

By: Matthew Balfour, Cabinet Member for Planning,
Highways, Transport & Waste

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To: County Council – 13 July 2017

Subject: **LOCAL TRANSPORT PLAN 4: DELIVERING GROWTH
WITHOUT GRIDLOCK (2016 – 2031)**

Classification: Unrestricted

Summary:

Kent County Council (KCC) has a statutory duty to have a Local Transport Plan (LTP) under the Local Transport Act (2008). The current LTP3 (2011 – 2016) needs replacing and so a new LTP, *Local Transport Plan 4: Delivering Growth without Gridlock (2016 – 2031)*, has been produced and also incorporates a refresh of the 2010 *Growth without Gridlock: A transport delivery plan for Kent*.

The draft LTP4 was taken to Environment and Transport Cabinet Committee on 8th July 2016 and then a full 12 week public consultation was undertaken. The Consultation Report and a summary of the results were presented to Cabinet Committee on 12th January 2017. Following the consultation, revisions were made to LTP4 and a new version was considered by Cabinet Committee on 13th March 2017 and Cabinet on 27th March 2017 when it was agreed to recommend it to the County Council for adoption.

This report summarises the new LTP and its revisions post consultation. The appendices to this report provide the final version of the plan, the 'You Said, We Did' document which summarises the main changes resulting from the consultation, the Equalities Impact Assessment and the Environmental Statement with the results of the Strategic Environmental Assessment of the plan.

Recommendations:

The County Council is asked to **APPROVE** and **ADOPT** *Local Transport Plan 4: Delivering Growth without Gridlock (2016 – 2031)* as a plan included in the Policy Framework of the Constitution of the Kent County Council.

FOR DECISION

1 Background

- 1.1 Under the Local Transport Act 2008, it is a statutory requirement for Local Transport Authorities (LTAs) to have a Local Transport Plan (LTP) in place. The Act allows LTAs the freedom to replace LTPs as and when they see fit rather than requiring a five year planning cycle as in previous legislation (Transport Act 2000).
- 1.2. The LTP is a critical tool in facilitating appropriate growth and in assisting Kent to attract investment from Government for its priority transport schemes. It is thus vital that KCC has a robust LTP in place.
- 1.3 Kent County Council (KCC) is in the final stage of the process of replacing its current Local Transport Plan (LTP3), which is dated 2011 to 16. This has provided an opportunity for KCC to produce a longer-term plan, enabling the Council to take a strategic view of transport along the same timescales as those that have been used to set out the county's growth ambitions. The new LTP4 therefore spans the period 2016 to 2031 to align with the timeframe of the Kent and Medway Growth and Infrastructure Framework (GIF).
- 1.4 LTP4 also incorporates Kent's transport delivery plan, *Growth without Gridlock* which was produced in December 2010 and set out the strategic priorities for transport to support economic growth in Kent over a 20-year period. Many of the ambitions of this original plan have been achieved, or significant progress towards delivery has been made. These priorities, along with new ambitions, have been incorporated in the 'Strategic Transport Priorities' section of LTP4. KCC therefore now has one document covering both strategic and local transport priorities.

2 Summary of LTP4

- 2.1 The ambition set out in LTP4 is **"To deliver safe and effective transport, ensuring that all Kent's communities and businesses benefit, the environment is enhanced and economic growth is supported."** LTP4 takes an outcomes-based approach, meaning that all transport schemes should achieve at least one of the five outcomes set by the plan, as follows:
 1. **Economic growth and minimised congestion:**
Deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth and appropriate development, meeting demand from a growing population.
 2. **Affordable and accessible door-to-door journeys:**
Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services.

3. **Safer travel:**
Provide a safer road, footway and cycleway network to reduce the likelihood of casualties, and encourage other transport providers to improve safety on their networks.
4. **Enhanced environment:**
Deliver schemes to reduce the environmental footprint of transport, and enhance the historic and natural environment.
5. **Better health and wellbeing:**
Provide and promote active travel choices for all members of the community to encourage good health and wellbeing, and implement measures to improve local air quality.

2.2 The full LTP4 is provided in **Appendix A**. The summary structure and content of LTP4 is set out as follows:

- **Foreword** – Sets out the context for the LTP4, including planned growth across Kent.
- **Transport in Kent** – Sets out KCC’s achievements, anticipated growth, the background to Kent’s transport issues, roles and responsibilities, links to the South East Local Enterprise Partnership (SELEP) and the policy context of the plan. It also outlines KCC’s ambition for transport, our strategic outcomes and their supporting policies (see paragraph 2.1 above).
- **Strategic priorities** – Sets out KCC’s strategic transport priorities, which is essentially an update of *Growth without Gridlock*. This section includes priorities such as enabling growth in the Thames Gateway (to include A2 Bean and A2 Ebbsfleet junction upgrades and Crossrail extension), a new Lower Thames Crossing, bifurcation of port traffic, port expansion, a solution to Operation Stack, provision for overnight lorry parking, Ashford International Station signalling (Ashford Spurs), Journey Time Improvements and Thanet Parkway Rail Station, rail improvements and bus improvements.
- **Countywide priorities** – Sets out our approach to road safety, highway maintenance and asset management, home to school transport, active travel, public rights of way, sustainable transport and KCC’s policy on aviation.
- **Local priorities** – Outlines the priorities from individual Local Plans and supporting Transport Strategies that set out the transport infrastructure requirements to support growth in each district/borough. This section was developed in partnership with the district/borough Local Planning Authorities and brings together priority schemes from each Local Plan/Transport Strategy as well as schemes that will help support local journeys across Kent.

Whilst not a comprehensive compilation of all local Transport Strategies, LTP4 provides a framework for highlighting cross-district and local priorities of particular significance.

- **Our Funding Sources** – Sets out what funding sources are available to support the priorities identified in the plan and alternative funding strategies. These alternatives include proposals such as Kent receiving a fair portion of the income from the HGV Road User Levy, fuel loyalty discounts and port landing charges related to the impact of these activities in the county. LTP4 will be used to bid for future funds as and when they become available.
- **Annexe** – Comprises a prioritisation method for the Integrated Transport Programme (ITP) (small-scale local transport schemes).

3 Public Consultation and Revisions to LTP4

- 3.1 For a 12-week period (August 8th to October 30th 2016) the consultation documents and questionnaire for LTP4 were available to view and respond to online, with hard copies available on request. Hard copies were also available in all libraries, Gateways and district/borough council offices across Kent. In addition, all KCC Members received a hard copy. A report on LTP4 was also offered to each Joint Transportation Board (JTB). Seven JTBs were attended by officers: Canterbury, Maidstone, Sevenoaks, Swale, Thanet, Tonbridge and Malling, and Tunbridge Wells. The Maidstone Business Partnership meeting was also attended.
- 3.2 Over 500 individual responses were received, including 40 parish councils and the Kent Association of Local Councils, all of the district/borough councils, Medway Council, and the London Borough of Bromley. In addition, a range of other stakeholders responded including the Kent Downs Area of Outstanding Natural Beauty (AONB), High Weald AONB, Port of Dover, Port of London Authority, Freight Transport Association, Highways England, and Natural England.
- 3.3 The Consultation Report was presented to Environment and Transport Cabinet Committee on 12th January 2017. Overall, the draft *Local Transport Plan 4: Delivering Growth without Gridlock* was well received. In particular, the ambition, outcomes and supporting policies were supported by a majority of respondents. The named transport priorities at all levels (strategic, countywide and district) received a mix of responses, nevertheless, there was more support for than disagreement with the priorities identified. The 12 district councils and Medway Council were all generally supportive of the plan, although all made suggestions for changes to specific priorities and additional priorities.
- 3.4 The consultation responses were analysed and LTP4 modified to address issues raised by the public and stakeholders, improve the ease of reading, and include more information where appropriate. The final version of LTP4 has been appended to this report (**Appendix A**) and all

changes made as a result of the consultation summarised in the 'You Said, We Did' document ([Appendix B](#)).

- 3.5 The Equalities Impact Assessment (EqIA) was also updated to reflect comments received in the consultation (**Appendix C**). In addition, LTP4 has undergone a Strategic Environmental Assessment (SEA), which is a legal requirement for LTPs. The draft Environmental Report was available as part of the consultation, and comments received have been used to revise it ([Appendix D](#)). Consequently, a final Adoption Statement has been produced that demonstrates the potential environmental impact of LTP4 (**Appendix E**).

4 Financial, Legal and Equalities Implications

- 4.1 Following the consultation, officer time has been used to revise *Local Transport Plan 4: Delivering Growth without Gridlock*. The Strategic Environmental Assessment and design costs have been met from within existing budgets. Once adopted, there will be some printing costs for the production of hard copies.
- 4.2 There is a legal requirement for KCC to have a Local Transport Plan and to consult on the proposed plan under the Transport Act (2000) as amended by the Local Transport Act (2008).
- 4.3 The EqIA demonstrates that LTP4 will not have an adverse impact on any group with protected characteristics, and LTP4 itself commits to assessing the equalities impact of the schemes within the plan as they are developed.

5 KCC Strategic Statement

- 5.1 *Local Transport Plan 4: Delivering Growth without Gridlock (2016-2031)* meets the objectives of 'Increasing Opportunities, Improving Outcomes: Kent County Council's Strategic Statement (2015-2020)' in that it helps to achieve a number of the supporting outcomes:
- supporting Kent business growth by enabling access to jobs through improved transport;
 - supporting well planned housing growth;
 - protecting and enhancing Kent's physical and natural environment;
 - helping children and young people have better physical and mental health;
 - giving young people access to work, education and training opportunities; and
 - helping older and vulnerable residents feel socially included.

6 Conclusion

- 6.1 Kent County Council (KCC) has a statutory duty to have a Local Transport Plan (LTP) under the Local Transport Act (2008). The current

LTP3 (2011 – 2016) needs replacing and so a new LTP, *Local Transport Plan 4: Delivering Growth without Gridlock (2016 – 2031)*, has been produced and also incorporates a refresh of 2010's *Growth without Gridlock: A transport delivery plan for Kent*.

- 6.2 The draft LTP4 was taken to Environment and Transport Cabinet Committee on 8th July 2016 and then a full 12 week public consultation was undertaken. The Consultation Report and a summary of the results were presented to Cabinet Committee on 12th January 2017. Following the consultation revisions were made to LTP4 and a new version was considered by Cabinet Committee on 13th March 2017 and Cabinet on 27th March 2017 when it was agreed to recommend it to the Council for adoption
- 6.3 This report summarises the new LTP and its revisions post consultation. The appendices to this report provide the final version of the plan, the 'You Said, We Did' document which summarises the main changes resulting from the consultation, the Equalities Impact Assessment and the Environmental Statement with the results of the Strategic Environmental Assessment of the plan.

7 Recommendation

The County Council is asked to **APPROVE** and **ADOPT** *Local Transport Plan 4: Delivering Growth without Gridlock (2016 – 2031)* as a plan included in the Policy Framework of the Constitution of the Kent County Council.

8 Background Documents:

- 8.1 Please note that this report is accompanied by a number of appendices. Given their size, only Appendices A (Local Transport Plan 4), C (the Equalities Impact Assessment) and E (the Strategic Environmental Assessment Adoption Report) are published in hard copy to accompany the papers. A hard copy of all the appendices is available at the Member's Desk. Electronic copies are available via the Council's website:

<https://democracy.kent.gov.uk/ecCatDisplay.aspx?sch=doc&cat=14745>

Hard copies can also be requested from the Transport Strategy Team via katie.pettitt@kent.gov.uk.

- [Appendix A: Local Transport Plan 4: Delivering Growth without Gridlock \(2016 – 2031\)](#)
- [Appendix B: 'You Said, We Did'](#)
- [Appendix C: Equalities Impact Assessment](#)
- [Appendix D: Strategic Environmental Assessment – Environmental Report](#)
- [Appendix E: Strategic Environmental Assessment – Adoption Statement](#)

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