced and economic growth is supported.**” The draft LTP takes an outcomes-based approach and all transport schemes should achieve at least one of the five outcomes, as follows:

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

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.

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

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

3. **Safer travel:**

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.

4. **Enhanced environment:**

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

5. **Better health and wellbeing:**

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

2.2 **Appendix A** is the draft LTP4 which broadly follows the same structure as the original GwG document. It is set out into three main sections: ‘Transport in Kent’, ‘transport priorities’ (Strategic, Kent-wide, and district) and ‘Our Funding Sources’. The summary structure of LTP4 is set out as follows:

- **Foreword** – Sets out the context for the LTP4, including Kent’s ambitious targets for growth. 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 KCC and partners will do to make sure transport is playing its part in making Kent a great place to live, work and do business.
- **Transport in Kent** – Sets out the KCC’s achievements, anticipated growth, the background to our transport issues, roles and responsibilities, links to the South East Local Enterprise Partnership (SELEP) and the policy context of the Plan. It also outlines our ambition for transport, our strategic outcomes and their supporting policies (see paragraph 2.1 above).
- **Strategic priorities** – Sets out KCC’s strategic transport priorities, which is essentially an update of ‘Growth without Gridlock’. This section includes delivering growth in the Thames Gateway (to include A2 Bean and A2 Ebbsfleet junction upgrades and Crossrail extension), a new Lower Thames Crossing, bifurcation of port traffic, port expansion at Dover, a solution to Operation Stack, Journey Time Improvements and Thanet Parkway Rail Station, Ashford

International Station signalling, and rail and bus improvements (by working with bus operators and influencing the rail franchise).

- **Kent-wide priorities** – Sets out our approach to road safety, highway maintenance, home to school transport, active travel and our policy on aviation.
- **District priorities** – Sets out district transport schemes that have been identified as necessary in each district by the GIF, schemes funded by Local Growth Fund (LGF), schemes identified in the South East Local Enterprise Partnership (SELEP) Strategic Economic Plan (SEP), and priority future schemes identified by the districts. We have worked closely with each district/borough council in preparing this section.
- **Our Funding Sources** – Sets out what funding sources are available and alternative funding strategies. These alternatives include 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. In addition, LTP4 will be used to bid for future funds as and when they become available.
- **Technical annexes** - Comprising a prioritisation method for the Integrated Transport Programme (ITP) (small-scale local transport schemes), the implementation plan for the ITP, and the implementation plan for the Crash Remedial Measures (CRM) Programme.

2.3 A period of engagement with district/borough councils has been completed, which has led to the completion of the 'District Priorities' section and agreement on the wording and schemes listed for each area. These priority schemes have been considered for inclusion in the current LGF bid for Kent and Medway and will be used for future funding opportunities,

3. Next Steps

- 3.1 The draft LTP4 is required to have an accompanying Strategic Environmental Assessment (SEA), which has been commissioned. The SEA will then be subject to a statutory 12-week public consultation alongside the draft LTP4. Following the consultation, the LTP will be updated after taking into account the findings of the SEA and the consultation responses. After this is completed, a revised LTP4 will be brought back to Cabinet Committee for further comment before consideration by Cabinet to recommend it to County Council for adoption.
- 3.2 The Department of Transport (DfT) Guidance on Local Transport Plans (July 2009) identifies the following statutory consultees in the Local Transport Act (2008): bus operators, Highways Agency (now Highways England), lower tier authorities, public transport users group and rail operators. Key contacts for all of these consultees have been identified and will be emailed upon the consultation launch. The email will direct them to the KCC Consultation Directory, where they may read the draft LTP, complete a consultation questionnaire or request additional documents.
- 3.3 Other significant consultees identified in the DfT Guidance include (although not limited to) airports and ports, Community Rail Partnerships (CRPs), disabled person groups, environmental Non-Government Organisations (NGOs), Freight Transport Association (FTA), local access forums, local businesses and business groups, e.g. Chambers of Commerce, universities, neighbouring authorities, parish and town

councils, statutory environmental bodies (Natural England, Environment Agency and English Heritage). Key contacts for these groups will be identified and contacted directly upon launch of the consultation. Other key stakeholders identified by the Transport Strategy Team include: the DfT, Clinical Commissioning Groups (CCGs), Kent Police, the Port of Dover, Eurotunnel, Road Haulage Association (RHA), the Kent Association of Local Councils (KALC), the Kent Downs Area of Outstanding Natural Beauty (AONB), the Kent and Medway Economic Partnership (KMEP) and the SELEP. All will receive an email directing them to the KCC Consultation Directory.

- 3.4 A copy of the draft LTP and the consultation questionnaire will be provided to all KCC Members. The Transport Strategy Team will also provide copies of the LTP and questionnaire to Kent's 12 District Councils, 11 Gateways and 99 Libraries. Posters and postcards will be available at each of these locations to encourage the public to respond. Community Wardens and Community Liaison Officers will also be supplied with these consultation materials.
- 3.5 The KCC Press Office is preparing a general press release upon the launch of the consultation. Additional press releases will be made for each of the 12 districts. KCC will also publicise the consultation through on the kent.gov homepage and through its social media accounts. Kent Businesses will also be informed of the consultation through the KCC Business Newsletter.
- 3.6 All 12 Joint Transportation Boards (JTBs) will be offered a report on the draft LTP. The Transport Strategy Team will also attend the Kent Youth County Council (KYCC) in September to present the draft LTP and listen to the views of the KYCC.
- 3.7 Completed consultation questionnaires and other written responses will be analysed and a consultation report produced that summarises organisations' and the public's responses to the draft LTP. This will be reported alongside a revised LTP to this Cabinet Committee as described in paragraph 3.1 above.

4. Financial Implications

- 4.1 The estimated cost of the completed SEA is £35,242, of which £6,756.86 has been spent on the Scoping Report during the last financial year. The SEA has been commissioned through the Amey Technical and Environmental Services Contract (TESC).
- 4.2 The estimated cost of the consultation is in the region of £2,500 (excluding officers' time). This includes the cost of printing the consultation materials: LTP drafts, questionnaires, posters and postcards.

5. Legal Implications

- 5.1 There is a legal requirement for KCC to have a Local Transport Plan and a legal requirement for KCC to consult on the proposed Plan.

6. Equalities Implications

- 6.1 The LTP4 has been subject to an Equalities Impact Assessment (EQIA) demonstrating that LTP4 will not have an adverse impact on any group with protected characteristics. All relevant stakeholders will be invited to respond to the consultation.

7. Other Corporate Implications

- 7.1 The draft content of Kent County Council's Local Transport Plan 4: Delivering Growth without Gridlock (2016-2031) meets the objectives of '*Increasing Opportunities, Improving Outcomes: Kent County Council's Strategic Statement (2015-2020)*' in that it helps to achieve a number of the supporting outcomes:

- supporting Kent business growth by enabling access to jobs through improved transport;
- supporting well planned housing growth;
- protecting and enhancing Kent's physical and natural environment;
- helping children and young people have better physical and mental health;
- giving young people access to work, education and training opportunities; and
- helping older and vulnerable residents feel socially included.

8. Governance

- 8.1 The Forthcoming Executive Decision by the Cabinet Member for Environment and Transport to adopt Kent County Council's Local Transport Plan 4: Delivering Growth without Gridlock (2016-2031) will be governed by the Executive Scheme of Delegation for Officers set out in Appendix 2 Part 4 of the Constitution (and the directorate schemes of sub-delegation made thereunder). This provides the governance pathway for the implementation of this decision by officers as it specifies at 1.9 of the scheme that once a Member-level decision has been taken, the implementation of that decision will normally be delegated to officers.
- 8.2 In this instance, the Transport Strategy Manager is the lead officer seeking to ensure that all such steps as are necessary to implement the decision are undertaken.

9. Conclusion

- 9.1 The Local Transport Plan (LTP) is a statutory Plan which must be subject to consultation. The draft Local Transport Plan 4 (LTP4): Delivering Growth without Gridlock (2016-2031) (attached at Appendix A and summarised in Section 2 of this report) sets out Kent County Council's overarching transport policy and the strategic outcomes that all transport schemes must achieve. It also includes the strategic schemes that KCC supports and priorities in each district.

10. Recommendation:

- 10.1 The Cabinet Committee is asked to consider and endorse the draft content of Kent County Council's Local Transport Plan 4: Delivering Growth without Gridlock (2016-2031) for public consultation.

11. Background Documents

[Local Transport Plan 4: Delivering Growth without Gridlock \(Consultation Draft\)](#)

12. Contact details

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