

# “You Said, We Did”

**How your views helped to shape  
our *Local Transport Plan 4:*  
*Delivering Growth without Gridlock*  
(2016-2031)**

# “You Said, We Did” - How your views helped to shape our *Local Transport Plan 4: Delivering Growth without Gridlock (2016-2031)*

## Why do we need a Local Transport Plan?

Kent County Council (KCC) has a statutory duty under the Local Transport Act 2008 to have a Local Transport Plan (LTP). The current Local Transport Plan 3 (2011 – 2016) needs replacing and so a new draft LTP, *Local Transport Plan 4: Delivering Growth without Gridlock (2016-2031)* (LTP4), was produced. It was decided to incorporate a refresh of the 2010 document *Growth without Gridlock: A transport delivery plan for Kent* so that all of KCC’s strategic and local transport policy can be found in one document – the Local Transport Plan.

The LTP is a critical tool in supporting investment and facilitating appropriate growth, and in assisting Kent to attract investment from Government to our priority transport schemes. We have used the opportunity to take a longer term view of transport along the same timescales used to set out the county’s growth. LTP4 therefore spans the period to 2031 to align with the *Kent and Medway Growth and Infrastructure Framework (GIF)*.

Investment in transport networks is essential for unlocking development sites, relieving congestion, improving safety and enabling a shift to more sustainable modes of travel. Therefore, LTP4 sets 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.***

This ambition will be realised through five overarching policies that are targeted at delivering specific outcomes:

### **Outcome 1: Economic growth and minimised congestion**

**Policy:** 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.

### **Outcome 2: Affordable and accessible door-to-door journeys**

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

### **Outcome 3: Safer travel**

**Policy:** 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.

### **Outcome 4: Enhanced environment**

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

### **Outcome 5: Better health and wellbeing**

**Policy:** 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.

## Consultation

The draft LTP4 was open to public consultation from 8<sup>th</sup> August until 30<sup>th</sup> October 2016. The draft Plan was accompanied by an Equalities Impact Assessment (EqIA) and Strategic Environmental Assessment's (SEA) Environmental Report (the full report and non-technical summary version). An online questionnaire was available to capture feedback on the draft LTP4 as well as the ability for participants to email or post comments outside of the questionnaire format. Hard copies of the plan and questionnaire were placed in all libraries, Gateways and district/borough council offices across the county. We used press releases as well as sending notification of the consultation to representative groups to increase participation. The Consultation Report explains how the consultation was undertaken and summarises the results. This can be found at: [www.kent.gov.uk/localtransportplan](http://www.kent.gov.uk/localtransportplan)

## How have you made a difference?

We asked for your views on our draft LTP4, in particular the strategy part of the document (the ambition and supporting outcomes) and our priorities for transport at strategic, countywide and local level. Your suggestions have helped us to make changes to the Plan, including strengthening the links to other KCC policies and the policies of other organisations, and making some sections clearer. We also had many suggestions for new priorities and have been able to incorporate some of those into the revised Plan.

The feedback we received from over 500 individuals and organisations was invaluable and we were pleased that many of the comments were in agreement with the draft LTP4, especially the ambition, outcomes and supporting policies. Stakeholders, including the district and borough councils, were broadly supportive of the draft LTP4 but also made a range of comments relating to their specific area of interest.

An overview of the comments and subsequent changes are set out in the table below. Your comments have directly shaped the final version of *Local Transport Plan 4: Delivering Growth without Gridlock* (2016 – 2031) and we thank you for your contribution.

You Said	We Did
There should be more references to London.	We have included reference to The London Plan and acknowledged the importance of London as a destination, particularly for rail commuters.
There needs to be more emphasis on sustainable transport.	We have strengthened links to existing policies, such as the Active Travel Strategy, and included the Public Rights of Way network and Sustainable Transport schemes centrally within the Plan. We have also provided more detail on the bus and rail networks.
It is unclear if the transport schemes are in a priority order, particularly the strategic schemes.	We have made it clear that they are presented in a way that links the different priorities, not in an order of importance.
'Enabling Growth in the Thames Gateway' should recognise the geography of the Thames Estuary Commission.	We have broadened the geographical scope of this page to include all districts in the Thames Estuary.
'Port Expansion' should recognise the role of other ports in the county.	We have included the Port of London, Port of Sheerness and Port of Ramsgate in this page, recognising the role of all Kent's ports.
There should be more information on bus and rail transport and how KCC will influence the services.	We have separated the strategic transport priority 'Rail and Bus Improvements' into two individual priorities to fully explain KCC's role.
You should clearly support international rail services in Kent.	We have included more support for international rail services in Kent and welcomed future opportunities for new international destinations.

There needs to be more for rural areas, particularly in relation to buses.	We have expanded the information on buses and community bus services, recognising that these may be the only alternative to the car in rural areas and the impact of an ageing population.
The terms 'Kent-wide' and 'Countywide' are confusing.	We have removed the 'Countywide Priority' label from the 'Strategic Priorities' section but retained the identification of 'National Priorities'. This means we have been able to remove the term 'Kent-wide' and instead moved the Sustainable Transport schemes to the 'Countywide Priorities' section. Transport priorities in each district/borough have been identified as 'Local Priorities' so there is a clear distinction between 'Strategic', 'Countywide' and 'Local' levels in the Plan.
You should make the scale of the reductions in highway maintenance budgets clear.	We have stated how the scale of reductions makes an impact on service unavoidable. We have also referenced the underfunding of local transport schemes and local roads compared to national road and rail networks.
The aviation policy section needs updating.	This has been updated following the Government's announcement of a preference for a third runway at Heathrow. It also includes support for improved rail access from Kent to the London airports.
You should not refer to any future use on the Manston Airport site until this is determined in the planning process.	We have made it clearer that the future of the site is yet to be determined.
There needs to be more emphasis on Public Rights of Way.	We have included the Public Rights of Way network as a 'Countywide Priority'.

The map for 'Cross-District Transport Priorities' is unclear.	We have integrated this into the new Sustainable Transport section and instead identified the transport networks across Kent and the importance of travel within Kent, between districts/boroughs.
You should have more information on funding for sustainable transport.	We have updated the funding page to show that the Department for Transport occasionally offer specific funds for sustainable transport, and updated the cross-district priorities to clearly show how we are using funding for sustainable transport.
The 'District Priorities' should show they are KCC's priorities rather than the District or Borough Councils' priorities.	We have reworded the title on each page to be 'Transport Priorities for Sevenoaks' rather than 'Sevenoaks' Transport Priorities', and so on.
Some of the wording introducing each district/borough needs updating.	We have reviewed the wording on each page and included suggestions from the consultation, for example information on rural areas and particular transport difficulties in each district.
There should be more commitment to modal shift from road to rail freight.	We support the growth of freight on rail wherever possible but recognise the infrastructure and economic constraints to achieving this. However, we have now included reference to the proposed Howbury freight interchange.
There are many suggestions for new transport priorities that should be considered in the Plan at strategic, countywide and local level.	We have considered each of your suggestions and incorporated them into the revised LTP4 where appropriate.
Will the Integrated Transport Programme schemes be assessed against all criteria if they are only targeting one outcome?	We have made it clear that all schemes will be assessed against all criteria so all impacts are scored.

In the Integrated Transport Programme prioritisation methodology the environmental impact should include specific categories.	We have listed the landscape quality and impact on protected landscapes (such as Area of Outstanding Natural Beauty) as guidance.
In the Integrated Transport Programme prioritisation methodology the air quality impact should include where any traffic is relocated by a scheme.	We have specifically listed this possible effect to make sure it's considered in the assessment.
The Plan should include reference to the Equalities Impact Assessment (EqIA) and Strategic Environmental Assessment (SEA).	We have included a final statement in the Plan that explains what these assessments are and where they can be found.
Other things need to be considered in the Equalities Impact Assessment (EqIA) and Strategic Environmental Assessment (SEA).	All the comments raised have been considered in updating the Equalities Impact Assessment (EqIA) and Strategic Environmental Assessment (SEA).

## For more information

- To see the full Consultation Report please visit [www.kent.gov.uk/localtransportplan](http://www.kent.gov.uk/localtransportplan)
- The final Local Transport Plan 4 is being presented to the Environment and Transport Cabinet Committee and Cabinet in March 2017, followed by adoption by County Council in summer 2017.
- If you would like to share your views in the future, you can register with our Consultation Directory. Tell us the issues you are interested in, and we will send you an e-mail notifying you when relevant consultations are launched at [www.kent.gov.uk/consultations](http://www.kent.gov.uk/consultations)