



**KENT  
COUNTY  
COUNCIL**

# LOCAL TRANSPORT PLAN 4: DELIVERING GROWTH WITHOUT GRIDLOCK



**DRAFT Consultation Report  
December 2016**

# Consultation Report

## Local Transport Plan 4: Delivering Growth without Gridlock 2016 – 2031

### Executive Summary

Overall the draft *Local Transport Plan 4: Delivering Growth without Gridlock* (LTP4) was well-received. The number of responses was substantial for a consultation of this type and it was likely boosted by the prominence of large-scale transport projects in the public eye over the last year (Lower Thames Crossing, Operation Stack lorry area, Heathrow 3<sup>rd</sup> runway), development sites across the county, and the recent Active Travel Strategy consultation. Consequently, the consultation was also used as a platform to raise general transport concerns.

The consultation responses showed general agreement with the draft LTP4, particularly the strategy parts of the document – the Ambition, Outcomes and Supporting Policies. Of the questionnaire responses, 63% agreed with the Ambition and over 70% agreed with each of the Outcomes and Policies (except Outcome 4 where 66% of respondents agreed). The named transport priorities in the plan at all levels (strategic, Kent-wide and district) proved more contentious but nevertheless there was a greater extent of agreement than disagreement. Analysis has shown that where respondents disagreed with a Strategic Priority they tended to be from an area that would be directly affected, and the same effect is likely for the district priorities.

There were many suggestions for new strategic or district priorities, which will all be assessed and considered for inclusion in the revised LTP4. There were also a number of running themes throughout the consultation questionnaire where specific concerns were repeatedly raised. These included the future of Manston Airport, the inclusion of the Sevenoaks Cycling Strategy, and the Alkham Valley Road, amongst others.

Stakeholders, including the district councils, were broadly supportive of LTP4 but a range of comments were made that related to their specific area of interest. For example, Gravesham Borough Council do not support the Lower Thames Crossing proposals so they requested that this is made clearer in LTP4, the Kent Downs Area of Outstanding Natural Beauty (AONB) requested that more reference is made to the environmental impact on AONBs, and Kent Police wanted regard to be given to self-enforcing speed limits where these schemes are implemented.

The results of the consultation will be considered in detail as the plan is revised.

## **1. Introduction and Background**

A Local Transport Plan 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 a statutory requirement under the Transport Act 2000, as amended by the Local Transport Act 2008, for Kent County Council (KCC) to have a plan in place.

The previous plan, *Local Transport Plan 3 (2011 – 2016)*, sat alongside KCC's other key transport policy document *Growth without Gridlock (2010)*. This 20-year transport delivery plan set out the strategic transport priorities for the county and how they should be delivered. However, since both these documents were published many of the ambitions have been achieved and the political, and funding, landscape has changed; for example, the introduction of the Local Growth Fund and significant progress with the Lower Thames Crossing and Operation Stack lorry area. A decision was therefore taken to integrate the two documents into a new Local Transport Plan – *Local Transport Plan 4: Delivering Growth without Gridlock 2016 – 2031 (LTP4)* – so that all of KCC's transport policy is easily accessible.

LTP4 does not seek to replicate the range of specific transport policies that KCC has in place or is currently developing, such as the *Casualty Reduction Strategy*, the *Freight Action Plan* and the emerging *Active Travel Strategy*. It therefore signposts readers to these documents and LTP4 itself can take a high-level outcomes based approach for transport projects to follow. It also sets out the local transport priorities in each district (although does not seek to replicate the detail of each districts' transport strategies which are separate documents detailing the transport interventions required to support planned growth in Local Plans), countywide priorities such as highway maintenance, and strategic priorities that KCC will seek to influence. The evidence base for LTP4 is the *Kent and Medway Growth and Infrastructure Framework (GIF)*, which is constantly updated with input from the district councils in their roles as Local Planning Authorities.

## **2. The Decision Making Process**

This Consultation Report will be taken to Environment and Transport Cabinet Committee in January 2017 to provide an update on the responses to the draft LTP4. Following this, LTP4, the Equalities Impact Assessment (EqIA) and Strategic Environmental Assessment (SEA) will be revised and presented to Environment and Transport Cabinet Committee in March 2017. It will then be reviewed taking into account discussion at that Committee, presented to Cabinet, and then taken to full County Council for adoption.

## **3. The Consultation Process**

LTP4 was developed in consultation with a number of internal stakeholders at KCC, including officers from Highways, Transportation and Waste, Education, Public

Health, and Environment, Planning and Enforcement. An informal Member Task and Finish Group was established, comprising one representative from each political party sitting on the Environment and Transport Cabinet Committee. This was to give a political steer on the development of the plan. District councils were extensively consulted regarding their own transport priorities and the presentation of information on their specific areas in LTP4. In addition, the views of the Kent and Medway Economic Partnership (KMEP) were taken into account. KMEP is a federated area of the South East Local Enterprise Partnership (SELEP) consisting of district council, local business, and local educational representatives designed to drive forward economic growth.

The final draft of LTP4 was available for public consultation for a twelve-week period between Monday 8<sup>th</sup> August and Sunday 30<sup>th</sup> October 2016. The consultation was due to close at midnight but due to a technical issue caused by the end of British Summer Time, it ended at 11pm. Therefore, consultation responses were accepted for the following two days for people who had contacted KCC about this issue.

The public consultation sought to gather the views and opinions of a range of stakeholders on the draft LTP4, including whether they agree with the priorities or think additional priorities should be included, and whether they have any comments on the EqlA and SEA. All consultation documents were available online and hard copies could be requested.

#### **4. Stakeholder Identification**

Stakeholders were identified using a variety of sources. In the first instance, the *Guidance on Local Transport Plans* (Department for Transport, 2009) provides a suggested list of stakeholders to consult. The consultee list from the development of the previous Local Transport Plan was checked against the guidance and updated so that it could form the basis of the contact list when the consultation launched. These stakeholders include neighbouring local authorities (East Sussex, Surrey, London Borough of Bromley, London Borough of Bexley), transport operators (e.g. Arriva, Southeastern, Gatwick Airport), transport interest groups (e.g. Cyclists Touring Club, Freight Transport Association, Ramblers Association), environmental organisations (e.g. Natural England, Kent Downs Area of Outstanding Natural Beauty), business groups (e.g. Kent Invicta Chambers of Commerce, KMEP), and a range of voluntary and community organisations (e.g. Ashford Youth Hub, Dartford BME Community, Polish Association in Kent, Royal National Institute for the Blind).

As part of the development of the draft LTP4 the district councils and Medway Council were directly engaged in the pages for each of their areas. The officers who attended these meetings were then sent notification of the consultation so that an official response from each authority could be produced.

The Voluntary and Community sector was engaged through use of the Consultation Team's Equalities database and directly emailing groups to make them aware of the consultation and so that they might encourage members/contacts to also respond.

A number of members of the public had contacted KCC some time prior to the launch of the consultation enquiring when the new plan would be published. They were therefore added to the consultee list so they could be notified with other stakeholders. Similarly, the KCC consultation database enables users to register for alerts about consultations that might be of interest of them. Those who had expressed a relevant interest were notified by email that the LTP4 consultation was launching.

## **5. Promotion – Publicity**

A range of promotional activities were undertaken to publicise the consultation and reach a diverse range of stakeholders.

- A press release was issued at the launch of the consultation and was picked up in ten newspapers (see list below)
- An invitation was sent to members of the KCC consultation database.
- An email was sent the Equalities Groups mailing list.
- Deputy Cabinet Member for Environment and Transport, Clive Pearman, was interviewed by BBC Radio Kent and KMFM on 9<sup>th</sup> August to publicise LTP4 and the consultation.
- Promotional posters and postcards were supplied to all libraries, Gateways and district council officers (see images below).
- Representatives from the Transport Strategy Team attended events to present LTP4 and encourage responses to the consultation:
  - Kent Youth County Council
  - Joint Transportation Boards (seven)
  - Maidstone Economic Business Partnership Breakfast
- The consultation was promoted via a banner on the kent.gov.uk homepage, linking through to the LTP4 consultation page.
- KCC's social media channels were extensively used. Seven Facebook updates were planned for varying stages of the consultation plus an additional 3 reminders when they could be accommodated with other updates. On Twitter, 13 tweets were used with an additional 5 when possible. Examples are shown below and a timetable of social media posts is available in Appendix A.
- Direct email was sent to many stakeholders (including Southeastern, Network Rail, Arriva, and Stagecoach) at the launch of the consultation.
- Direct email was sent to the Kent Association of Local Councils and separately to all parish councils who are not KALC members.

- KCC’s Community Wardens and Community Liaison Officers were given promotional materials to distribute at the local meetings they attend.
- Promotion to KCC staff through email newsletters, intranet homepage and building television screens.

### **Newspaper coverage of LTP4 consultation**

<b>Plans of action and get county to tackle gridlock on the move again</b>	<b>26/08/2016 Kent Messenger (Malling) page 8</b>
Your chance to have say on future of transport	24/08/2016 Sittingbourne News Extra page 21
<b>Chance to have say on transport plan</b>	<b>24/08/2016 KM Sheerness Times Guardian page 18</b>
Whitfield may get own rail station	18/08/2016 Dover Express page 9
<b>Wishlist to put county on route to prosperity</b>	<b>14/08/2016 Kent on Sunday page 9</b>
New station could improve rail links	11/08/2016 East Kent Mercury page 4
<b>£393 MILLION PLAN TO REORGANISE PORT TRAFFIC</b>	<b>11/08/2016 East Kent Mercury page 4</b>
Have your say on county transport plan	11/08/2016 Gravesend Messenger page 13
<b>Growth, not gridlock – new plan to cut jams</b>	<b>11/08/2016 Dover Mercury page 4</b>
It’s all aboard for Whitfield	11/08/2016 Dover Mercury page 4

### **Example social media updates**

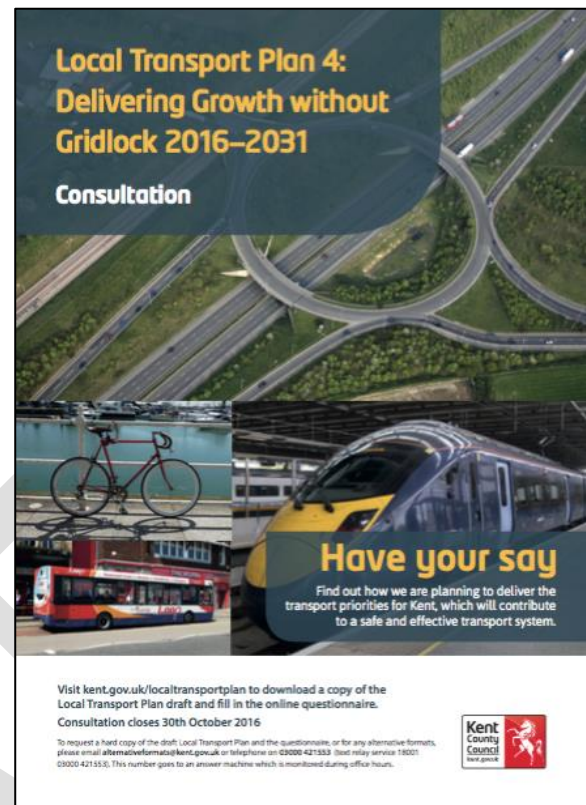
#### **Twitter ‘back to school update’**

Do you use our roads or public transport? Visit [kent.gov.uk/localtransportplan](http://kent.gov.uk/localtransportplan) and have your say in our consultation #localtransportplan

#### **Facebook ‘consultation last warning’**

Sunday 30th is your last chance to have your say on our draft Local Transport Plan. Visit [kent.gov.uk/localtransportplan](http://kent.gov.uk/localtransportplan) to read the draft and share your views on our transport priorities and outcomes #localtransportplan

**Promotional postcard and poster available at locations across the county.**



## 6. Accessibility and Interest

- The consultation documents and questionnaire were available to view and respond to online. Hard copies were available on request and all promotional materials included details of how these could be requested.
- Hard copies were available in all libraries, Gateways and district council offices across Kent, as per the table below.
- All KCC Members were given a hard copy, questionnaire, poster and postcard (included in County Hall figures on the table below).
- A paper was offered to each Joint Transportation Board. Only Ashford did not request the paper, and eight districts additionally requested attendance by a Transport Strategy Officer; these were Canterbury, Dover (although it was not possible to attend this one), Maidstone, Sevenoaks, Swale, Thanet, Tonbridge and Malling, and Tunbridge Wells.
- Microsoft Word versions of the consultation materials were provided online to ensure accessibility to consultees using audio transcription software. Other formats and languages were available on request. One easy read format was requested but on discussion with the consultee it was decided that owing to the length of the document an easy read format would not make it accessible. An officer offered to meet with the group but ultimately they were happy to receive some hard copies instead.
- In total, 67 additional hard copies were requested and sent out.

- The table below shows the number of times the documents were downloaded from the website. Even accounting for multiple downloads from the same person; the high figures suggest that more people were interested in the Plan than responded. A total of 700 people participated in the consultation online and there were 486 completed responses (including hard copies of the questionnaire sent in).
- A further 41 letters and 39 emails were sent responding to the consultation but not in the questionnaire format. Of the emails, 19 were in relation to specific concerns in Canterbury where a small campaign encouraged people to make the same representation to the LTP4 consultation. A further 6 emails were from people or organisations submitting additional information to supplement their response. Therefore, in total there were 15 unique email responses.
- The profile of consultees responding to the consultation was monitored throughout and other measures used to try to promote uptake by underrepresented groups, such as attending Kent Youth County Council and sending reminder emails to particular equalities/representative groups.

#### **Initial allocation of hard copies**

Location	Number of hard copy LTP4s	Number of questionnaires	Number of posters	Number of postcards
<b>County Hall</b>	107	81	309	2050
<b>All libraries</b>	99	990	99	1980
<b>Ashford Borough Council</b>	2	5	3	100
<b>Ashford Gateway</b>	2	2	5	100
<b>Canterbury City Council</b>	2	2	10	50
<b>Dartford Borough Council</b>	1	10	1	0
<b>Dover District Council</b>	3	10	10	10
<b>Dover Gateway</b>	1	25	2	25
<b>Eden Centre</b>	1	20	1	100
<b>Gravesham Borough Council</b>	1	0	0	50
<b>Gravesham Gateway</b>	2	50	2	100
<b>Maidstone Borough Council</b>	2	15	0	0
<b>Maidstone Gateway</b>	2	15	1	40
<b>Sevenoaks District Council</b>	2	12	1	40
<b>Sheppey Gateway</b>	1	10	50	0



<b>Swale Borough Council</b>	2	10	0	50
<b>Swanley Gateway</b>	1	50	2	50
<b>Tenterden Gateway</b>	2	25	3	25
<b>Thanet District Council</b>	2	20	0	0
<b>Thanet Gateway</b>	2	50	3	50
<b>Tonbridge and Malling Borough Council</b>	5	20	2	20
<b>Tonbridge Gateway</b>	2	30	0	30
<b>Tunbridge Wells Borough Council</b>	2	10	0	50
<b>Tunbridge Wells Gateway</b>	1	10	1	50

**Key document downloads (as of 9<sup>th</sup> November):**

	<b>Number of downloads</b>
<b>LTP4 consultation draft (pdf)</b>	2,690
<b>LTP4 consultation draft (Word)</b>	219
<b>LTP4 consultation draft text only version (Word)</b>	215
<b>Equalities Impact Assessment</b>	283
<b>Strategic Environmental Assessment (pdf)</b>	188
<b>Strategic Environmental Assessment non-technical summary (pdf)</b>	185
<b>Questionnaire (pdf)</b>	318
<b>Questionnaire (Word)</b>	316
<b>Promotional postcard</b>	108
<b>Promotional poster</b>	103

## **7. Respondents**

In total, 486 people or organisations completed the questionnaire, of which 32 were hard copies sent in and manually entered on the online database. Four of the online responses were from district councils whereas the other 8 district councils in Kent and Medway Council sent their responses separately. The tables below show the distribution of responses.

### **Respondent profile: responding on behalf of...**

	Number of questionnaire responses	Percentage
<b>Yourself as an individual</b>	387	79%
<b>Yourself as a member of KCC staff</b>	4	1%
<b>A district/town/parish council</b>	41*	9%
<b>A charity, voluntary or community sector organisation (VCS)</b>	26	5%
<b>A business</b>	12	2%
<b>Other</b>	14	3%

*From Q1: Are you completing this questionnaire on behalf of...*

\*Including four district council responses sent online. However, these will be assessed alongside the other district council responses so do not form part of the statistics from this point forward. Note: percentages do not total 100 due to rounding error.

Examples of the 'other' respondent category include the Royal Tunbridge Wells Town Forum, County Council Members and NHS England.

Analysis of the individuals that responded to the consultation shows that a range of Mosaic profile types are represented. However, in common with many consultations the older, more affluent groups are overrepresented and the young and more deprived are underrepresented. Geographically, Thanet and Dover districts had the highest number of respondents, which is likely due to the large proposals in these areas and the ongoing debate surrounding Manston Airport. Further analysis comparing the populations in each district to those responding shows that Gravesham and Sevenoaks were also overrepresented. Again, this is likely due to the Lower Thames Crossing and in Sevenoaks there has been lobbying to include the Cycling Strategy in the final LTP4. A map showing the location of respondents from Kent is appended to this report (Appendix B), and in addition 28 were received from people outside of the KCC area.

### **Respondent profile: gender**

	Respondents	Kent population
<b>Male</b>	61%	49%
<b>Female</b>	35%	51%
<b>Prefer not to say</b>	4%	N/A

*From Q11: Are you...?*

There was an overrepresentation of males in the respondents compared to the Kent population as a whole.

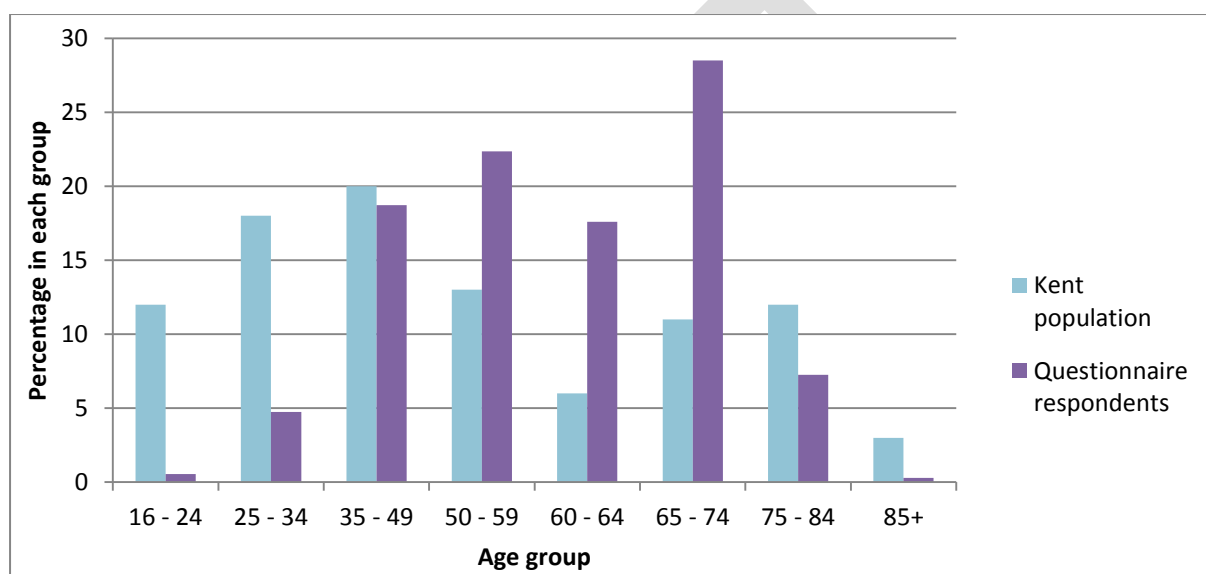
## Respondent profile: disability

	Respondents	Kent population
Yes	8%	18%
No	84%	82%
Prefer not to say	8%	N/A

*From Q13: Do you consider yourself to be disabled as set out in the Equality Act 2010?*

The reported data suggests that the respondents underrepresented disability, although 8% of people preferred not to answer the question.

## Respondent profile: age



*From Q12: Which of these age groups applies to you?*

*Note: Population aged 16 and over used for comparison, 1 respondent was 15 or under and 25 respondents preferred not to answer the question.*

The data shows that there was a large underrepresentation of younger people in the 16 – 24 and 24 – 35 age groups. Conversely, there was a large overrepresentation of older people responding to the consultation in the age groups of 50 – 74. This is not atypical of consultation respondents who tend to be older.

## **Respondent profile: ethnicity**

	<b>Respondents</b>	<b>Kent population</b>
White English	81%	89%
White Scottish	1%	
White Welsh	1%	
White Northern Irish	<1%	
White: Irish	1%	<1%
White: Gypsy/Roma	0%	<1%
White: Irish Traveller	0%	
White: Other	3%	4%
Mixed: White and Black Caribbean	0%	<1%
Mixed: White and Black African	0%	<1%
Mixed: White and Asian	<1%	<1%
Mixed: Other	<1%	<1%
Asian or Asian British: Indian	0%	1%
Asian of Asian British: Pakistani	0%	<1%
Asian or Asian British: Bangladeshi	0%	<1%
Asian or Asian British: Other	0%	1%
Black of Black British: Caribbean	0%	<1%
Black or Black British: African	0%	<1%
Black of Black British: Other	0%	<1%
Arab	0%	<1%
Chinese	<1%	<1%

*From Q14: To which of these ethnic groups do you feel you belong?*

*Note: 47 respondents preferred not to answer the question.*

In general, the response rates from different ethnic groups are broadly representative of the Kent population as a whole. However, there was underrepresentation of Asian and Black groups, despite the consultation promotion being targeted to encourage participation.

## **Respondent profile: organisations**

There were 41 questionnaire responses submitted on behalf of a district/town/parish council, 37 when discounting the 4 district councils that submitted online but will be analysed alongside the other district council responses. Three submissions were not the official response from the organisation named so were recoded and analysed as an individual response instead. The organisations that responded online were as follows:

- Alkham Parish Council
- Aylesford Parish Council

- Bekesbourne with Patricbourne Parish Council
- Borden Parish Council
- Boxley Parish Council
- Chart Sutton Parish Council
- Chilham Parish Council
- Cobham Parish Council
- Crockenhill Parish Council
- Deal Town Council
- Hadlow Parish Council
- Harbledown Parish Council
- Hawkinge Town Council
- Higham Parish Council\*
- Hoath Parish Council
- Iwade Parish Council
- Littlebourne Parish Council
- London Borough of Bromley
- Manston Parish Council
- Minster-on-Sea Parish Council
- Monkton Parish Council
- New Romney Town Council
- Ripple Parish Council
- Riverhead Parish Council
- Rusthall Parish Council
- Shorne Parish Council
- Snodland Town Council
- Southfleet Parish Council
- Swanscombe and Greenhithe Town Council
- Teynham Parish Council
- West Malling Parish Council
- Westerham Town Council
- Westwell Parish Council
- Whitfield Parish Council
- Wickhambreaux Parish Council
- Wouldham Parish Council

\*Two responses were received from Higham Parish Council

There were 26 responses submitted on behalf of CVS groups. The organisations that responded online were as follows:

- Bean Residents Association
- Crab and Winkle Line Trust
- Deal and Walmer Chamber of Trade
- Dover Big Local\*
- Friends of the Earth Tonbridge and Malling
- Gravesend Service User Forum
- HOPE
- Langton and Nackington Residents Association
- Lower Road Campaign\*
- Marshlink Community Rail Partnership
- Oaten Hill and District Society
- Save Manston Airport
- Sevenoaks Cycle Forum
- South Ashford Community Forum
- Spokes East Kent Cycle Campaign
- St Michael's Road Area Residents Association, Canterbury
- Swale Seniors Forum
- The Alkham Valley Society
- The Dover Society
- The Travel Plan workgroup of Sevenoaks Primary School's Parent Council
- Tonbridge Line Commuters
- Tunbridge Wells Bicycle Users' Group
- U3A Cycle Group
- Voluntary Organisation representing rail travellers from Sevenoaks, Otford, Kemsing, Shoreham, Eynsford, Dunton Green, Borough Green and surrounding area

\* There were two different responses on behalf of these organisations.

Organisations that responded outside of the questionnaire by letter or email were:

- Remembrance Line Association
- Gravesham Joint Transportation Board
- The Sittingbourne Society
- Kent Wildlife Trust
- Sandwich Town Council
- The Faversham Society
- Medway Council
- Dover District Council
- Kent Association of Local Council
- Kent Police
- Barton Wilmore
- Chaucer Education
- Campaign to Protect Rural England – Kent
- Dover and Deal Labour Party
- East Malling and Larkfield Parish Council
- Ebbsfleet Development Corporation
- Freight Transport Association
- Historic England
- High Weald AONB
- Institute of Civil Engineers South East
- Kent Downs AONB
- LRM Planning
- Natural England
- Port of Dover
- RiverOak
- Savills
- Sevenoaks Town Council
- Stonehill Park
- Thames Gateway Kent Partnership
- The Canterbury Society
- Tonbridge and Malling Green Party
- Canterbury Independent Traders Alliance
- Highways England
- Kent and Medway Air Quality Partnership
- Medway Council's Strategic Environmental Protection Team
- Teston Parish Council

## 8. Consultation Responses

The consultation questionnaire is available in Appendix C of this report.

### 8.1 Joint Transportation Boards

Joint Transportation Boards (JTB) are comprised of County Council Members and district Members, and meet quarterly to discuss transport issues in the district. They are an advisory body to make recommendations to the relevant authority to progress schemes and are also forums to discuss concerns and emerging plans. As such, an information item report about the consultation on LTP4 was prepared and tailored to each JTB area so that the profile of the consultation could be raised and to give the option of individual JTBs submitting their own responses.

At the Tunbridge Wells and Canterbury JTBs there were public speakers making representation on LTP4. These were noted by the officer attending the JTB and the

individuals had also submitted their responses to the consultation separately. The discussions at each JTB are summarised below.

### Canterbury

There were three public speakers for this item. One of the public speakers was from the Chaucer Education Project who asked the JTB and officers to support the principle of reinstating the Canterbury Loop railway line and for £1 off-peak rail fares for bus pass holders. A request for improved access to Canterbury West railway station was also discussed. Ultimately the report and the opportunity to respond to the consultation were noted.

### Maidstone

The paper on the draft LTP4 was presented, including the point that the inclusion of schemes in LTP4 would strengthen the case for future funding applications, though not guarantee delivery. The Maidstone Borough Council Planning Policy Manager stated that the Borough Council's response had been agreed but that individual responses could be submitted. The Chairman requested an update on all consultation responses at the January meeting.

### Sevenoaks

The Board noted that they could make submissions to the consultation either individually, as a member of the Board through the Chairman or the District Councillors could pass comments to the Portfolio Holder for Planning who responded formally on behalf of Sevenoaks District Council.

County Councillor Chard requested that the Chairman write to the KCC Cabinet Member for Environment and Transport requesting that a wide-ranging assessment of traffic management in Sevenoaks town could be considered as part of LTP4. However, concerns were raised on account of cost and time involved and ultimately the motion was lost. The report was noted.

### Swale

The JTB discussed transport issues affecting the borough in detail, including urging KCC to use '20's plenty' to provide safer travel in towns and villages; M2 widening at Faversham; completion of the Northern Relief Road; school transport options; concerns about the road network on the Isle of Sheppey; and more frequent train services. The concern was also raised that '20's plenty' increases pollution.

The Chairman proposed that delegated powers be given to him, the Vice-Chairman, and the Swale Cabinet Member for Environment and Rural Affairs to report back to the consultation with issues raised at the JTB. This was seconded and the report was noted.

## Thanet

It was noted that LTP4 is intended to be a higher level than the district transport strategy; that Thanet District Council proposed the inclusion of 'Ramsgate Port Investment'; a scheme to improve signage for walkers would be in keeping with Outcome 5; and that the 'Journey Time Improvement project' should also be shown in LTP4 in addition to 'Thanet Parkway Railway Station'. The report was then noted.

## Tonbridge and Malling

The report was presented and the Board were invited to respond to the consultation. Reference was made to the proposals affecting Tonbridge and Malling.

## Tunbridge Wells

There were two public speakers at this JTB – a representative from the Town Forum Transport Working Group and the former Borough Councillor, David Scott. The Town Forum felt strategic transport was too focused on north Kent, and that the west of the county should have better links to East Sussex. They also asked for devolution of funding to local communities, for example for street lighting. David Scott asked for more emphasis on technology and presented the idea of rapid transit pods as alternative public transport in Tunbridge Wells. The Board members discussed the draft plan and remarked that it was of a high-level and did not do much for Tunbridge Wells specifically, also that making Kent a pioneer in terms of active travel needs evidencing.

## **8.2 Questionnaire Analysis**

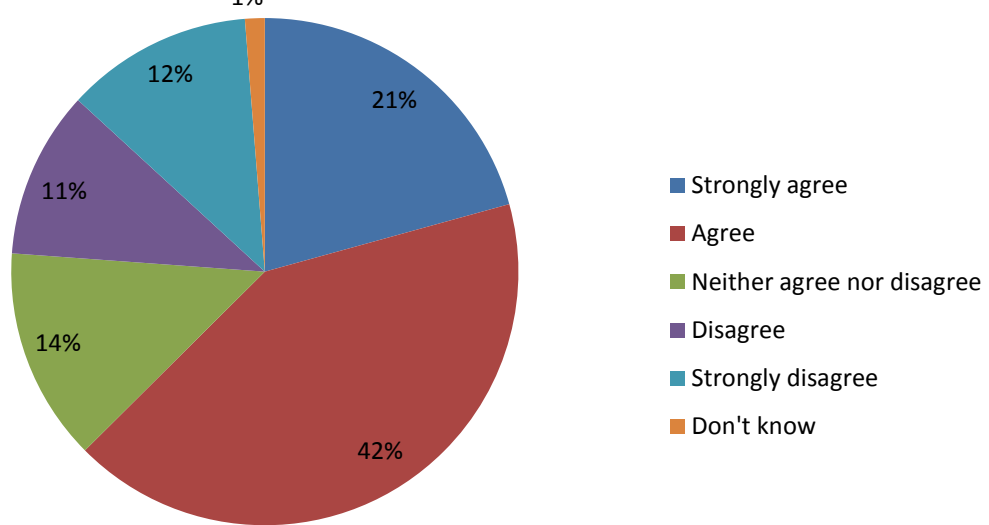
For the analysis of each question, the four district council responses that were submitted online have been excluded and will be considered separately alongside the other district councils', and Medway Council's, responses.

### **8.2.1 Question 3: the Ambition**

The majority of respondents agreed with the overall Ambition "*To deliver safe and effective transport, ensuring that all Kent's communities and businesses benefit, the environment is enhanced and economic growth is supported*" of LTP4 with 63% of respondents selecting either 'agree' or 'strongly agree'. In comparison, 23% of respondents either disagreed or strongly disagreed with the Ambition. Comments made by those disagreeing generally related to specific schemes or transport issues, or a disagreement with the draft LTP4 as a whole rather than the Ambition in particular.



### Q3: To what extent to you agree or disagree with the overall Ambition set for the Local Transport Plan?



*From Q3: To what extent do you agree or disagree with the overall Ambition set for the Local Transport Plan?*

A cross-tabulation of the type of respondent with the extent of agreement shows that the distribution is similar across all groups, i.e. it is not the case that individuals and organisations have responded differently to this question.

A total of 301 respondents made comment on the Ambition (62%). Many of the comments for this question did not relate specifically to the Ambition but rather to a specific scheme or geographical area of concern. Other comments pertained to the draft LTP4 as a whole, rather than the Ambition specifically. The top 10 most frequent themed comments are shown on the graph below, making up 85% of all comments for this question. The second most frequent comment was agreement with the Ambition, which is a positive endorsement of the wording as proposed in the draft LTP4. However, 24 comments were received that suggested some rewording of the Ambition, including:

- “The local transport ambition statement should have included aspects of PUBLIC transport or AFFORDABLE transport.”
- “The cost and ease of travel isn’t referred to, merely that it’s effective.”
- “I think the ambition needs to specify reduction of congestion in key locations and around towns and cities.”
- “The ambition needs to be amended to: ‘To deliver safe, effective and efficient transport, ensuring that all Kent’s communities and businesses benefit from an improved quality of life and the environment is enhanced.’”

- “The ambition would more closely reflect the stated outcomes and the KCC strategic statement is there were also reference to protecting the health of the public [*sic*].”
- “I would have added to the phrase: ‘...the environment is enhanced...’, the words ‘is PROTECTED and enhanced...’”
- “It is suggested that the ambition be expanded to include ‘sustainable’ transport, to maximise sustainable transport solutions consistent with paragraph 29 of the National Planning Policy Framework.”

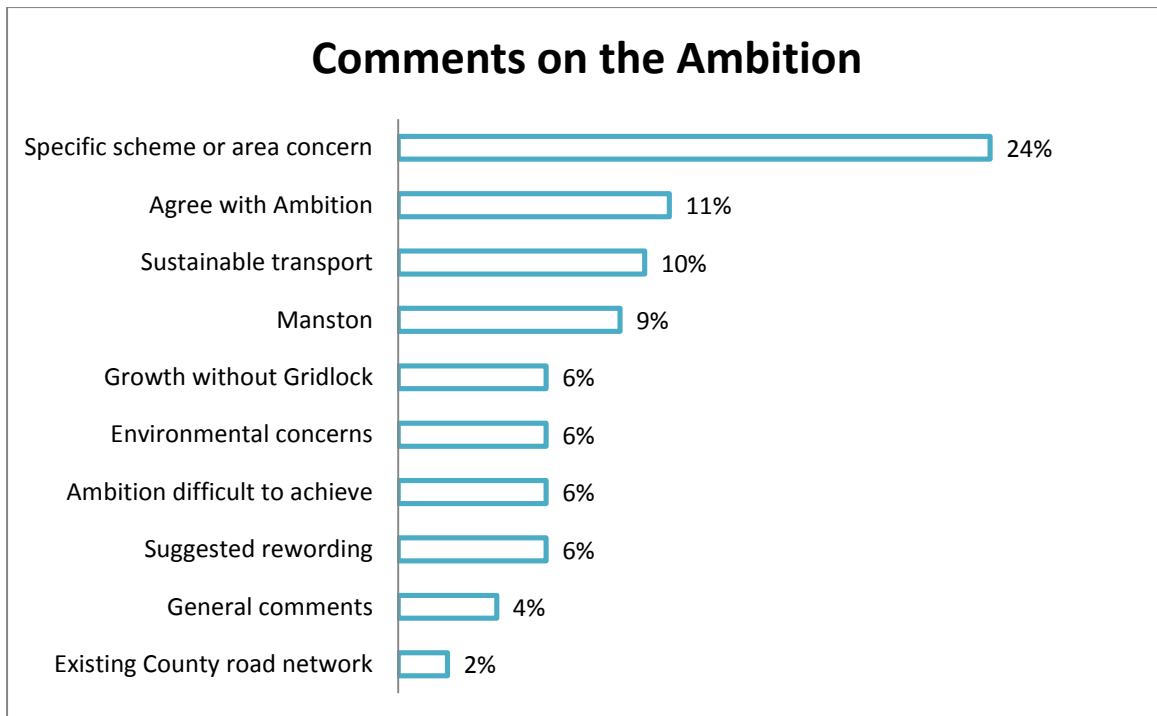
Common themes were the addition to the Ambition of sustainable transport, greater emphasis on the environment, and affordability. However, these elements each form individual Outcomes that collectively should achieve the Ambition as set out in LTP4.

Respondents also recognised that the Ambition is difficult to achieve and/or expressed support but questioned how realistic it is. Linked to this, there was an underlying feeling that congestion is inevitable with the scale of growth expected in Kent and the South East, and that the environment is not given due consideration in transport policy. The tenth most common theme was that the existing transport network (County roads not the motorways) should be of higher priority. This collective group of ideas is well summed up by one respondent:

“In essence the ambition for Kent sounds fine, but it misses one vital aim – that in carrying out this ambition must be done in a manner that preserves, at all costs, the current green spaces that are here in Kent. We are not looking for new roads, but that the vast existing network be enhanced and run efficiently.”

Anonymous individual

Although not one of the most frequent comments, 7 were received about the need for funding to ensure the Ambition is realised, with 1 calling for the Ambition to be “moderated by the actual circumstances that the County finds itself in.”



*From Q3a coded responses to open question.*

A range of specific transport concerns were recorded in this open question. As can be seen from the graph, 9% of comments were about the Manston Airport site (37 individual respondents) – the majority calling for a return to aviation uses and a disagreement with the current planning application for housing. Similarly, coded within the ‘specific scheme or area concern’ category there were multiple comments on:

- Alkham Valley Road related to a housing allocation at Whitfield;
- The A228 related to the recent Issues and Options consultation as part of the Tonbridge and Malling Borough Council Local Plan;
- The inclusion of Sevenoaks Cycling Strategy as a district transport priority;
- The problems associated with the Dartford Crossing/the Lower Thames Crossing proposals;
- Transport problems in Canterbury.

Other comments made under this code were regarding particular junctions, the potential effect of Brexit, rail issues (mainly relating to commuting to London), and congestion within particular towns/villages. Although these do not answer the question or directly inform the Ambition statement they do give a good indication of the transport concerns that residents and organisations have in Kent.

Interestingly, one respondent wrote that “it should not be seen as an ambition” but rather LTP4 should be initiated straight away to prevent gridlock. Other titles were considered in drafting the Plan (including “Vision”) but had similar connotations. As LTP4 is designed to be achieved up to 2031, and the Strategic Priorities in particular

are ambitious in their scale, it still seems fitting to retain the proposed title. However, the Plan makes it clear that these priorities are to address current and future needs and implementation begins immediately.

Adding further wording to the Ambition risks it becoming unwieldy or appearing to be a 'catch all' and losing its meaning.

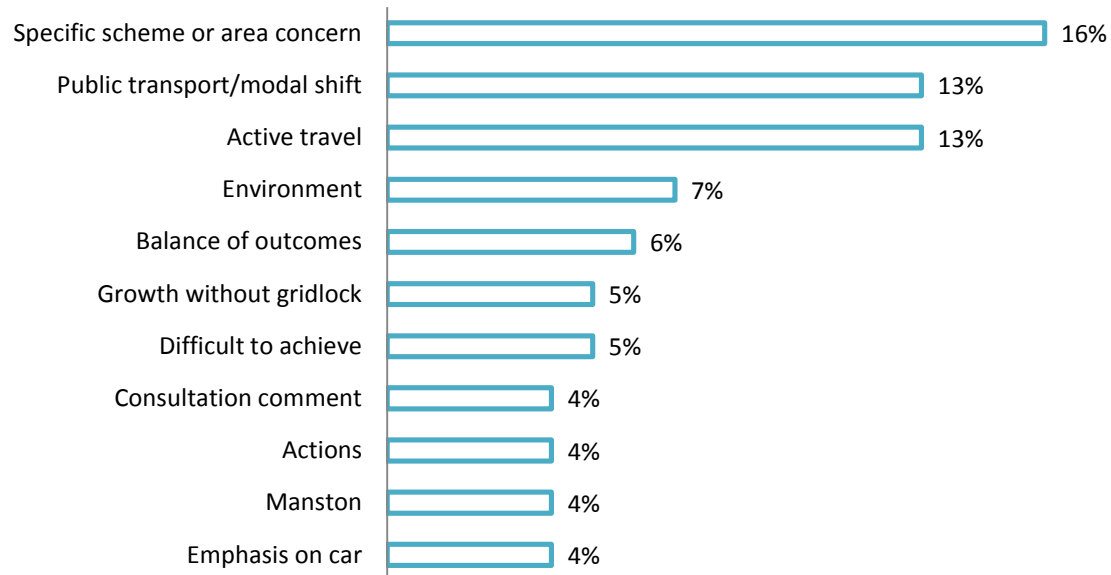
### 8.2.2 Question 4: the Outcomes and Supporting Policies

	<b>Outcome 1: Economic Growth and Minimised Congestion</b>	<b>Outcome 2: Affordable and accessible door to door journeys</b>	<b>Outcome 3: Safer travel</b>	<b>Outcome 4: Enhanced environment</b>	<b>Outcome 5: Better health and wellbeing</b>
<b>Strongly agree</b>	<b>40%</b>	<b>43%</b>	<b>42%</b>	<b>39%</b>	<b>41%</b>
<b>Agree</b>	<b>33%</b>	<b>36%</b>	<b>30%</b>	<b>27%</b>	<b>30%</b>
<b>Neither agree nor disagree</b>	<b>11%</b>	<b>9%</b>	<b>16%</b>	<b>16%</b>	<b>14%</b>
<b>Disagree</b>	<b>5%</b>	<b>5%</b>	<b>4%</b>	<b>9%</b>	<b>3%</b>
<b>Strongly disagree</b>	<b>9%</b>	<b>6%</b>	<b>6%</b>	<b>7%</b>	<b>9%</b>
<b>Don't know</b>	<b>3%</b>	<b>2%</b>	<b>2%</b>	<b>2%</b>	<b>3%</b>

*From Q4. This Ambition will be realised through five overarching Outcomes and Supporting Policies. To what extent do you agree or disagree with each of the Outcomes and Policies?*

The majority of respondents agreed with the draft Outcomes and Supporting Policies, with around 70% either agreeing or strongly agreeing with each one.

## Comments on the Outcomes and Policies



*From Q4a coded responses to open question.*

A total of 247 respondents answered Q4a (51%). The graph above shows the 11 most common themes that the comments encompassed. The profile is similar to the comments received on the Ambition in that rather than focusing on the wording or the content of the proposed Outcomes and Policies the majority of comments related to a specific scheme or geographical area. The second most common type of comment related to the need for modal shift or public transport improvements and comments on active travel (mainly pertaining to cycling). Within the 'active travel' code there were a lot of comments on the Sevenoaks Cycle Strategy, but this would be best addressed under the District Priorities section and will be discussed later. Similarly, there were 15 comments about the Manston Airport site.

Of those comments that directly related to the Outcomes and Policies proposed in the draft LTP4, the most common themes were the environment, the balance of the Outcomes (or their priority order), comments around congestion and the reality of achieving growth without gridlock/the burden of more growth in Kent, and the difficulties of achieving the Outcomes/respondents not believing they will be achieved. Some illustrative comments on these themes are:

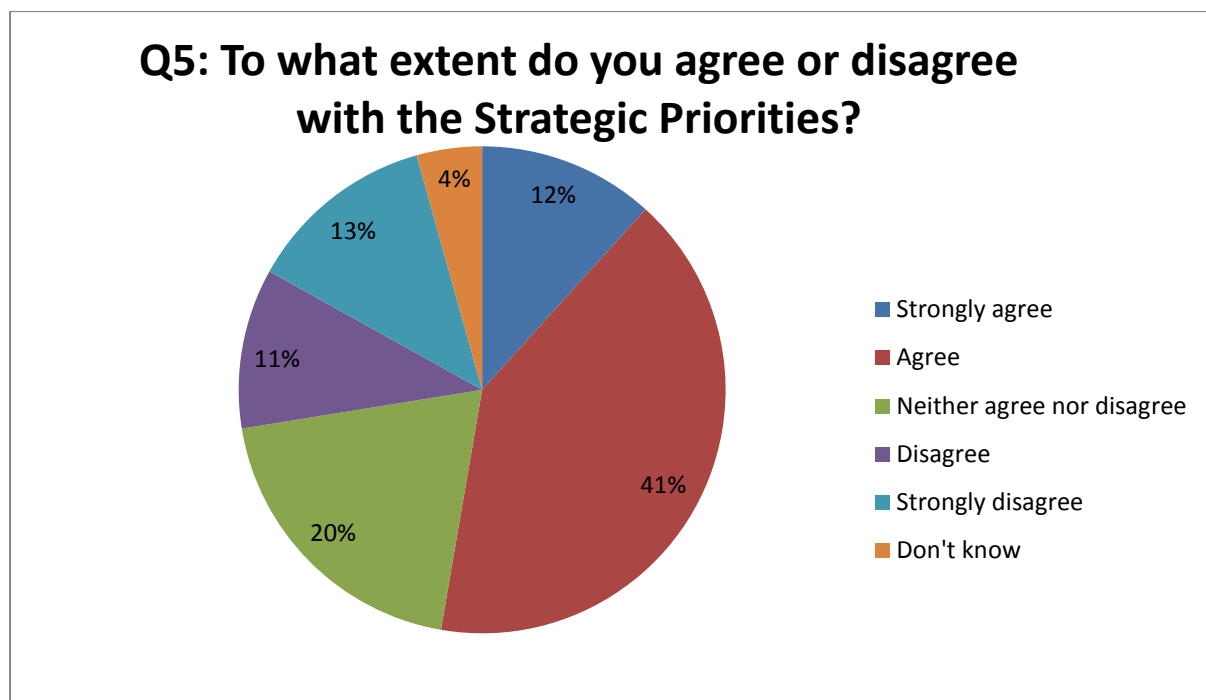
- Environment:
  - “Not sure that enhancing transport and environment can be achieved at the same time.”
  - “...Outcome 4 should be amended to have a greater emphasis on climate change.”
  - “It is not the priority or job of transport planning to ‘enhance the historic or natural environment’ – that is the concern of other agencies, will cost

public money society can ill afford and take away the importance of economic success.”

- Balance of Outcomes:
  - “The outcomes are all very desirable. We hope that the outcomes are all treated with equivalent importance.”
  - “The Council supports outcomes 1 to 5 as the means of delivering the stated ambition. However it is the balance between these outcomes when delivering the plan which is vital including the need for flexibility in this balance as the plan looks at different areas.”
  - “Surely the safety and health of Kent residents should come before economic considerations. And why have five outcomes when you skew so much of the funding to outcome 1.”
- Growth without gridlock:
  - “The last hundred years have shown that you can’t build your way out of congestion, stop trying.”
  - “Unrealistic that cycling and walking will make inroads into car usage. Car vehicle parking should be a priority as people will not give up their cars.”
  - “Outcome number one lumps together two probably competing aims, they should be disaggregated. We agree with minimising congestion, but we challenge the usually unchallenged assumption that economic growth is a ‘good thing’.”
- Difficult to achieve:
  - “The policies themselves are very ambitious and unlikely to be achievable.”
  - “One cannot in truth disagree with the philosophy of the desired outcomes and the policies that might deliver them however the proposed developments in North West Kent mean that these outcomes will not be achieved there.”
  - “All of the outcomes are well meaning, but I doubt that they can be fully achieved in the current circumstances.”

In summary, the majority of respondents agreed or strongly agreed with all five of the draft Outcomes and Policies. The majority of concerns expressed were in relation to specific schemes or areas of the county (from the scale of East Kent to named towns to individual junctions) and with the emphasis needed on modal shift.

### 8.2.3 Question 5: the Strategic Priorities



*From Q5: To what extent do you agree or disagree with the Strategic Priorities for the Local Transport Plan?*

The majority of respondents agreed or strongly agreed (53%) with the Strategic Priorities set out in the draft LTP4. There was a high proportion who neither agreed nor disagreed with the priorities (20%) and 24% who disagreed. As the Strategic Priorities are located across the county, and some are controversial and currently in the public eye (for example Operation Stack lorry area and the Lower Thames Crossing), respondents may have agreed with certain priorities but not others. This may be the reasoning behind the 20% of respondents who neither agreed nor disagreed with the Strategic Priorities.

A total of 260 respondents made a comment on the strategic priorities (54%). There were a range of views expressed but in common with responses to other questions a number of recurring themes relating to current issues emerged, for example the Manston Airport site and the Sevenoaks Cycling Strategy. By far the most common theme was the Rail and Bus strategic priority, including support for the priority, a desire to split it into two separate priorities for each mode, and specific issues with services (such as integration between bus and rail, bus connection times, and the prohibitive cost of getting to a station before even considering the train fare).

Where specific priorities were commented on there was generally a relatively even split between support and disagreement. As shown on the graph below, 7% of comments agreed with the Lower Thames Crossing priority whereas 6% disagreed and similar was found for Bifurcation with 3% agreeing and 4% disagreeing. Not

shown on the graph, 2% of comments agreed with the solution to Operation Stack and 2% also disagreed, and 1% did not support Thanet Parkway and again 1% did.

There were also concerns about the scale of growth for Kent and the impact on transport infrastructure, as well as the need to ensure the infrastructure is in place before the development. Freight was another recurring issue, including a desire for more to travel by rail. These views are represented by the quotes below.

“Kent is uniquely positioned as the Gateway to Europe, and I understand the need to focus on Dover, and Thames Gateway, but some parts of Kent are still rural. We need something more clever and radical than simply improving roads. What are you doing to encourage freight by boat up the Thames?”

Anonymous individual, Maidstone borough

“Whilst it is understood that KCC have no direct control over rail they should be pushing for more to be done in this area, especially regarding freight.”

Iwade Parish Council

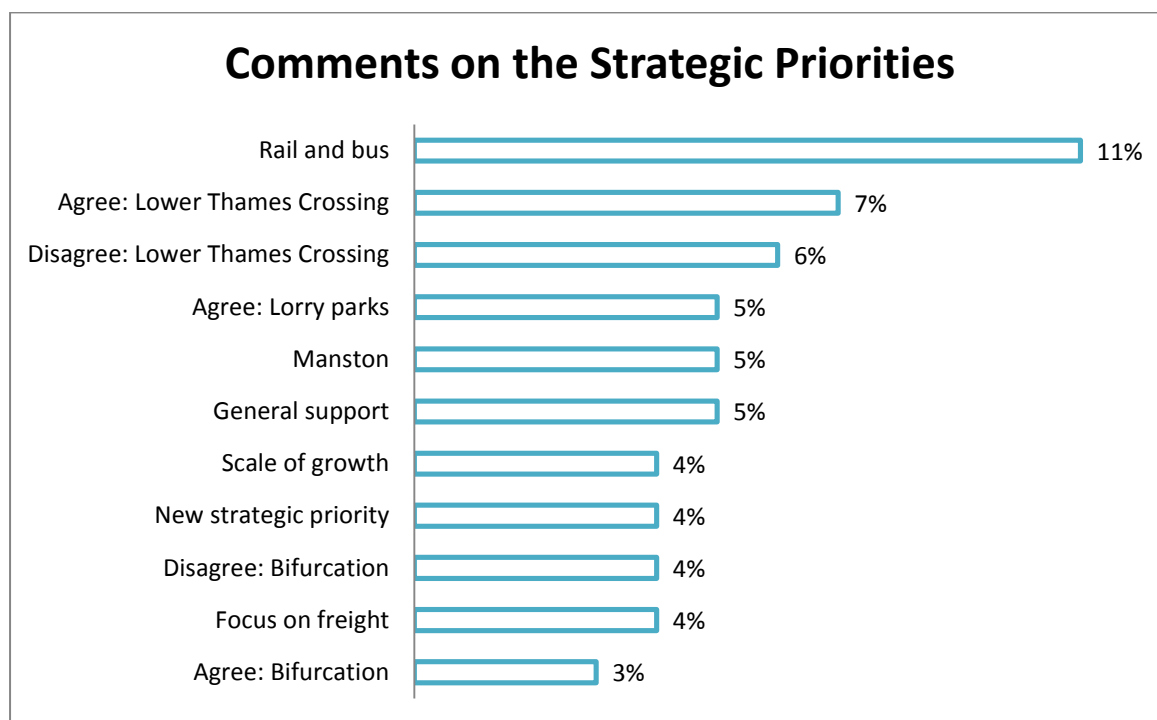
There were 20 suggestions from 19 respondents for a new Strategic Priority. These were:

- M25/Dartford junctions
- New road from A2 to Alkham Valley Road
- Re-opening Lydd branch line to Lydd Airport
- Medway Parkway on HS1 line
- A229 upgrade (2 respondents)
- A249 roundabout at Detling Showground entrance
- Walking and cycling/active travel (2 respondents)
- Congestion due to new housing (3 respondents)
- Leeds and Langley Relief Road
- Park and Ride
- Rail freight
- East to west railway connectivity around London
- A228 upgrade
- Air transport – Lydd and Manston
- River transport for freight
- Medway Towns Southern Peripheral Route

Many of these are encompassed in other parts of LTP4, and Active Travel, Congestion, Freight and Rail have their own dedicated separate strategies that are signposted in LTP4. Smaller schemes have been considered on a district-by-district basis in liaison with the district councils, as Local Planning Authority. Hence, the



Leeds and Langley Relief Road is a Maidstone district priority as are a number of specific active travel initiatives across the county.



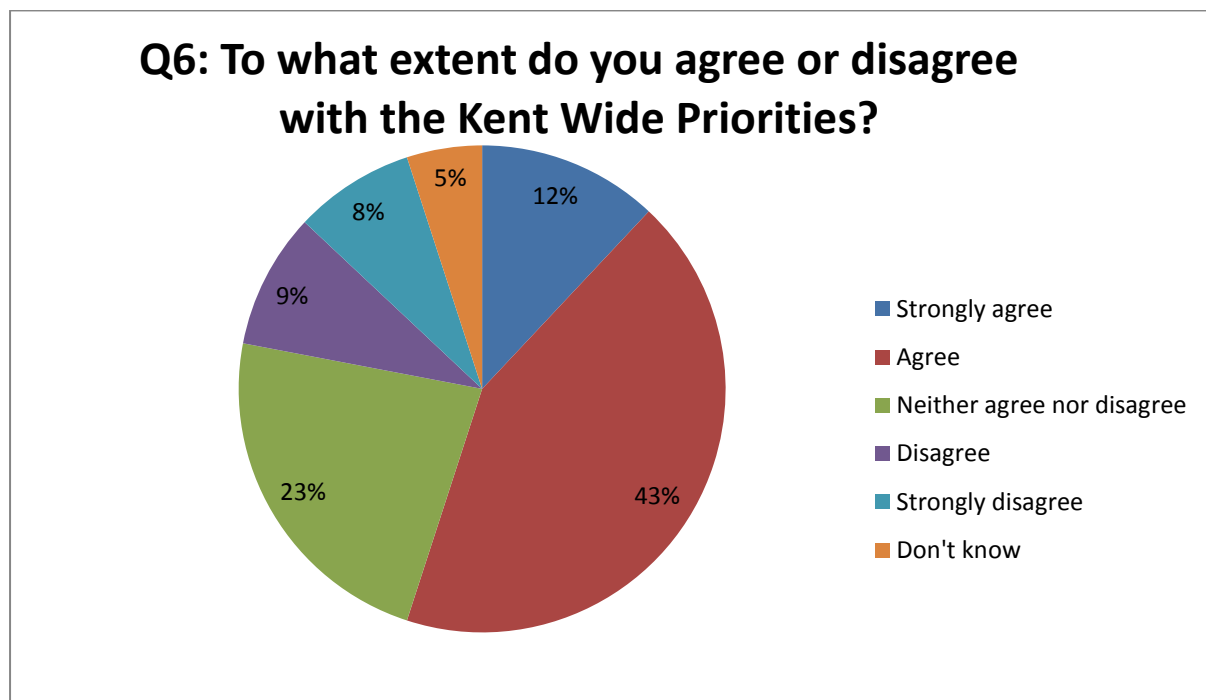
*From Q5a coded responses to open question. Note: 11 most frequent comments shown to show extent of converse opinion on bifurcation.*

Overall there is support for the Strategic Priorities as set out in the draft LTP4. As would be expected, those disagreeing with specific priorities tend to be directly affected, for example 19 of 28 respondents disagreeing with the need for a Lower Thames Crossing had a Dartford, Gravesend or Medway postcode. It is the role of the County Council to consider the needs of the county as a whole, and due to the transport and economic benefits the new Crossing to the east of Gravesend will bring, KCC continues to support the scheme. Similarly, the other schemes set out in the draft LTP4 have been KCC policy for many years and featured in *Growth without Gridlock* (2010) so it is considered appropriate to maintain this section of LTP4 in the final document.

#### 8.2.4 Question 6: the Kent Wide Priorities

The majority of respondents (55%) agreed with the Kent Wide Priorities set out in the plan. 23% of respondents neither agreed nor disagreed, and again this figure may be high because respondents were in favour of certain priorities and against others. Only a small percentage of respondents (17%) disagreed. Assessing the comments made by those that selected 'disagree' or 'strongly disagree' shows that they tended to have a specific reason for their choice. For example, the method by which Crash Remedial Measures schemes are targeted using the Killed and Seriously Injured

data was a recurring comment amongst those disagreeing, as were comments about Manston Airport.



*From Q6: To what extent do you agree or disagree with the Kent-Wide Priorities for the Local Transport Plan?*

A total of 212 respondents made a comment on the Kent Wide priorities (44%). A number of comments related to the Strategic Priorities referenced in the previous section, some of this was repetition for emphasis and some was confusion.

The most common themes were support for the Active Travel priority and the importance of highway maintenance. Despite the strong support there were also some mixed views on Active Travel. Other respondents saw limited scope for modal shift and a potential increase in road casualties if it is promoted. Many of the comments supporting it also wanted increased commitment to specific measures, such as cycle lanes, or for the policy to be elevated in the Plan (for example, the Kent Downs AONB Unit requested a dedicated page for active travel). The Active Travel Strategy is a forthcoming standalone document with an implementation plan and therefore it is still considered unnecessary to replicate this information in LTP4. However, signposting to the Active Travel Strategy could be increased.

Within the highway maintenance comments were many concerns specifically relating to pot holes, as well as an acknowledgement that government funding reductions makes maintaining the highway difficult. There was dissatisfaction expressed with the current state of the highway, as illustrated by the quotes below. The public

believe maintenance of existing assets should have a higher priority, and agree with an asset management approach.

“Highway Maintenance – repairs are not always done to last, a cheap fix is often the solution. This will cost in the long run.”

Bekesbourne with Patrixbourne Parish Council

“Maintenance - especially rural areas as good roads add to road safety.”

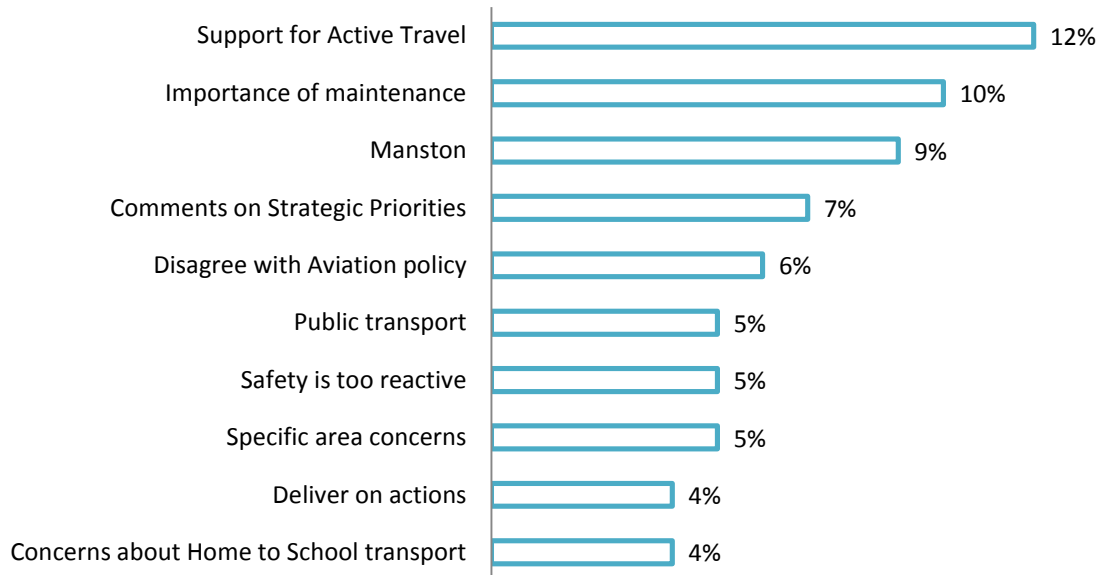
Anonymous individual, Dover district

“The theory of this is fine by trying to put more resources into planned rather than reactive maintenance. But KCC is not drawing the public's attention to the fact this is being driven by central government cuts in grants for highways maintenance.”

Alliance of British Drivers

Several respondents disagreed with KCC's aviation policy and/or the inclusion of it in LTP4. Reasons for this included that KCC has no statutory role for aviation, Gatwick should be permitted to expand, and that Manston should be promoted as an airport. This section of LTP4 requires updating following the Government announcement of the preference for Heathrow expansion, but nevertheless KCC's aviation policy has been previously agreed by Members. The Development Consent Order and pending planning application for housing on the site of Manston Airport are ongoing and what appeared in the draft LTP4 is a factual statement.

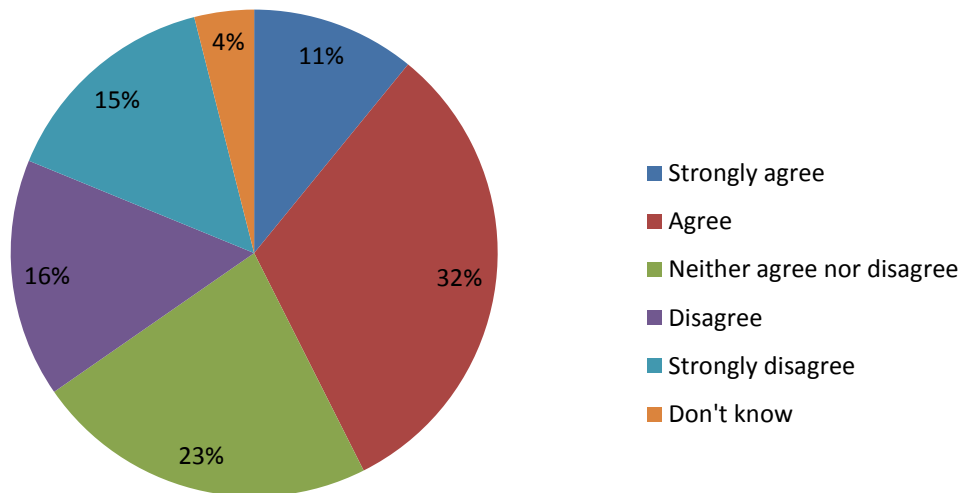
## Comments on the Kent Wide Priorities



*From Q6a coded responses to open question.*

### 8.2.5 Question 7: the District Priorities

#### Q7: To what extent do you agree or disagree with the District Priorities?



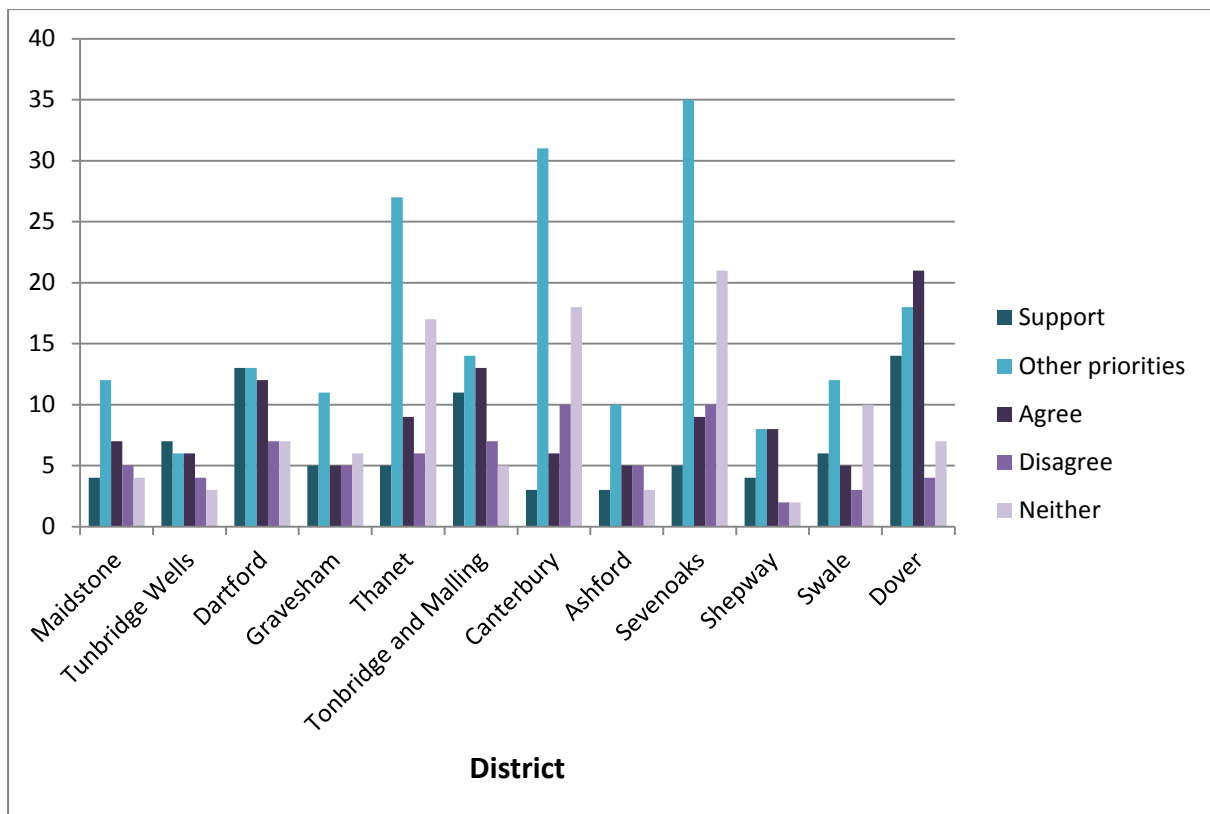
*From Q7: To what extent do you agree or disagree with the District Priorities for the Local Transport Plan?*

There was a varied spread across the respondents to this question with 42% agreeing or strongly agreeing, 23% neither agreeing nor disagreeing and 31% disagreeing or strongly disagreeing with the district priorities outlined in the Local Transport Plan 4. This variance in responses is likely due to the fact that priorities specified at this level are more 'personal' to individuals. Consequently, where respondents disagreed with only a minority of the priorities listed they tended to select 'neither agree nor disagree', 'disagree' or 'strongly disagree'. Further, some respondents only selected based on one district of interest whereas others looked at the range of priorities across the county.

A total of 303 people made a comment on the district priorities (63%). This was the highest response rate for any question and likely because these are local schemes and therefore of particular interest for individuals. Some respondents suggested new priorities or disagreed with the priorities shown in the draft plans, regardless of whether they selected agree or disagree. For each district the number of comments supporting the priorities or suggesting additional/alternative priorities is shown on the graph below next to the answer that was selected for question 7. It shows that in every district more respondents commented with additional priorities than selected that they disagree with the priorities, but also that there were a high number of respondents selecting 'neither agree nor disagree', 'don't know' or leaving the answer blank.

In general more respondents selected that they agree with the priorities than wrote a comment supporting them. In fact, where respondents selected 'agree' or 'strongly agree' they were much more likely to leave question 7a blank than if they had selected 'disagree' or 'strongly disagree' (44% compared to 14%). Therefore, the comments are weighted towards disagreement despite an overall balance towards agreement.

A small number of comments were received for this question and question 10 about the rural areas feeling neglected by LTP4, either for a lack of schemes or for greater acknowledgement that public transport is poor and the private car perhaps the only viable option in these areas.



Of the comments that were received, many were regarding a specific concern rather than a suggestion for a priority that could be developed into a scheme when funding is available. This included where respondents had agreed with the district priorities but nevertheless wanted to comment, for example “The proposal to remove bus services from Sittingbourne High Street is appalling.” Other comments related to transport implications from specific development sites – including development in south Canterbury, the Alkham Valley Road in Dover, and Manston Airport – but these will need to be dealt with through the planning process.

Some criticism was made of the approach taken in LTP4 to separate out priorities into strategic and local levels, and that this has perhaps led to the document being in two halves with the intentions of the outcomes not reflected in the district priorities. One person made this point:

“My 'personal' interest is in the Swale District but my comments are intended to overcome the 'compartmentalised' approach to policy-making when transport and other elements of regional planning CANNOT be restricted to bureaucratic boundaries. That isn't how (e.g.) pollution and/or vehicle management works. There are increased risks of unintended consequences coming from an isolationist approach to policy-making.”

Anonymous individual, Swale borough

However, the priorities listed will explicitly demonstrate how they meet the LTP4 outcomes in the corresponding business cases that are developed. This level of information is too great to be included in LTP4 for each individual priority.

#### 8.2.6 Question 8: Equality Impact Assessment

Question 8 asked:

*We have completed an initial Equality Impact Assessment for the draft Local Transport Plan. We welcome your views, please add any comments below.*

A total of 127 respondents gave a view on the EqIA (26%). Approximately the same number of people disagreed with the concept of EqIAs as were positive about the approach, and a small number did not understand. Ten comments were received on the need to ensure that the EqIA is followed up and action taken.

“Transport should not have any barriers regardless of race gender sex disability age you should be able to access transport freely and easily across Kent with out any barriers is vitally important that you’ll allow for this [sic].”

Anonymous individual, Shepway district

“An excellent assessment document, which in my opinion addresses all of the issues.”

Anonymous individual,  
Sevenoaks district

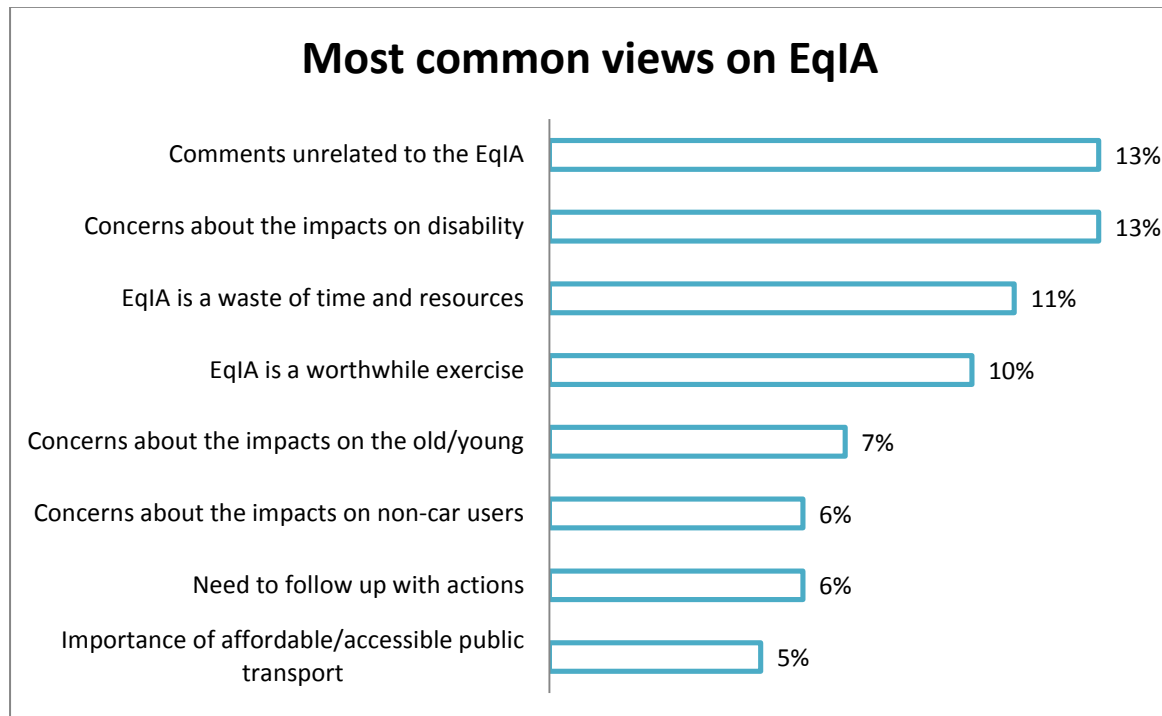
Two respondents had opposing views, one stated that assessing individual schemes after they were listed in LTP4 was too late but another recommended that it was worth doing later when schemes would be more developed. There were also some challenges as to the scoping opinion on particular characteristics, for example:

- Paid carers are increasingly unable to get to their clients owing to the disruption from roadworks.
- Increased air pollution impacts on health of residents in the lower socio-economic bands/children/pregnancy.
- Not enough consideration given to those without a private car.
- Cycling being the most viable alternative to the car and requiring more recognition in the EqIA.

There were also a number of comments on issues respondents considered omitted from LTP4 that may adversely affect groups with protected characteristics, including disabled access at railway stations, pavement parking, and footway maintenance.

A further 20 comments were on issues unrelated to equalities, such as the scale of house building and comments that had been repeatedly copied into each open text question. Several of these unrelated comments were regarding the district of Thanet and/or the future of the Manston Airport site.

The eight most common themes are listed below, with the remainder being more isolated comments about personal interests.



*From Q8 coded responses to open question.*

LTP4 has tried to take a holistic approach to transport in Kent and so whilst there is an emphasis on economic growth there is also a commitment to promote affordable, accessible and connected transport. The purpose of an EqlA is to understand how the LTP4 could affect Kent residents from all communities and to avoid inadvertent discrimination; and a central tenet of the process is seeking the views of those affected through the consultation. Therefore, the EqlA will be revised taking into account the comments from the consultation.

### 8.2.7 Question 9: Strategic Environmental Assessment

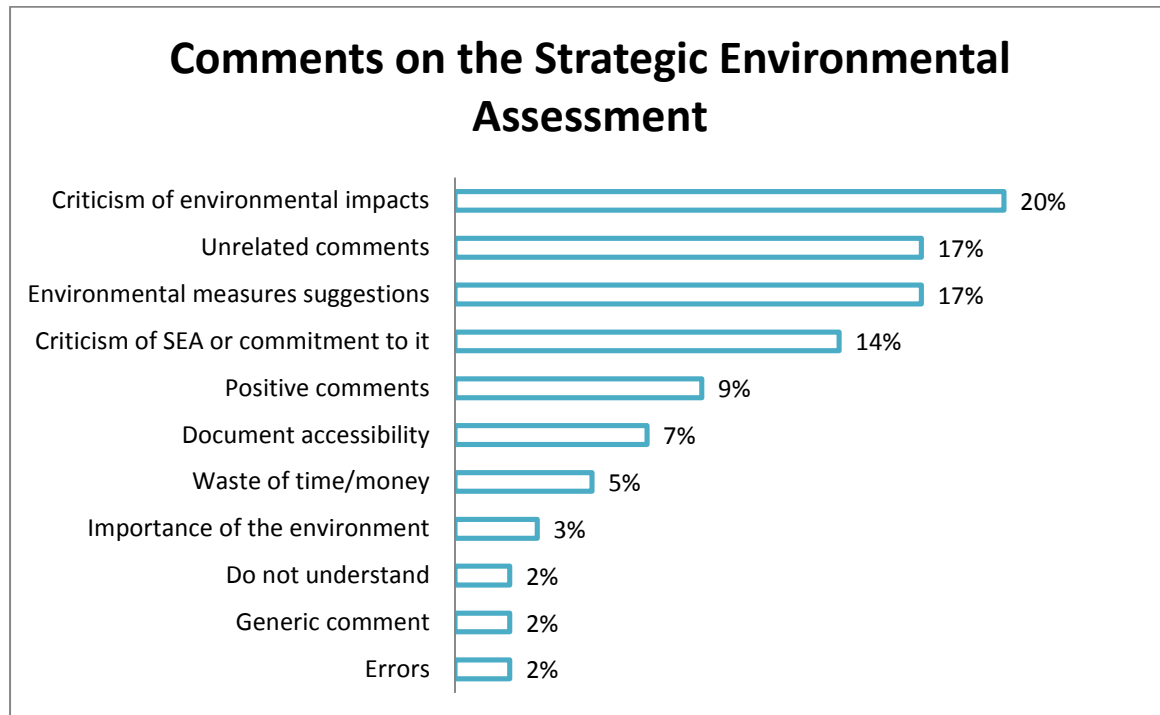
Question 9 asked:

*We have completed a draft Strategic Environmental Assessment (SEA). We welcome your views, please add any comments below.*

A total of 173 respondents made comments on the draft Strategic Environmental Assessment (36%) but there was not a varied spread of comments, with the majority



criticising the environmental impacts of the draft LTP4, suggesting alternative schemes/environmental measures, and making comments not directly related to the SEA. All views on the SEA are represented in the graph below.



*From Q9 coded responses to open question.*

There were a number of criticisms made including of the overall consideration for the environment in the draft plan and also for specific schemes, with a particular focus on the effects of road building and the emphasis on car use. A recurring criticism was of the Lower Thames Crossing transport priority, which is unsurprising given the recent Highways England consultation on route options (January to March 2016).

“Constructing another Thames Crossing and all the attendant roads, etc. is not going to help the environment, no matter which way you spin it.  
Try again.”  
Anonymous individual, Sevenoaks district

“Too much priority on improving roads which will increase traffic.  
Not enough on accessible affordable public transport and active travel.”  
Anonymous individual, Tonbridge and Malling borough

There were nevertheless positive comments on the SEA, with respondents recognising the worth of the document and the need to look at the environmental 'bigger picture':

"This more than covers the environmental concerns and needs for the county."

Anonymous individual, Tunbridge Wells borough

"We believe in the value of Strategic Environmental Assessment and accept the quality of the work undertaken."

Chart Sutton Parish Council

Comments coded as 'unrelated' were not directly related to the SEA or LTP4, for example 15 were regarding Manston Airport. The suggestions for measures to benefit the environment largely fell into three categories: improving accessibility to/affordability of public transport; greater emphasis on active travel; and a greater need to assess air quality/congestion. The criticisms of the SEA process included a need for commitment to address the issues, the need for monitoring, the recognition that population growth and development are inevitably detrimental to the environment, and three respondents commented that it is a 'box ticking' exercise.

The accessibility of the document was commented on 15 times, predominantly that the document was 250 pages long. However, for this reason a non-technical summary was produced that was only 24 pages long. It is possible that some respondents did not realise that the non-technical summary was a shorter version of the full document and so for future consultations this could be made clearer, although this was specified within the phrasing of the question.

As LTP4 is revised following consultation the SEA will also need revision. In doing this, the comments made in the consultation will be taken into consideration.

#### 8.2.8 Question 10: Any other comments

Question 10 asked for any other comments on the plan. People tended to use this question to identify specific concerns that were not appropriate for the other questions or to reiterate comments that had been made earlier. Some examples of these comments are a High Speed 1 junction for Maidstone, the reliability/cost of Fastrack, pothole repairs, and the cost of rail commuting. Many of these concerns regarded the scale of development in Kent and/or named development sites. Overall, the comments made were generally similar to those for the district priorities, including another 36 on the future of Manston Airport.

Others offered a general comment in support of, or questioning, the plan. Comments on the potential effectiveness of the plan included outright disagreeing with it,

wanting more detail, stating that the level of development planned means that congestion cannot be eliminated, and that the plan misses an opportunity to be more progressive/is too strategic. LTP4 has been designed as a high-level strategy that sets out Kent's key transport priorities at all levels. Even at the most local level, schemes (for example crossings) will have to demonstrate they accord with the policies set out in LTP4 through the prioritisation methodology in LTP4 Appendix 1. Further, the policy context diagram sets out the relationship between LTP4 and other policies – the supporting policies contain the detail on road safety, how negative impacts of freight will be tackled, individual district cycling strategies, and so on.

A total of 38 comments were made questioning the plan and 29 comments were made supporting it. This is a pleasingly high ratio for support given the tendency for people to respond negatively. One respondent wrote "I think everything has been carefully thought about, and makes me hopeful for the future of transport in Kent." However, even where support had been expressed some respondents were more measured and also acknowledged that it comes down to how it is enacted.

This section of the questionnaire was also used for comments on the consultation itself, with 19 received. There were opposing views, as illustrated by the quotes below.

"It is excellent that we have been invited to put our views forward and we appreciate the well set out questionnaire which really does try to cover all fields. Thank you."

The Alkham Valley Society

"...the way the consultation questionnaire has been designed means that it provides no real opportunity to comment on the some of the more detailed aspects of the proposals. Here, cynics might argue that it presents as no more than a tick box exercise designed to deliver a consultation that meets the organisation's needs but not the public's."

Minster-on-Sea Parish Council

In relation to the Minster-on-Sea comments, the consultation contained 7 open comment boxes, an email address was available and it was also possible to send a letter response so there was ample opportunity to provide detailed comments.

Some respondents were concerned that they had heard about the consultation late and suggested that it had not been publicised enough. However, sections 3 – 6 of

this report demonstrate the range of publicity routes taken. One respondent suggested that everyone should have been directly mailed but the cost of this is clearly prohibitive, and another wrote that it feels like it is being rushed despite the consultation being available for 12 weeks.

Three respondents commented on the prioritisation methodology for the Integrated Transport Programme and these will be considered alongside the Options Appraisal work carried out as part of the Strategic Environmental Assessment.

## **9. Letters/emails received**

Some respondents opted not to use the questionnaire form to respond and instead sent representation by letter or email. These tended to be from organisations or specific interest groups, but there were also some letters/emails from members of the public. Themes that ran through the letter responses reflected the questionnaire responses and included development pressure, the need to protect and conserve the historic environment, quality of life over growth, the future of Manston Airport, and the need for modal shift to public transport, cycling and walking. There was also a general feeling that the emphasis on economic growth was not supported and that road building/improvements will lead to induced demand and ultimately the same level of congestion will continue.

There were also suggestions for specific schemes that could be added to the list of priorities in each district, which will be assessed alongside the suggestions from the questionnaire results. These included a range of rail network improvements, alternative public transport vehicles, and increased bus services with cheaper fares and Wi-Fi to increase patronage.

Representations were also received from developers or their agents outlining the potential way that sites could contribute towards the objectives of LTP4, or requesting changes. Individual sites and any contributions to the transport/highway networks will be determined by the Local Planning Authority through the planning process.

The majority of the letter/email responses were for a campaign coordinated by Canterbury Independent Traders Alliance that resulted in 21 emails and 2 letters echoing their requests, which were for:

- A) Sufficient affordable car parking for shoppers, workers and visitors to Canterbury.
- B) Extended facilities at Canterbury West Station from the north in Roper Road.
- C) A second access to Canterbury West station from the north in Roper Road.

The Kent and Medway Air Quality Partnership made some suggestions for strengthening the way LTP4 deals with air quality issues, including for the prioritisation methodology for small scale transport schemes.

## **10. Stakeholder responses – district councils**

Responses were received from all 12 district councils, plus Medway Council.

### Overall Ambition

Overall, all district councils were generally supportive of the Ambition of the draft LTP4. In particular, Canterbury City Council and Tonbridge and Malling Borough Council both demonstrated strong support. Sevenoaks District Council also welcomed the merging of Kent's Local Transport Plan and Growth without Gridlock. However, Gravesham Borough Council recommended further clarification on what it can deliver and what it can influence.

### Outcomes and Supporting Policies

The majority of district councils were supportive of the proposed overarching policies, in particular the need to help drive economic growth and support development. However, Maidstone Borough Council felt the document provided too much focus on the achievement of Outcome 1 (economic growth and minimised congestion) and felt the document would benefit from clarification as to how the other outcomes are intended to be achieved.

Furthermore, despite agreeing with most of the proposed policies, Gravesham Borough Council disagreed with Outcome 2 as they felt 'door-to-door' travel tended to imply a car-based solution and that the outcome should clearly to emphasise the need to significantly increase public transport provision. In addition, Tunbridge Wells Borough Council disagreed with Outcome 5 as they believe it should also focus on the provision of active travel infrastructure as they see lack of infrastructure as a key barrier to encouraging active travel.

### Strategic Priorities

Most councils agreed with the Strategic Priorities, with some (such as Ashford, Dartford, Maidstone, and Tonbridge and Malling) demonstrating strong support for the proposed priorities. In addition, a number of Councils requested that priorities such as a New Lower Thames Crossing, Operation Stack and Bifurcation of Port Traffic be considered as national priorities. Furthermore, districts tended to feel there should be more emphasis on active travel.

Gravesham Borough Council was the only authority to disagree with the Strategic Priorities. This is due to their opposition to a Lower Thames Crossing to the east of Gravesend. Nevertheless, both Gravesham and Dartford requested the inclusion of Fastrack as a new Strategic Priority.

### Kent-Wide Priorities

In general, most councils were supportive of the Kent-Wide priorities and welcomed the emphasis on active travel. Tunbridge Wells Borough Council felt the priorities

should be set out in order of importance, with Active Travel having higher priority than Home to School Transport.

Further to this, Dartford Borough Council requested for an additional priority to focus on encouraging a shift towards more sustainable forms of transport. Maidstone Borough Council also felt it would be beneficial to include a reference to KCC's Active Travel Strategy. Swale, Gravesham and Dover all suggested additional priorities to include and Medway expressed concern in regards to the lack of emphasis on London commuter travel.

### District Priorities

Most councils agreed with the specific district priorities outlined in the draft LTP4 due to the involvement they had had in the development of these pages. However, all provided further comments on schemes for their particular district, including requests for additional schemes to be included. All of these will be considered when revising the document.

Further detail on individual district councils' responses can be found in Appendix D.

## **11. Stakeholder responses – other organisations**

Consultation responses were received from a range of key stakeholders, including Kent Police, Highways England, Port of Dover, Kent Wildlife Trust, Kent Downs Area of Outstanding Natural Beauty (AONB), High Weald AONB, Thames Gateway Kent Partnership, CPRE Kent, Natural England, Historic England, Freight Transport Association, Ebbsfleet Development Corporation and Kent Association of Local Councils (KALC). A summary of their responses is set out below.

### Overall Ambition

In general, most stakeholders were supportive of the overall Ambition of the Plan. However, the Kent Association of Local Councils felt there was a lack of detail with regards to how the Plan will be delivered, timescales and where the funding will come from.

### Outcomes and Supporting Policies

The majority of stakeholders broadly supported the overarching policies, but were keen to see the emphasis placed on active travel and enhancing the environment.

Stakeholders such as Natural England were broadly supportive of the aims and objectives, in particular Outcome 4, but recognised that transport corridors can act as a significant barrier to the movement of many species and as a result cause fragmentation of their range. Therefore, Natural England suggested that reference is made to minimising impacts but a more ambitious outcome would be to aim for a net biodiversity gain and no fragmentation. In addition, Kent Police felt growth and congestion should not be reliant on infrastructure and should also incorporate

operational monitoring to enhance existing infrastructure and identify minor cost efficient changes.

### Strategic Priorities

Key stakeholders tended to agree with the Strategic Priorities. The Freight Transport Association, the Port of Dover, Thames Gateway Kent Partnership and Kent Police expressed strong support for schemes such as a Lower Thames Crossing, a Solution to Operation Stack, Bifurcation of Port Traffic and Provision for Overnight Lorry Parking, as they felt these were also important to the wider UK economy and therefore should be seen as national priorities.

KALC tended to agree with most Strategic Priorities, but also provided comments on where they thought the plan could be improved in these areas. Further, Kent Wildlife Trust felt reducing air pollution in light of the increase in traffic predicted should be a priority for the LTP. They were also opposed to any scheme which is harmful to wildlife, including the Lower Thames Crossing. Environmental comments were provided for each scheme and will be considered during the revision of the document.

Mirroring the comments received from Dartford and Gravesham Borough Councils, Ebbsfleet Development Corporation requested that the description of Fastrack should reflect the ambition of the Ebbsfleet Garden City project to radically enhance the quality and extent of the network.

### Kent-Wide Priorities

Overall, most stakeholders were supportive of the Kent-Wide Priorities and welcomed the emphasis on Active Travel and enhancing the environment. However, CPRE Kent expressed very strong concerns and felt much greater emphasis was needed on more sustainable modes of transport.

Both High Weald AONB and Kent Downs AONB expressed disappointment in the degree of reference to AONBs throughout the document, in particular the High Weald AONB area. They requested for the LTP to include information on how the Plan will contribute to meeting AONB Management Plan objectives.

### District Priorities

Most stakeholders tended to comment on the overall strategic and Kent-wide priorities for the county rather than the local schemes. However, some comments were received and will be considered for the document revision. For example, Kent Police asked for new speed limits design out the need for enforcement where possible.

## 12. Conclusion

Overall the draft *Local Transport Plan 4: Delivering Growth without Gridlock* was well received. There were a substantial number of responses for a consultation of this type, and this can be at least partially attributed to the range of significant transport infrastructure projects that have been in the media over the last year (including the proposed Lower Thames Crossing, Operation Stack lorry area, Manston Airport, Heathrow's 3<sup>rd</sup> runway), development sites across the county, and the recent Active Travel Strategy consultation.

The consultation was used as a platform to alert KCC to specific concerns and issues, with the most commonly recurring being the future of Manston Airport, development at Whitfield affecting Alkham Valley Road in Dover, the omission of the Sevenoaks Cycling Strategy as a district transport priority, congestion related to new development in South Canterbury, and requesting an additional access to Canterbury West Railway Station. There were also many more generalised concerns about development and congestion. All comments raised will be considered for inclusion in the revised LTP4.

The majority of respondents agreed with the draft LTP4, except in the case of district transport priorities where results were more divided. The strategy part of the document, setting out the Ambition, Outcomes and Supporting Policies, was especially supported but the Strategic Priorities and District Priorities proved more contentious. However, even for these sections of LTP4 more people agreed than outright disagreed.

The district councils and other stakeholders were broadly supportive, with Gravesham Borough Council being the exception notably because of KCC's support for the proposed Lower Thames Crossing. Stakeholders made comments both general and specific depending on their area of interest, for example Ebbsfleet Development Corporation focussed on Dartford/Gravesham whereas Kent Police made points relevant across the county.

All of the key findings of this consultation will be considered in the revision of the *Local Transport Plan 4: Delivering Growth without Gridlock*. A list of the schemes/issues suggested as new Strategic Priorities and District Transport Priorities can be found in Appendix E.



## Appendix A – Social media timetable

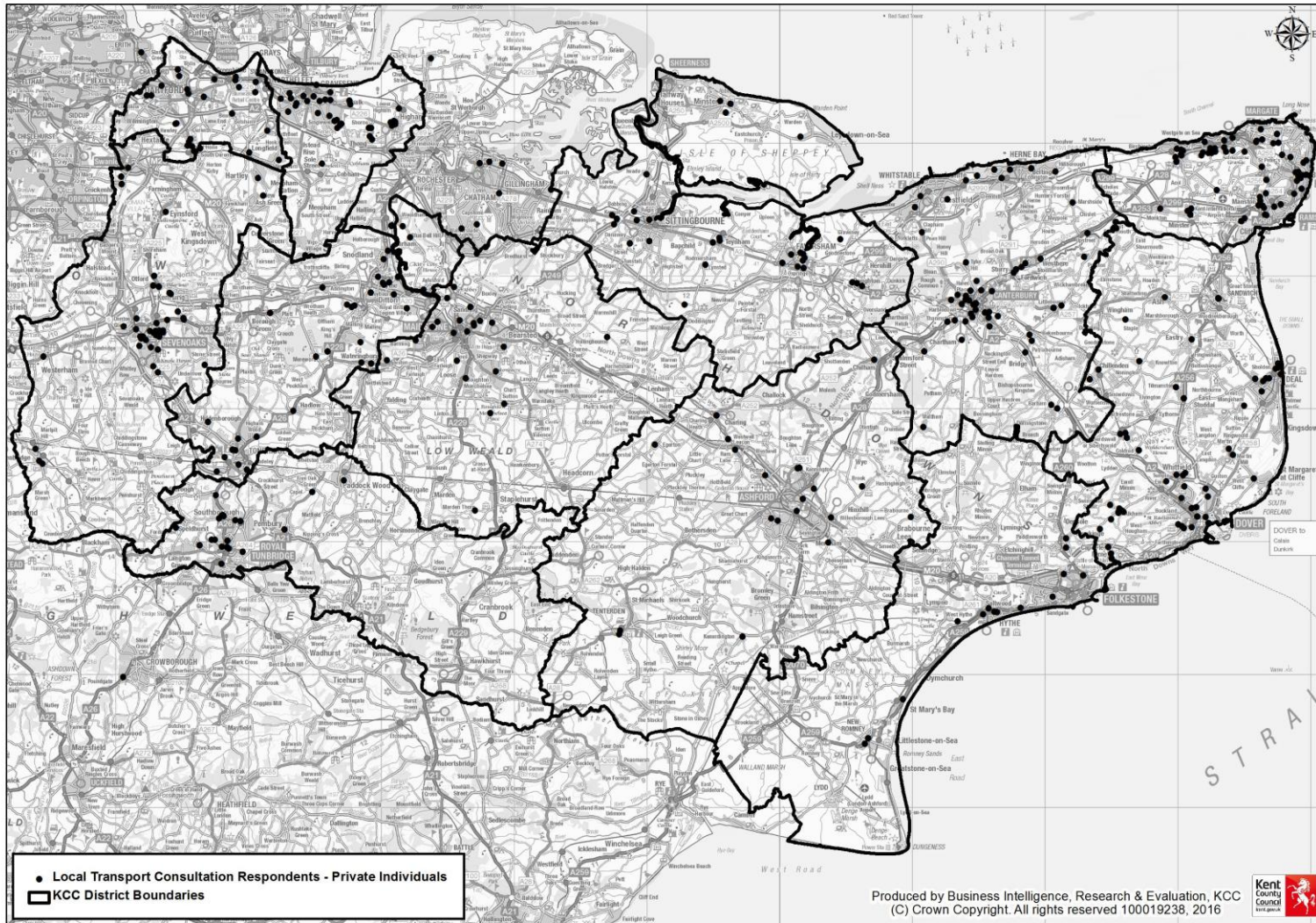
	Date	Time	Theme/topic	Content	Character count	Image
<b>Facebook page</b>						
<b>Kent County Council @KentCountyCouncil</b>	08/08/2016	10am	Consultation Launch	KCC is launching a consultation on our draft Local Transport Plan 4. The Plan sets out what we will do to make sure transport is part of making Kent a great place to live, work and do business - visit <a href="http://kent.gov.uk/localtransportplan">kent.gov.uk/localtransportplan</a> before October 30th to have your say on transport in Kent #localtransportplan	310	KCC consultation postcard
<b>Kent County Council @KentCountyCouncil</b>	10/08/2016	10am	Consultation Launch	Our ambition 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. Visit <a href="http://kent.gov.uk/localtransportplan">kent.gov.uk/localtransportplan</a> to see how we will deliver this ambition and have your say in our consultation #localtransportplan	315	KCC consultation postcard
<b>Kent County Council @KentCountyCouncil</b>	12/08/2016	10am	Consultation Launch	We want transport schemes in Kent to support economic growth and minimised congestion, affordable and accessible door to door journeys, safer travel, enhanced environment and better health and wellbeing. Visit <a href="http://kent.gov.uk/localtransportplan">kent.gov.uk/localtransportplan</a> to have your say on these five outcomes #localtransportplan	300	KCC consultation postcard
<b>Kent County Council @KentCountyCouncil</b>	19/09//2016	10am	Consultation Half-way point	We are halfway into our consultation on Local Transport Plan 4. To help you get to your destinations quickly and safely, we need a transport network that meets your needs, enables economic growth and supports Kent's growing population. Go to <a href="http://kent.gov.uk/localtransportplan">kent.gov.uk/localtransportplan</a> and have your say! #localtransportplan	311	KCC consultation postcard

<b>Kent County Council</b> <b>@KentCountyCouncil</b>	24/10/2016	10am	Consultation Last warning	It's not too late! Our consultation on Local Transport Plan 4 closes Sunday 30th October. Go to <a href="http://kent.gov.uk/localtransportplan">kent.gov.uk/localtransportplan</a> to read the draft plan and have your say on transport in Kent #localtransportplan	208	KCC consultation postcard
<b>Kent County Council</b> <b>@KentCountyCouncil</b>	26/10/2016	10am	Consultation Last warning	Do you use our roads or public transport? Then don't miss out on the chance to read our draft Local Transport Plan and have your say on Kent's transport. Visit <a href="http://kent.gov.uk/localtransportplan">kent.gov.uk/localtransportplan</a> before October 30th #localtransportplan	230	KCC consultation postcard
<b>Kent County Council</b> <b>@KentCountyCouncil</b>	28/10/2016	10am	Consultation Last warning	Sunday 30th is your last chance to have your say on our draft Local Transport Plan. Visit <a href="http://kent.gov.uk/localtransportplan">kent.gov.uk/localtransportplan</a> to read the draft and share your views on our transport priorities and outcomes #localtransportplan	220	KCC consultation postcard
<b>Kent County Council</b> <b>@KentCountyCouncil</b>	When Possible		Consultation Reminder	Kent has ambitious targets for growth. Visit <a href="http://kent.gov.uk/localtransportplan">kent.gov.uk/localtransportplan</a> before October 30th to see how KCC will support the transport needed for planned, sustainable growth #localtransportplan	197	KCC consultation postcard
<b>Kent County Council</b> <b>@KentCountyCouncil</b>	When Possible		Consultation Reminder	Our consultation on Local Transport Plan 4 gives you the chance to tell us what you think our ambition, priorities and outcomes should be for Kent's transport. Visit <a href="http://kent.gov.uk/localtransportplan">kent.gov.uk/localtransportplan</a> to have your say #local transportplan	234	KCC consultation postcard
<b>Kent County Council</b> <b>@KentCountyCouncil</b>	When Possible		Consultation Reminder	Our draft Local Transport Plan 4 lays out Kent's transport priorities for the next fifteen years. Visit <a href="http://kent.gov.uk/localtransportplan">kent.gov.uk/localtransportplan</a> before October 30th to have your say on the priorities for your district and your county #localtransportplan	244	KCC consultation postcard

	Date	Time	Theme/topic	Content	Character count	Image
<b>Twitter page</b>						
<b>Kent County Council (@kent_cc)</b>	08/08/2016	10am	Consultation Launch	We are consulting on our draft Local Transport Plan 4. Go to <a href="http://kent.gov.uk/localtransportplan">kent.gov.uk/localtransportplan</a> and have your say! #localtransportplan	130	KCC Consultation postcard
<b>Kent County Council (@kent_cc)</b>	09/08/2016	10am	Consultation Launch	We want to deliver safe and efficient transport for Kent. Visit <a href="http://kent.gov.uk/localtransportplan">kent.gov.uk/localtransportplan</a> to find out how #localtransportplan	129	KCC Consultation postcard
<b>Kent County Council (@kent_cc)</b>	10/08/2016	10am	Consultation Launch	Are you a keen cyclist? Have your say on our transport priorities, by visiting <a href="http://kent.gov.uk/localtransportplan">kent.gov.uk/localtransportplan</a> #localtransportplan	129	KCC Consultation postcard
<b>Kent County Council (@kent_cc)</b>	11/08/2016	10am	Consultation Launch	Do you rely on public transport? Have your say on our transport priorities, by visiting <a href="http://kent.gov.uk/localtransportplan">kent.gov.uk/localtransportplan</a> #localtransportplan	138	KCC Consultation postcard
<b>Kent County Council (@kent_cc)</b>	12/08/2016	10am	Consultation Launch	How can transport make Kent a great place to live? Visit <a href="http://kent.gov.uk/localtransportplan">kent.gov.uk/localtransportplan</a> by October 30th to have your say #localtransportplan	140	KCC Consultation postcard
<b>Kent County Council (@kent_cc)</b>	07/09/2016	10am	Back to School Update	Do you use our roads or public transport? Visit <a href="http://kent.gov.uk/localtransportplan">kent.gov.uk/localtransportplan</a> and have your say in our consultation #localtransportplan	136	KCC Consultation postcard
<b>Kent County Council (@kent_cc)</b>	19/09//2016	10am	Consultation Half-way point	We are halfway into our consultation on Local Transport Plan 4. Visit <a href="http://kent.gov.uk/localtransportplan">kent.gov.uk/localtransportplan</a> to have your say! #localtransportplan	139	KCC Consultation postcard
<b>Kent County Council (@kent_cc)</b>	10/10/2016	10am	Last quarter Update	How can transport benefit Kent's communities? Visit <a href="http://kent.gov.uk/localtransportplan">kent.gov.uk/localtransportplan</a> and have your say in our consultation #localtransportplan	140	KCC Consultation postcard
<b>Kent County Council (@kent_cc)</b>	24/10/2016	10am	Consultation Last warning	It's not too late! Visit <a href="http://kent.gov.uk/localtransportplan">kent.gov.uk/localtransportplan</a> before October 30th to have your say on Local Transport Plan 4	138	KCC Consultation postcard

				#localtransportplan		
<b>Kent County Council (@kent_cc)</b>	25/10/2016	10am	Consultation Last warning	Do you travel on Kent's roads? Visit <a href="http://kent.gov.uk/localtransportplan">kent.gov.uk/localtransportplan</a> to have your say on our transport priorities #localtransportplan	132	KCC Consultation postcard
<b>Kent County Council (@kent_cc)</b>	26/10/2016	10am	Consultation Last warning	Visit <a href="http://kent.gov.uk/localtransportplan">kent.gov.uk/localtransportplan</a> by October 30th to see how transport can benefit Kent's communities and businesses #localtransportplan	139	KCC Consultation postcard
<b>Kent County Council (@kent_cc)</b>	27/10/2016	10am	Consultation Last warning	Kent has ambitious targets for growth. Visit <a href="http://kent.gov.uk/localtransportplan">kent.gov.uk/localtransportplan</a> by October 30th to see how we will deliver #localtransportplan	138	KCC Consultation postcard
<b>Kent County Council (@kent_cc)</b>	28/10/2016	10am	Consultation Last warning	It's not too late! Visit <a href="http://kent.gov.uk/localtransportplan">kent.gov.uk/localtransportplan</a> by October 30th to comment on the future of Kent's transport #localtransportplan	136	KCC Consultation postcard
<b>Kent County Council (@kent_cc)</b>	When Possible		Consultation Reminder	We want transport to aid economic growth and minimised congestion. Visit <a href="http://kent.gov.uk/localtransportplan">kent.gov.uk/localtransportplan</a> to find out how #localtransportplan	139	KCC Consultation postcard
<b>Kent County Council (@kent_cc)</b>	When Possible		Consultation Reminder	Visit <a href="http://kent.gov.uk/localtransportplan">kent.gov.uk/localtransportplan</a> to have your say on how KCC can support affordable and accessible journeys in Kent #localtransportplan	139	KCC Consultation postcard
<b>Kent County Council (@kent_cc)</b>	When Possible		Consultation Reminder	KCC wants safer travel in Kent. Visit <a href="http://kent.gov.uk/localtransportplan">kent.gov.uk/localtransportplan</a> to find out how and take part in our consultation #localtransportplan	138	KCC Consultation postcard
<b>Kent County Council (@kent_cc)</b>	When Possible		Consultation Reminder	Visit <a href="http://kent.gov.uk/localtransportplan">kent.gov.uk/localtransportplan</a> to see how KCC will deliver a transport system which enhances our environment #localtransportplan	134	KCC Consultation postcard
<b>Kent County Council (@kent_cc)</b>	When Possible		Consultation Reminder	We want to improve health and wellbeing in Kent. Visit <a href="http://kent.gov.uk/localtransportplan">kent.gov.uk/localtransportplan</a> to find out how transport can help #localtransportplan	140	KCC Consultation postcard

## Appendix B – Geographical spread of individual respondents to the questionnaire



## Appendix C – Consultation Questionnaire

# Local Transport Plan 4 Consultation Questionnaire

To be able to travel easily, safely and quickly to our destinations we need a transport network that can cater for current demand and that enables and supports future growth. By providing real transport choices and a resilient network, journeys will be reliable, which will stimulate regeneration and encourage people and businesses to come to Kent.

Kent County Council's (KCC) Local Transport Plan 4 (LTP4) articulates what we will do to make sure transport is part of making Kent a great place to live, work and do business, by helping deliver on our very real growth potential.

The LTP is available online at [kent.gov.uk/localtransportplan](http://kent.gov.uk/localtransportplan). Hard copies are available via the Alternative Format contact details below.

We will be consulting on the draft LTP4 for a 12 week period from August 8<sup>th</sup> to October 30<sup>th</sup>. Your responses will help us to develop our policy and subsequently will be presented as a final draft at KCC's Environment and Transport Cabinet Committee in early 2017, as part of the document approval process.

This questionnaire can be completed online at [kent.gov.uk/localtransportplan](http://kent.gov.uk/localtransportplan). Alternatively, fill in this paper form and return it to: Transport Strategy Team, Kent County Council, Invicta House, County Hall, Maidstone, Kent ME14 1XX

**Please ensure your response reaches us by the 30th of October.**

**Privacy:** Kent County Council collects and processes personal information in order to provide a range of public services. Kent County Council respects the privacy of individuals and endeavours to ensure personal information is collected fairly, lawfully, and in compliance with the Data Protection Act 1998.

### Alternative Formats and Hard Copies

To request hard copies of any of the consultation documents, including the draft LTP, or for any other formats, please email: [alternativeformats@kent.gov.uk](mailto:alternativeformats@kent.gov.uk) or call: 03000 421553 (text relay service number: 18001 03000 421553). This number goes to an answering machine, which is monitored during office hours.

**Q1. Are you completing this questionnaire on behalf of:**

*Please select the option from the list below that most closely represents how you will be responding to this consultation.*

- Yourself as an individual
- Yourself as a member of KCC Staff
- A District/Town/Parish Council
- A Charity, Voluntary or Community Sector Organisation (VCS)
- A Business
- Other, please specify:

**Q1a. If you are responding on behalf of a Council/Business/VCS Organisation, please tell us the name of the organisation:**

**Q2. Please tell us your postcode: \_\_\_\_\_**

*We use this to help us to analyse our data. It will not be used to identify who you are.*

The draft Local Transport Plan sets out the following Ambition for Kent:

*To deliver safe and effective transport, ensuring that all Kent's communities and businesses benefit, the environment is enhanced and economic growth is supported.*

**Q3. To what extent do you agree or disagree with the overall Ambition set for the Local Transport Plan?**

*Please select **one** box.*

Strongly agree

Agree

Neither agree nor disagree

Disagree

Strongly disagree

Don't know

**Q3a. Please add any comments on the overall Ambition set for the Local Transport Plan below:**

*DRAFT*



**Q4. This Ambition will be realised through five overarching Outcomes and Supporting Policies. To what extent do you agree or disagree with each of the Outcomes and Policies? Please select *one* box per outcome.**

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
<p><b>Outcome 1.</b> Economic growth and minimised congestion.  <b>Policy:</b> Deliver resilient transport infrastructure and schemes to reduce congestion and improve journey time reliability, to enable economic growth and appropriate development.</p>						
<p><b>Outcome 2.</b> Affordable and accessible door to door journeys.  <b>Policy:</b> Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services.</p>						
<p><b>Outcome 3.</b> Safer travel.  <b>Policy:</b> 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.</p>						
<p><b>Outcome 4.</b> Enhanced environment.  <b>Policy:</b> Deliver schemes to reduce the environmental footprint of transport, and enhance the historic and natural environment.</p>						
<p><b>Outcome 5.</b> Better health and wellbeing.  <b>Policy:</b> Promote active travel choices for all members of the community to encourage good health and wellbeing, and implement measures to improve local air quality.</p>						

**Q4a. Please add any comments on the five overarching Outcomes and Supporting Policies below:**

DRAFT

**Q5. To what extent do you agree or disagree with the Strategic Priorities for the Local Transport Plan? (Pages 11 to 21 in the LTP)**

Please select **one** box.

Strongly agree

Agree

Neither agree nor disagree

Disagree

Strongly disagree

Don't know

**Q5a. Please add any comments on the Strategic Priorities for the Local Transport Plan below:**

Please indicate which **Strategic Priorities** you are commenting on.

**DRAFT**

**Q6. To what extent do you agree or disagree with the Kent-Wide Priorities for the Local Transport Plan?** (Pages 22 to 23 in the LTP)

*Please select **one** box.*

Strongly agree

Agree

Neither agree nor disagree

Disagree

Strongly disagree

Don't know

**Q6a. Please add any comments on the Kent-Wide Priorities for the Local Transport Plan below:**

*Please specify which **Kent-Wide priorities** you are commenting on.*

**DRAFT**

**Q7. To what extent do you agree or disagree with the District Priorities for the Local Transport Plan? (Pages 24 to 50 in the LTP)**

*Please select **one** box.*

Strongly agree

Agree

Neither agree nor disagree

Disagree

Strongly disagree

Don't know

**Q7a. Please add any comments on the District Priorities for the Local Transport Plan below:**

*Please specify which **district** you are commenting on.*

**DRAFT**

**Q8. We have completed an initial Equality Impact Assessment (EqIA) for the draft Local Transport Plan 4.** An EqIA is a tool to assess the impact any policies or strategies would have on the following protected characteristics: race, age, disability, gender, gender reassignment, sexual orientation, religion or belief and carer's responsibilities. The EqIA is available at [kent.gov.uk/localtransportplan](http://kent.gov.uk/localtransportplan) or in hard copy on request.

**We welcome your views, please add any comments below:**

**Q9. We have completed a draft Strategic Environmental Assessment (SEA).** A SEA is a process to ensure that significant environmental affects arising from policies, plans and programmes are identified, assessed, mitigated, communicated to decision makers and monitored. The SEA is available at [kent.gov.uk/localtransportplan](http://kent.gov.uk/localtransportplan) or in hard copy on request.

**We welcome your views, please add any comments below:**

**Q10. Please add any final comments you have on the Local Transport Plan below:**



*You only need to answer these questions if you have responded as an individual. It is not necessary to answer these questions if you are responding on behalf of an organisation.*

## About You

We want to make sure that everyone is treated fairly and equally, and that no one gets left out. That's why we're asking you these questions. We won't share the information you give us with anyone else. We'll use it only to help us make decisions, and improve our services. If you would rather not answer any of these questions, you don't have to.

**Q11. Are you.....?** Please select **one** box.

<input type="checkbox"/>	Male
<input type="checkbox"/>	Female
<input type="checkbox"/>	I prefer not to say

**Q12. Which of these age groups applies to you?** Please select **one** box.

<input type="checkbox"/>	0-15	<input type="checkbox"/>	25-34	<input type="checkbox"/>	50-59	<input type="checkbox"/>	65-74	<input type="checkbox"/>	85 + over
<input type="checkbox"/>	16-24	<input type="checkbox"/>	35-49	<input type="checkbox"/>	60-64	<input type="checkbox"/>	75-84	<input type="checkbox"/>	I prefer not to say

The Equality Act 2010 describes a person as disabled if they have a longstanding physical or mental condition that has lasted, or is likely to last, at least 12 months; and this condition has a substantial adverse effect on their ability to carry out normal day-to-day activities. People with some conditions (cancer, multiple sclerosis and HIV/AIDS, for example) are considered to be disabled from the point that they are diagnosed.



**Q13. Do you consider yourself to be disabled as set out in the Equality Act 2010?**

*Please select **one** box.*

Yes

No

I prefer not to say

**Q13a. If you answered 'Yes' to Q12, please tell us the type of impairment that applies to you.** You may have more than one type of impairment, so please select **all** that apply. If none of these applies to you, please select 'Other', and give brief details of the impairment you have.

<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>

Physical impairment

Sensory impairment (hearing, sight or both)

Longstanding illness or health condition, or epilepsy

Mental health condition

Learning disability

I prefer not to say

Other (please specify)

**Q14. To which of these ethnic groups do you feel you belong? (Source: 2011 census)**

Please select one box.

- |  |   |
|--|---|
| <input type="checkbox"/> White English                   | <input type="checkbox"/> Asian or Asian British Indian      |
| <input type="checkbox"/> White Scottish                  | <input type="checkbox"/> Asian or Asian British Pakistani   |
| <input type="checkbox"/> White Welsh                     | <input type="checkbox"/> Asian or Asian British Bangladeshi |
| <input type="checkbox"/> White Northern Irish            | <input type="checkbox"/> Asian or Asian British other*      |
| <input type="checkbox"/> White Irish                     | <input type="checkbox"/> Black or Black British Caribbean   |
| <input type="checkbox"/> White Gypsy/Roma                | <input type="checkbox"/> Black or Black British African     |
| <input type="checkbox"/> White Irish Traveller           | <input type="checkbox"/> Black or Black British other*      |
| <input type="checkbox"/> White other*                    | <input type="checkbox"/> Arab                               |
| <input type="checkbox"/> Mixed White and Black Caribbean | <input type="checkbox"/> Chinese                            |
| <input type="checkbox"/> Mixed White and Black African   | <input type="checkbox"/> I prefer not to say                |
| <input type="checkbox"/> Mixed White and Asian           |   |
| <input type="checkbox"/> Mixed Other*                    |   |
| <input type="checkbox"/> Other ethnic group*             |   |

\*If your ethnic group is not specified in the list, please describe it here:

**Thank you for taking the time to complete this questionnaire.**

## Appendix D – District Council Responses

Consultation responses were received from all twelve district councils in Kent as well as Medway Council. A summary of comments from each authority is set out below.

### Ashford Borough Council

Overall Ashford Borough Council was supportive of the general aims and objectives of the draft Local Transport Plan. In particular their response displayed strong support for the strategic priorities – predominantly the Ashford Spurs project, overnight lorry parking, and proposed Operation Stack lorry area.

In addition, the Borough Council was also supportive of the 5 overarching policies, particularly “the need for transport infrastructure to help drive economic growth and new development in Kent is critical if growth aspirations across the County are to be realised.”

In terms of specific District priorities, Ashford Borough Council was largely pleased to see the importance afforded to particular Ashford schemes; specifically the town centre improvements, Pound Lane strategic Link and M20 Junction 10a. However, the Borough Council recommended reference to the possibility of a rail halt at Park Farm is removed as it is unlikely the project will progress beyond its current feasibility stage.

The Borough Council felt there were particular areas throughout the draft Local Transport Plan which could better demonstrate future transport priorities. These include:

- The importance of community or voluntary sector run bus services should be better recognised throughout the document and given higher profile. In particular, in Ashford there remains the need for a more legible and recognisable bus interchange.
- Better grasp the opportunity to raise the profile of cycling in Ashford. KCC support is needed for the planning and delivery of the cycle network and the associated infrastructure needed to make it an attractive means of travel.
- The Local Transport Plan should look beyond the current suite of infrastructure priority projects and provide the first chance to ‘flag up’ future issues and identify where feasibility resources might be targeted first.

### Canterbury City Council

Canterbury City Council responded to the consultation via the online questionnaire. They expressed strong support with the overall Ambition and overarching Outcomes and Supporting Policies.

In addition, the City Council recognises that the Lower Thames Crossing and Bifurcation of Port traffic are national priorities that will impact on all districts along the A2/M2 corridor. They largely welcome improvements to Brenley Corner, rail journey time improvements between Ashford to Ramsgate, and the proposed actions to improve rail and bus travel countywide.

Furthermore, the Council was pleased to see the priority made to active travel and recognises the importance of good maintenance of footways and cycling infrastructure, which can often be a barrier to active travel.

They raised concerns in regards to the additional traffic growth of dualling the A2 to Dover and the impact this would have on the three Canterbury junctions, questioning whether has been assessed and considered.

More specifically, Canterbury City Council agreed with the priorities outlined for the district. However, they provided the following comments:

- The City Council are keen to see cashless ticketing on public transport countywide but would encourage the use of 'pay by phone' or i-watch so that customers do not need to carry another card.
- The three GIF schemes included on the Canterbury priorities page are all to be funded through private investment from strategic developments.
- The Tourtel Road roundabout scheme should be included as part of a wider project to look at all ring road junctions for efficiency improvements.
- There are proposals to expand all three Park and Ride sites; Sturry Road, Wincheap and New Dover Road.
- The description of the A2 Wincheap off-slip scheme needs to be improved to include a relief road and new traffic management scheme.
- Canterbury City Council also requested the inclusion of an additional scheme; South Canterbury: fast bus link and improved walking and cycling links.
- Additionally, the City Council asked to stress the need to prioritise active travel and public transport on the description page of Canterbury's district priorities. Over the past 20 years, additional travel demand as a result of housing growth, expansion of the universities, expansion of the retail and entertainment in the city centre has been absorbed by other travel modes and has successfully prevented the creation of additional traffic on the city centre roads.

Further to their consultation response, Canterbury City Council submitted further comments to request the inclusion of the extension of the Crab and Winkle route in Whitstable.

#### Dartford Borough Council

Dartford Borough Council agrees with the overall ambition and outcomes of the draft Local Transport Plan. In particular, outlining strong support for Outcomes 1 and 5 as

they agree transport infrastructure is a vital issue to unlocking development sites in Dartford.

Nevertheless, they provide a number of comments on the five overarching Outcomes;

- Outcome 1: Further commitments to achieving this objective must be set out.
- Outcome 2: The policy should recognise the importance of town centres, given their role in reducing the need to travel, producing linked trips, providing effective travel hubs, and their fundamental role in sustainable development.
- Outcome 4: Policy could refer to the role of ecological corridors along linear transport routes/public highway/rights of way.
- Outcome 5: The Borough Council supports the reference to air quality but argues that the outcome should also explicitly address transport's function in enabling participation in active communities.

Dartford Borough Council strongly agreed with the proposed strategic priorities. However, their response to the consultation included a number of proposed amendments, consisting of:

*Enabling Growth in the Thames Gateway:*

- Clarification is needed in regards to the “issue” being at existing levels of congestion and lack of resilience.
- It also needs to be made explicit that achieving the outcome of delivering jobs and homes is contingent on timely provision of transport infrastructure and funding.
- The scale of current growth and future potential at Dartford Town Centre and the Northern Gateway must be acknowledged, along with the need for a high level of modal shift for the network to operate at an acceptable level.
- Reference to Crossrail should be amended to better clarify the specific commitment to serving Gravesend station directly.
- Fastrack should also be included within the list of priorities.

*Rail and Bus Improvements:*

- The “issue” needs to not be as focused on those without a car and instead better capture overall issues with the identification of modal shift as an objective. The commentary should also reflect the need for rural areas to be well served by public transport to avoid social isolation.

*New Lower Thames Crossing:*

The Borough Council expressed their strong support for Kent County Council's position on a new Lower Thames Crossing, to the east of Gravesend, along with it being imperative the Western Southern Link is chosen.

Overall Dartford Borough Council agreed with the Kent-Wide priorities set out in the draft Local Transport Plan, however requested an additional Kent-Wide priority to 'encourage shift towards more sustainable forms of transport' be added to the document.

In terms of specific Dartford priorities, the Borough Council had general agreement for the proposed schemes. Nevertheless, it was requested that an additional scheme of 'Measures to address impact of Dartford Crossing traffic on the local road network, in particular the town centre' is added to the list of priority schemes.

To conclude their response to the consultation Dartford Borough Council expressed their commitment to work closely with KCC and partners to ensure transport plans for Dartford are fulfilled.

### Dover District Council

In general Dover District Council is supportive of the strategic priorities set out in the draft Local Transport Plan, in particular the need for a New Lower Thames Crossing, a Solution to Operation Stack, Provision for overnight Lorry Parking, Ashford International Station Signalling and the pressing need for Bifurcation of Port Traffic, Expansion of the Port of Dover and Countywide Rail and Bus improvements.

Nonetheless, the District Council provided comments on elements of the draft plan which are outlined as follows:

- A request was made that the Countywide Rail and Bus improvements page should also make reference in support of the Dover Rapid Transit system. In addition, this inclusion should be replicated on the district priorities page.
- The UK Air Quality Strategy and draft National Air Quality Action Plan should be identified in the policy context. Three measures from Air Quality Strategy that could inform LTP4 are:
  - Increasing the uptake of new tighter European vehicle emissions standards.
  - Increasing the uptake of low emissions vehicles.
  - Supporting the installation of electric vehicle charging points as standard air quality mitigation for certain development proposals.

Furthermore, Dover District Council also commented on their district priority page and proposed the following amendments:

- The district summary needs to be strengthened in terms of the importance that Port related traffic has on Dover and East Kent (particularly seasonal flows), dualling of the A2 from Lydden and improvements to the Duke of York's roundabout, as well as a permanent solution for Dover TAP.

- Emphasis needs to be given to the District Council's ambition to reduce journey times to Dover to less than one hour on High Speed 1, along with the need for additional capacity and increased service frequency.
- The District Council also expressed the need to include improvements to Brenley Corner, which also affects Dover, and the need for dualling of the whole length of the A256 and new access to North Deal as priority schemes.

The response from Dover District Council also raised concerns in regards to the value for money assessment of air quality for Outcome 5, arguing this method is subjective and will not necessarily ensure that air quality impacts are suitably assessed and scored.

Further to their consultation response, Dover District Council also submitted additional comments, including that Dover District Council Policy is to support the retention of aviation at Manston and therefore equal weighting should be given to the emerging Development Consent Order on the site as to the development planning application.

#### Gravesham Borough Council

Overall Gravesham Borough Council agree with the ambition for Kent, but would recommend further clarification on what it can deliver and what it can influence. They also commented on the scale of existing transport issues and significant long term implications, arguing the document requires more radical actions that will be required in the longer term if current patterns continue.

In general, agreement was given to the five overarching Outcomes, except Outcome 2 which the Borough Council disagrees with. Their reasoning for this is because they feel 'door to door' travel can tend to imply a car based solution and therefore the outcome should clearly emphasise the need to significantly increase public transport provision at both a local level and Kent wide.

The Borough Council also provided the following comments on the five overarching Outcomes and supporting policies:

- Despite the draft Local Transport Plan referencing the Growth and Infrastructure Framework (GIF), there is no clear evidence as to the scale of the problems being faced and whether the proposed measures will effectively address the issues.
- The rail system (except for HS1) is at capacity in terms of paths, and additional rolling stock is the key short term step to provide additional passenger accommodation.
- Significant levels of modal shift are required in Dartford/Gravesham and the same general approach is needed elsewhere in the county.

In their response to the consultation Gravesham Borough Council expressed strong disagreement with the proposed Strategic priorities, particularly in regards to the Lower Thames Crossing. The Borough Council strongly objected against the support given to a new crossing to the east of Gravesend. They have requested for the plan to reference both location options; A (existing Dartford crossing) and C (east of Gravesend).

The Borough Council also requested the inclusion of Fastrack as a priority for the Thames Gateway. The scheme is also a key element of the Gravesham Local Transport Strategy. They also argue the document fails to give sufficient weight to the Thames Gateway as a whole.

Furthermore, Gravesham Borough Council voiced concern for the lack of solid evidence in the Plan to support the outlined proposals, which has been mentioned is a vital requirement for the LTP to input to the Local Plan process.

In terms of Kent-Wide priorities, the Borough Council strongly agreed but recommended the Plan should provide further emphasis on the more significant elements of access to the facilities that make up the London airports system, for example Thameslink and Crossrail. In addition, they ask for further justification in regards to why development at the Port of Dover is assumed to be beneficial.

Gravesham Borough Council strongly disagrees with the proposed District Priorities and provided the following supplementary comments. These consisted of:

- Overall support is given for the majority of schemes proposed on the Gravesham priority page, except the “Cross river links to South Essex” scheme. This is because the Borough Council felt the scheme suggested support of the Lower Thames Crossing. Nevertheless, Gravesham would support enhanced links with Essex by ferry.
- In addition to the major schemes for junctions on the A2 at Bean and Ebbsfleet, the need for enhancements to existing junctions in Gravesham was also recommended by the Borough to cope with proposed development was highlighted.
- The A226 relief road scheme for Dartford would have significant implications for the Stonebridge Road area of Northfleet. The proposal should be revisited once further clarification is achieved in regards to its compatibility with proposals for London Paramount.
- The Borough Council is in support of the extension of Crossrail to Gravesend.
- It should be seen as a priority for walking and cycling networks to be not only be built but also maintained.
- There is currently little evidence in regards to land value in Gravesham, so there is limited ability for development to contribute to additional transport infrastructure.



Gravesham Borough Council's response also provided comments on the Strategic Environmental Assessment (SEA). They stated the SEA should not be based on previous Local Transport Plans appraisals for schemes as the baseline conditions may have changed.

To conclude, the Borough Council closed their response by expressing their disappointment that the Local Transport Plan lacks any vision of strategic thinking.

### Maidstone Borough Council

In broad terms, Maidstone Borough Council was supportive of the ambition, outcomes and supporting policies of the draft Local Transport Plan 4. However, their response outlined their concerns that Maidstone's district priorities have not been comprehensively incorporated into the report.

The Borough Council felt the focus of the draft document was on the achievement of Outcome 1 (Economic Growth and Minimised Congestion). They feel the document would benefit from clarification as to how the other four outcomes are intended to be achieved by the identified LTP4 priorities.

In regards to the Strategic Priorities, the Council strongly supports all nine, in particular the Lower Thames Crossing, upgrading of the A229 between M2 Junction 3 and M20 Junction 6, along with improvements to the A249 and M20 Junction 7 to enable the bifurcation of port traffic and release capacity on the M20. Maidstone Borough Council also emphasised their support for Highways England's proposal for a lorry park at Stanford West and KCC's plans for a network of small scale lorry parks across the County. Nevertheless, they felt the document required the following amendments:

- Further clarification as to how KCC will work to influence the new Southeastern franchise, and how KCC intends to deliver similarly frequent and reliable bus services elsewhere in the county. The Borough Council did welcome KCC's support for Quality Bus Partnerships and Punctuality Improvement Partnerships.

Maidstone Borough Council strongly agreed with the five Kent-Wide priorities, however felt it would be beneficial to include reference to KCC's Active Travel Strategy to enable the reader to gain an understanding of how KCC intend for that priority to be achieved.

The main concerns Maidstone Borough Council had in regards to the draft Local Plan was in respect of the Maidstone specific priorities.

- The Council was disappointed that the delivery of improved walking and cycling infrastructure has not been identified as a priority in the draft LTP.
- No mention is made of M20 Junction 5 and North West Maidstone improvements, or of public transport improvements on radial routes into the town.

- An explanation is required as to why the draft LTP4 lacks a commitment from KCC to the delivery of specified highway improvements, including the A20/Willington Street, A274 Sutton Road/Wallis Avenue/Willington Street, A274/A229 Wheatsheaf, A229/Boughton Lane/Cripple Street and A229/B2163 Linton Crossroads junctions.

Furthermore, Maidstone Borough Council also provided the following comments:

- The draft LTP4 also provides no details of proposed integrated transport/casualty reduction schemes.
- In general, the draft LTP4 lacks detail. It is essential that the final LTP4 contains a detailed action plan setting out the specific interventions, timescale for delivery, organisations responsible for delivery and funding sources.
- The document also fails to cite potential Department for Transport funding for sustainable travel.
- The Council disagrees with the findings of the EqIA which concludes that LTP4 is not expected to have a significant negative impact on any of the protected characteristics of age, disability, race and gender.
- It would be helpful if the final LTP4 directly referenced the EqIA and SEA, and briefly summarises their conclusions.
- There needs to be a clear commitment in LTP4 to the delivery of more affordable and accessible bus services, and the improvement and promotion of active travel modes.

### Medway Council

Medway Council's response to the consultation expressed overall approval for the content of the plan, however they recommended the LTP needs to be clearer on how KCC proposes to measure whether the LTP has been a success.

Specific amendments which were proposed by Medway consisted of;

- The inclusion of a link to Medway's Transport Plan on Medway's Priorities page so those who require additional information can easily access this
- An amendment to a scheme name on Medway's Priorities page to "Public transport, journey time, and road safety improvements through the Medway Local Transport Plan."
- Overall, Medway are supportive of the plan to reduce bus and train fares but would recommend there needs to be more detail on how KCC propose to achieve this.
- Furthermore, the Council believed there were very little mention of London commuter travel and no mention of Transport for London's plan to extend 'metroisation', something which would have a great impact on movement in Kent and should be reflected in the document.

## Sevenoaks District Council

Sevenoaks District Council started their response by expressing their support for the merging of Kent's Local Transport Plan and the County's delivery plan, *Growth without Gridlock*. They believe combining the documents will give a clearer understanding of the strategic infrastructure requirements for all levels of priority. Furthermore, they recommended the LTP also makes links to the Kent and Medway *Growth and Infrastructure Framework (GIF)*.

Overall the Council demonstrated broad support for the schemes and measures outlined in the LTP4. Further, the Council also supports a number of additional measures for improvements to rail and bus improvements as rail and bus services provide real alternatives for people to reach amenities. The Council also wants to ensure that the continued partnership working between KCC, TOCs and local borough/district authorities brings further improvements to rail services including Oyster technology and increasing services through the Thameslink programme.

Sevenoaks District Council supports the inclusion of priority schemes from the submission for Local Growth Fund and wishes to develop these proposals further with KCC. In addition, Sevenoaks District Council's Master Vision includes a recommendation for the potential "Garden Village" to the east of Swanley and the west of M25, with a "Halt station" servicing the proposed development.

The District Council wished for the following schemes to be included within the local priorities for Sevenoaks:

- Cycling infrastructure
- A sustainable transport measures package for Swanley
- Improvements to rail services
- The reinstatement of the Tonbridge to Gatwick (via Edenbridge) rail service
- Upgrading the Uckfield line to accommodate a second Brighton Mainline Rail Service (BML2)
- Improved transport links in Westerham

One of the main concerns Sevenoaks District Council had was the lack of investment within the West Kent region, despite steady, relative growth in recent years, both attributing to a natural increase in population and migration of workers coming out of London. Additional concerns raised were as follows:

- SDC felt there was a lack of commentary on Air Quality on other major routes and other Air Quality Management Areas (AQMAs). The Equality Impact Assessment fails to mention Air Quality or the effects of congestion or alleviation of congestion on improving air quality.
- Greater consideration for some protected groups within the Equality Impact Assessment is required for all proposals within the document.

- There is little mention of transport improvements for rural communities across the County.

Sevenoaks District Council felt the draft document requires further commentary on how the County Council proposes to deliver the number of projects contained within the document, but was overall supportive of the draft Local Transport Plan.

### Shepway District Council

In response to the consultation, Shepway District Council was supportive of the strategic priorities, in particular the emphasis on the new Lower Thames Crossing, Countywide provision for overnight lorry parking, a Solution to Operation Stack, Bifurcation of Port Traffic, Ashford International Station signalling, and Countywide Rail and Bus improvements.

The Council also welcomes the need to work with Network Rail and Southeastern Rail to ensure classic line services to and from the channel coast are improved, and capacity on High Speed 1 services are increased to meet growth in work, business and leisure commuting. Furthermore, the Council was pleased to see reference given to the plans to extend the runway and terminal at Lydd Airport, along with supporting highway improvements.

Shepway District Council recommended the following amendments to the district priorities outlined for Shepway:

- The introductory text needs to be strengthened to reflect the District Council's commitment to deliver its current Core Strategy Local Plan housing developments, and its proposals on the Otterpool Park garden town.
- The Otterpool Park proposals also envisage an upgraded Westenhanger Station, to serve the new community and businesses and provide easy access to and from Folkestone, Ashford and London. The District Council would welcome KCC's support with discussions about the future of Westenhanger Station with Network Rail.
- In light of the Otterpool Park proposals, the Council requests that KCC consider including the upgrading of Westenhanger Station, as an additional District priority.
- The introductory text should also include a reference to the need to increase High Speed 1 capacity to meet growing demand for business, work, and leisure commuting to and from the channel coast.
- Furthermore, the Council requests that KCC consider the inclusion of the New Romney South spine road (A259 to Mountfield Road) as an additional district priority.

The District Council also requested for the map demonstrating housing and employment growth to 2031 to be amended to include the scale of housing development proposed for Otterpool Park.

## Swale Borough Council

Swale Borough Council welcomed the overarching ambition for the Local Transport Plan 4 and broadly support the contents of the plan however provided the following comments on the strategic priorities:

- The advanced stage of M2 Junction 5 improvements should be recognised more clearly within the district priorities, especially considering funding for the scheme is in the national road programme.
- The strategic priorities map and the text within the plan should reflect that three of Kent's districts (Dartford, Gravesham and Swale) form the Thames Gateway. Accepting that at least some of the priorities for Swale are recognised in the document, the Council suggested the additional inclusion of these priorities within the context of the Thames Gateway.
- The Council also welcome the priority placed upon bifurcation, although feel it would be better recognised as a national priority, reflecting the importance of an effective flow of traffic through the County to and from Europe. Furthermore, they are supportive of the upgrades necessary to support bifurcation and would requested equal emphasis on both achieving bifurcation but also in the context of growth.
- *Port Expansion:* Currently port expansion is seen as being entirely focused on the need and opportunity for expansion at Dover. However, it needs to be recognised that the port of Sheerness also has the potential for expansion to create an international railhead, facilitating a multi-modal approach for both the import and export of goods.
- There are also proposals for a rail freight terminal associated with the Port at Sheerness, and further opportunities associated with a rail head at Kemsley Fields Business Park and Ridham Dock.
- *Provision of Overnight Lorry Parking:* Responses developed for the provision of overnight lorry parking should seek to avoid displacement of the issue both within and between localities.
- *Rail and Bus Improvements:* Swale Borough Council is keen for the Local Transport Plan to recognise the opportunity to optimise the use of the Sittingbourne-Sheerness branch-line.

In terms of district priorities, the Council felt the status and priority for each individual scheme was missing from the district map, and it should be clear where funding has been secured for schemes such as M2 Junction 5 and Sittingbourne Town Centre. The Council also felt there should be an overt correlation between the relative priority placed on schemes and their role in delivering planned growth. Furthermore, the Borough Council requested for the following schemes to be incorporated into the plan as priorities for Swale:

- Improved east-west pedestrian and cycle ways on the Isle of Sheppey

- Sittingbourne Southern Relief Road and the retained Area of Search (Policy AS1) for the section of the Sittingbourne Northern Relief Road as far as the A2
- Additional notation to reiterate the role of M2 Junction 7 in relation to bifurcation

The Council also suggested the emphasis on economic growth towards the end of the document needs to be amended to overtly recognise the need to support housing and economic growth.

#### Thanet District Council

Overall, Thanet District Council agreed with the ambition, overarching outcomes and strategic priorities of the draft Local Transport Plan and provided no further comments. In addition, their response displayed strong support for the District priorities outlined in the Plan, however argued the current draft does not recognise the potential contribution of the Port of Ramsgate to addressing other priorities.

#### Tonbridge and Malling Borough Council

Tonbridge and Malling Borough Council strongly agreed with the overall ambition, outcomes and policies, strategic priorities and Kent wide priorities. They stressed the importance of lobbying for the inclusion of the 'C variant' or other alternatives to provide a satisfactory link between the M20 and M2 as part of Highways England's Lower Thames Crossing proposal.

In terms of District priorities, they Council agreed with the existing inclusions but proposed an additional priority for the A228 corridor in light of emerging development, and to also reference potential improvements to the A26.

After the consultation closed, the Council submitted further comments. These were in response for Members requesting greater emphasis on encouraging alternative modes to the car to help reduce levels of congestion and improve air quality. They also asked for more ambitious cycle networks and for more electric vehicle charging points. Members supported the ongoing joint working between Tonbridge and Malling Borough Council and Kent County Council to improve conditions on the A20 corridor and to bring forward the urban traffic control scheme in Tonbridge.

#### Tunbridge Wells Borough Council

In their response to the consultation, Tunbridge Wells Borough Council agreed with the overall ambition of the Local Transport Plan and strongly agreed with outcomes 1 – 3. The Borough Council neither agreed nor disagreed with Outcome 4 as they acknowledged that there is the difficulty of balancing enhancing the environment with the growth agenda. In addition, the Council disagreed with Outcome 5 and suggested it be revised to also include the provision of active travel choices. They see the lack of infrastructure as a key barrier to encouraging active travel.

Tunbridge Wells Borough Council agreed with the strategic priorities, however requested clarification and inclusion of the following:

- Further explanation of the issue, action, outcome and cost of the proposed Countywide Rail and Bus Improvements.
- There should be a separate priority for quality and capacity enhancements for both rail and bus services. Suggestions included:
  - 'Rail – Maximise the capacity and affordability of rail services'
  - 'Bus – Improve access to services'
- The Borough Council considers the central issues that concern bus users are rural access and frequency of journeys. They would recommend that the document is clearer on the nature of these issues and the challenges in tackling them.
- Capacity on the network has also been recognised by the Borough Council as a significant challenge that needs to be addressed and should be highlighted in the document. Their proposed action to address this issue is to work with partners to identify options to enhance capacity across the network.
- Further improvement to the A21 capacity improvements scheme is absent from the Strategic Transport Priorities map on page 12.

In terms of the Kent-Wide priorities, Tunbridge Wells Borough Council agreed with the overall priorities but suggested these should be set out in order of importance, with Active Travel being placed before Home to School Transport. It was suggested the wording should also acknowledge the importance of active travel as part of longer split-mode journeys.

Tunbridge Wells Borough Council also agreed with the priorities outlined for the District. However, felt the cross-district transport priorities need further explanation with highlighting on the map to link to the relevant geographic area. Furthermore, the Borough Council also suggested some replacement text for the introduction to Tunbridge Well's district priorities and felt it may appear confusing to separate out the scheme according to previous documents (SEP, GIF etc), and should have more funding certainty. Comments on specific schemes consisted of the following:

- Schemes such as A26 London Road/Yew Tree Road Junction have already been delivered.
- Recent work has demonstrated that there is limited opportunity for highway improvement along the A26 within Tunbridge Wells.
- Naming of schemes should remain consistent throughout various KCC documents:
  - North Farm Relief Strategy should be renamed to 'Further phases of the North Farm highway masterplan'.
  - Colts Hill scheme should be renamed to 'Colts Hill Relief Scheme'.
  - Tunbridge Wells town centre package should be renamed 'Tunbridge Wells town centre improvements including; Carrs Corner, Monson

Road/Camden Road, Public Realm Phase 3 (Mount Pleasant to Station).

- Tunbridge Wells Cycling Strategy priority route improvements should also reference the 21 Century Way, A21 NMU and related links.
- The Borough Council also requested for rail enhancements to the Medway Valley line and improvements to bus services for major developments to be added to the district priorities

Further comments provided by the Borough Council requested for the prioritisation methodology to also include a health indicator.

DRAFT



## Appendix E – Suggestions for new district priorities

This appendix lists all of the suggestions made for new transport priorities in each district. Where they have been made by a key stakeholder they have been attributed as such.

### Ashford

- New bus station, maybe at the railway station
- A28 Matalan to John Lewis congestion
- Remove traffic lights at Junction 10
- Return ring road to one-way
- Improve rural bus services
- More provision for cycling outside of the town
- Pedestrian improvements
- B2067 safety scheme
- Safe cycling routes
- Overnight lorry parking
- Reducing M20 noise
- Reduce peak time congestion on A28 and A251
- Upgrade Marshlink line
- Ashford - Redhill rail services
- Campaign for Thameslink services between Ashford and East Anglia and on to Cambridge

### Canterbury

- Development - sort out ring road and feeder roads
- More park & ride
- A28 west of city traffic management
- Cross-city cycle routes
- Chartham in Stagecoach Dayrider/Megarider area
- Better bus services into city
- Citywide 20mph zone/reduced speed limits
- Segregated cycle routes
- Tramways
- Improved access to A2
- Eastern Relief Road
- Split traffic Broad Oak/Sturry Road
- South/South east bypass
- Reopening minor roads in SE quarter
- Ring road link Tourtel Road to A2 at Mountfield
- Chaucer Road link to benefit AQMA to east of city (A28 to A257)
- 4th slip for Bridge development

- Westgate Towers scheme
- Don't lose parking in city centre
- Access to Canterbury Station from Roper Road
- Complete the ring road
- Bus integration at railway stations
- Accessible stations - bus/bike/walking
- Herne Bypass
- Promote Crab & Winkle Way and similar paths
- Upgrade Old Thanet Way path for cycling
- Lengthen short slip roads on Canterbury to Dover section of A2
- Air pollution should be shown as a priority for the city
- Proposals about traffic implications of new development
- Traffic measures at St Mary's Street as used for rat running
- Mountfield Railway Station
- Reduce congestion from level crossings
- Parkway station to west to combine both lines
- Restore Canterbury Loop Link Line to halve rail journey time between Faversham and Minster and allow Thanet Parkway to serve both rail lines
- Marginal £1 fare off-peak for bus pass holders on trains
- Sturry station platform upgrade as only 4 car length
- More than 1 HS train per day to Sturry
- Signalling improvements so level crossing at Sturry doesn't have to be down so long, more like the Broad Oak crossing
- South Canterbury fast bus link (Canterbury City Council)
- Improved walking and cycling links (Canterbury City Council)
- Extension of Crab & Winkle Way in Whitstable (Canterbury City Council)

### Dartford

- Close M25 on-slip to Dartford Crossing at J2
- Improved bus services in east of borough
- Improvements to Dartford Crossing
- Restrict access to town centre for rat running
- Yellow boxes on A206 and M25 roundabout
- New Barn Longfield area buses, including buses to Ebbsfleet
- Passenger transport by river
- Bus services in urban area
- Mass transit to Grays station from strategic sites
- Metroisation
- Bromley to Ebbsfleet rail link
- Measures to address impact of Dartford Crossing traffic on local road network (Dartford Borough Council)

## Dover

- A20 tunnel to connect town to seafront
- A2 Townwall Street to connect town to seafront
- Rights of way improvements
- Public transport
- More for London commuters
- Alkham Valley Road
- Dover town centre traffic improvements study, including review of the one-way system
- A256 Sandwich to Eastry upgrade
- Dual A256 Felderland Roundabout (A258) to Ash Road roundabout (A257)
- Coach park on Kent Highways depot site
- Cost benefit analysis of a link road between A2 and A20 around the back of Dover
- Bypass at Whitfield.
- Restore Dover Marine railway station
- Need for permanent solution for TAP (Dover District Council)
- Dualling whole A256 and new access to north Deal (Dover District Council)

## Gravesham

- Cycle/pedestrian crossing for riverside route
- Improvements to riverside path
- Sustainable travel
- Public transport improvements
- Deal with pavement parking
- Passenger transport by river
- Mass transit to Grays station from strategic sites, e.g. Paramount
- Rail and bus connections from London to London Paramount and Gravesend
- Metroisation
- Enhancement to A2 junctions in Gravesham to cope with proposed development (in addition to schemes for Ebbsfleet and Bean junctions) (Gravesham Borough Council)

## Maidstone

- Rapid transit in south of town
- More park & ride
- New bridge to alleviate use of East Farleigh and Teston bridges
- Widen Hermitage Lane
- Cycling strategy
- Bridleway improvements
- A249 upgrade

- Reopen A249 laybys for lorry parking
- New ring road for Maidstone
- Link to HS1
- Expand Bearstead Station car park
- M20 J5 and northwest Maidstone improvements (Maidstone Borough Council)
- Public transport improvements on radial routes into the town (Maidstone Borough Council)
- The delivery of specified highway improvements, including the A20/Willington Street, A274 Sutton Road/Wallis Avenue/Willington Street, A274/A229 Wheatshead, A229/Boughton Lane/Cripple Street and A229/B2163 Linton Crossroads junctions (Maidstone Borough Council)

### Sevenoaks

- Bus service improvements
- Safe walking routes, e.g. Wildernesse to town centre
- One-way system in town centre
- Sustainable travel schemes
- Implement cycling strategy
- Traffic schemes for Fort Halstead
- Integrated bus/rail
- Co-locate bus and rail station
- Riverhead double mini roundabouts
- Free local transport for over 60s as in London
- M25 J5 improvement
- Park & ride
- Controlled crossing at roundabout near Waitrose
- Westerham public transport improvements
- Public transport links to Pembury and Maidstone hospitals
- Westerham improvements to cycle routes
- 20mph zones in villages
- Discourage HGVs from Sevenoaks High Street
- Metroisation
- Edenbridge station disabled access
- More peak London trains
- Sevenoaks to Otford rail improvements
- Mainline services to be on TfL model for service commissioning with active management of the franchise on the 'Rail South' model involving local authorities as well as DfT
- Incentives for franchisee to work with DfT and NR for a longer term programme to increase capacity
- Extension of oyster and zonal fares to Sevenoaks
- All high peak Sevenoaks trains to be 12 car

- All payment methods available between Sevenoaks and London
- 2 fast Thameslink services an hour from Borough Green, Otford and Swanley to Blackfriars and St Pancras from 2018
- Minimum 6 off-peak fast trains an hour from Sevenoaks to London on a clock face timetable.
- 24/7 railway - hourly semi-fast trains London to Hastings.
- Cycling Infrastructure (Sevenoaks District Council)
- Sustainable transport measures package for Swanley (Sevenoaks District Council)
- Improvements to rail services (Sevenoaks District Council)
- Reinstatement of Tonbridge to Gatwick via Edenbridge (Sevenoaks District Council)
- Upgrading Uckfield Line to accommodate second Brighton Mainline rail service (Sevenoaks District Council)
- Improved transport links in Westerham, including public transport improvements to Sevenoaks, Oxted to Edenbridge, improved cycling routes from Westerham to neighbouring towns, 20mph zones in and around village schools and high streets along the A25, and increased use of park & ride schemes (Sevenoaks District Council)

### Shepway

- Better bus integration with rail
- New Romney bypass
- Sustainable transport to Lydd Airport
- Condition of A259
- Expand Horn Street Bridge
- Folkestone tramway - linking town, harbour, shops, station and residential areas
- Restore Folkestone Harbour for passenger services to the continent
- Reopen Lydd branch line
- Reopen Folkestone East railway station
- Upgrading Westenhanger station in light of Otterpool Park (Shepway District Council)
- Inclusion of New Romney South Spine Road A259 to Mountfield Road (Shepway District Council)

### Swale

- More active travel - including working with schools to promote walking to school
- A251 Ashford to Faversham widening
- Northern strategic route from Medway to Sittingbourne
- New M2 junction

- Public transport, including buses running later
- A2 Sittingbourn to Faversham improvements
- Dual A249 Brielle Way
- A2500 Cowstead Corner to Barton Hill improvements
- Direct road link Sheppey and Grain
- Faversham: Traffic calming and streetscape measures
- Faversham: Lower speed limits - 20's plenty
- Pedestrian and cycle routes - routes over railway yard that divides north and south of Faversham
- Faversham: park & walk and park & cycle facilities built into new housing developments
- Faversham: higher parking tariffs and more effective parking enforcement
- Sittingbourne to Sheerness line conversion to light rail
- Meads Parkway
- Rail link to Iwade
- Light rail to Minster and Leysdown
- Service improvements to smaller stations on North Kent line
- Optimise use of Sittingbourne to Sheerness branch line by improving direct services between London and Sheerness (Swale Borough Council)
- Improved east to west cycleways on Sheppey (Swale Borough Council)
- Sittingbourne Southern Relief Road (Swale Borough Council)

### Thanet

- Parking restrictions
- Improve sustainable transport options in Westwood
- Manston airport back into use
- Real time bus information
- More bus shelters on the Loop service
- Birchington to Westwood connecting road
- Measures to address Broadstairs High Street traffic
- Stour Valley line speed improvements

### Tonbridge and Malling

- Monitor use of new Medway Crossing (Peters Bridge)
- Concern re. Peters Village rat running
- A228 improvements (e.g. fully dualling)
- A228 crossing near Peters Bridge for cyclists/pedestrians/horses
- A228 Kent Street improvements
- Active travel schemes
- Rochester to Maidstone river cycleway
- Real time bus information

- Sustainable travel
- Cycling strategy
- Public transport, including buses running later and a route from town to Knights Park
- New bus layby for northbound stop in High Street
- One way system in High Street
- Parking spaces for out of town shops
- Bus/train interchange
- 7.5 tonne limit on Wouldham High Street
- 20mph in all residential areas
- 2nd route to Quarry Wood industrial estate
- Address level crossing on Station Road in Aylesford
- New M20 junction between 4 and 5 (e.g. Aylesford Newsprint site)
- Borough Green Relief Road
- A228 corridor improvements (Snodland and Kings Hill affected by emerging development strategy) (Tonbridge and Malling Borough Council)
- Improvements to A26, in particular improvements to connections between A26 and A20 corridors via Hermitage Lane and also through Wateringbury and East Malling (Tonbridge and Malling Borough Council)

### Tunbridge Wells

- Address congestion
- Pembury to Tunbridge Wells improvements
- Real time bus information
- Deal with rat running/high speeds in residential areas
- More cycle lanes
- Low Emission Zone
- Opening of Paddock Wood to Hawkhurst railway line for walking and cycling
- Support reopening of Uckfield to Lewes line
- Support reopening of Tunbridge Wells to Eridge line
- Further capacity improvements to A21 (Tunbridge Wells Borough Council)
- Replacement wording: Tunbridge Wells town centre package - We request that the text is replaced with the following: 'Tunbridge Wells town centre improvements including; Carrs Corner, Monson Road/Camden Road, Public Realm Phase 3 (Mount Pleasant to Station) (Tunbridge Wells Borough Council)
- Tunbridge Wells cycling strategy schemes to include addition of 21st century way and A21 NMU and related links (Tunbridge Wells Borough Council)
- Improved connectivity between Tunbridge Wells and Maidstone on Medway Valley Line (Tunbridge Wells Borough Council)