KENT COUNTY COUNCIL

Local Transport Plan 4: Delivering Growth without Gridlock

2016 - 2031

Final Draft for Environment and Transport Cabinet Committee

Contents

Foreword

Kent has ambitious targets for growth. Our role is to enable planned, sustainable growth and ensure the necessary infrastructure is in place, which will stimulate regeneration and encourage people and businesses to come to Kent. To be able to travel easily, safely and quickly to our destinations we need a transport network that can cater for current demand, enables economic growth, and supports a growing population.

The Kent and Medway Growth and Infrastructure Framework (GIF) has been developed in conjunction with the twelve districts (Local Planning Authorities) and Medway Council to identify infrastructure requirements up to 2031. By identifying where growth will occur, the GIF sets out the transport schemes necessary to address current and future capacity issues. These schemes are replicated in this Local Transport Plan to reinforce our commitment to securing sustainable growth in Kent.

The GIF (2017) has forecast a population increase of 381,800 in Kent between 2011 and 2031. These people will require jobs and new homes, of which 172,600 are needed over the same period. Such growth is unachievable without substantial improvements to Kent's transport infrastructure. We will take every opportunity in this changing world to be creative and bold in our approach to deliver what Kent needs to boost its economy and deliver real growth and real jobs.

Kent also has an ageing population that is increasingly reliant on public transport, particularly the bus network. However, the commercially operated bus network is fragmented and services may end early in the evening, not run all weekdays or be withdrawn altogether. The public transport network must be more diverse to match up to this changing demand.

Our strategic transport priorities are:

- A new Lower Thames Crossing;
- Bifurcation of port traffic;
- Transport infrastructure to support growth in the Thames Estuary including Crossrail extension to Ebbsfleet;
- A solution to Operation Stack;
- Provision for overnight lorry parking;
- Journey time improvements and Thanet Parkway Railway Station;
- Ashford International Station signalling;
- Rail improvements;
- Bus improvements.

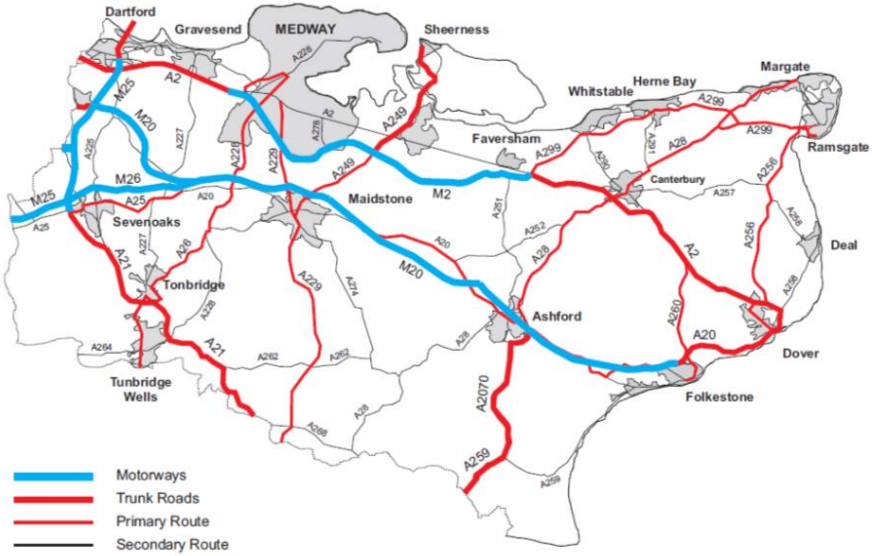
Investment in Kent's infrastructure is important both nationally and locally. This Plan brings together our strategic ambitions for the county as well as the local schemes that are vital for supporting economic growth. We want to ensure that these schemes are delivered at pace. Local transport schemes are substantially underfunded compared with the budgets available for national networks for road and rail. Local transport schemes are essential for delivering growth and therefore more funding is required. We also need increased funding to maintain our existing highway

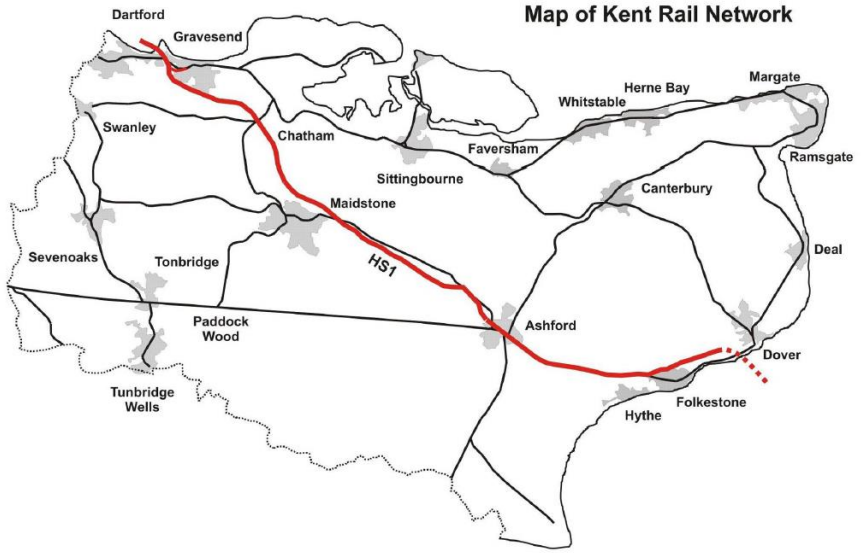
assets, which has become increasingly challenging in recent years due to reduced funding from central government.

Kent County Council (KCC) is the Local Transport and Highway Authority for local roads in Kent. We are part of the Kent and Medway Economic Partnership (KMEP), itself a part of the South East Local Enterprise Partnership (SELEP), and we work collaboratively to deliver transport projects identified in SELEP's Strategic Economic Plan (SEP) with funding from the Local Growth Fund (LGF). A number of our key transport priorities fall under the remit of Highways England, Network Rail, or other organisations. We are therefore committed to working closely with these agencies to ensure schemes and services supporting growth in Kent are given the highest priority for delivery. With potential opportunities for devolution from government, now is the time for us to set out our plans and our asks. This Local Transport Plan articulates what we will do to make sure transport is playing its part in making Kent a great place to live, work and do business.

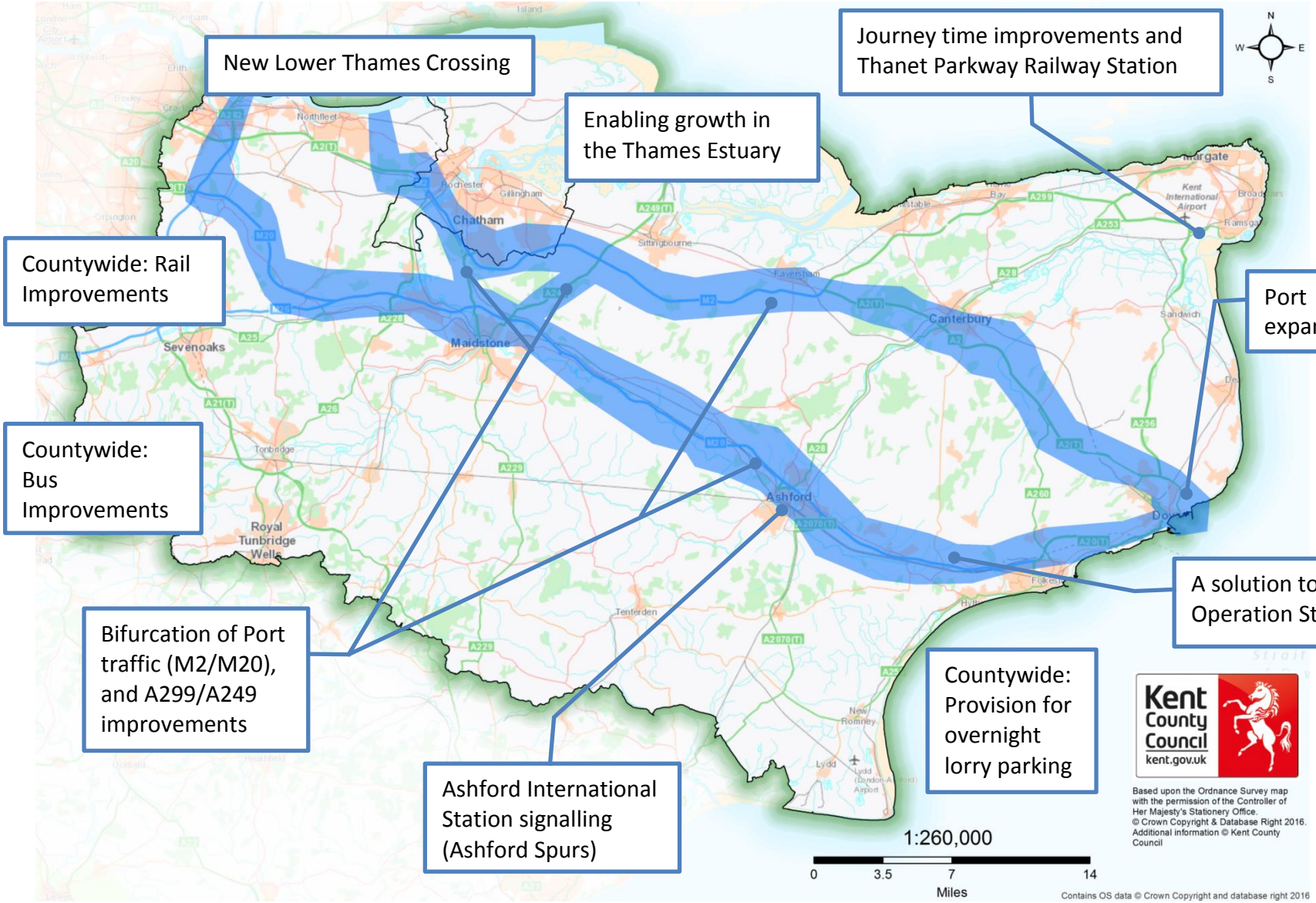
Matthew Balfour
Cabinet Member for Environment and Transport

Kent's Motorways, trunk roads, primary and secondary routes, and Kent's mainline and High Speed rail network





Strategic Transport Priorities



Transport in Kent

Improved Transport to Enable Growth

Our close proximity to London, our nationally important ports, and road and rail connections to the rest of the UK and continental Europe provide real opportunities for continued growth. But, we are currently facing increased congestion, on both road and rail. Major routes such as the M20/A20, M2/A2 and A21 form important local and strategic links but when they are congested it results in delay on the local network, and can have an impact on the wider strategic network also. With increasing congestion in the major town centres such as Ashford, Canterbury, Maidstone and Royal Tunbridge Wells, growth across the county will be constrained unless we invest in increasing capacity or can reduce demand on the network. Increased funding for local transport schemes is essential to facilitate housing growth, for example much-needed relief roads for urban areas.

Kent's rail network is divided between the High Speed line that runs from London to continental Europe via Ebbsfleet and Ashford, and the mainline. Recent investment such as the High Speed rail service has improved access along its corridor to London but further investment is required on the whole network to increase service capacity. There is also an extensive bus network delivered on a largely commercial basis by a combination of national operators and local companies. Kent's ageing population is increasingly reliant on bus services in particular, as are younger people and those without access to a car. Growth across the county will place additional pressure on these alternative modes of transport and improvements are required to accommodate this changing demand.

What we've already delivered

- A commitment from Government to deliver a new Lower Thames Crossing and identification of significant private sector interest in its financing.
- A solution to Operation Stack as a result of our lobbying, with £250m of Government funding now committed for a Lorry Area.
- Successfully influencing Government to introduce an HGV Levy and getting the A21 Tonbridge to Pembury Dualling back on Highways England's delivery programme.
- Securing almost £120m of Local Growth Funding from central Government for transport schemes.
- Delivery of East Kent Access Road, M20 Junction 9 and A20 Drovers roundabout upgrading, A2 slip road at Canterbury and Rushenden Relief Road.
- Presenting a realistic solution to UK aviation capacity opposing a hub airport in the Thames Estuary.
- Securing a range of transport investments, including £19.7m for a new partial Junction 10a on the M20 in Ashford which will now form a contribution towards the full J10a scheme to be delivered by Highways England. £4.2m towards improvements on the A226 London Road in Dartford. £11.8m for rail journey time improvements between Ashford and Ramsgate. £5.3m for schemes at Westwood Cross and North Farm to reduce congestion.
- Delivery of high speed rail services to Deal and Sandwich, along with a Maidstone West to St Pancras service.

Growth pressures across the South East, and particularly in London, mean that over the coming years the importance of London as a destination for Kent's residents is likely to grow. Analysis undertaken for the GIF (2015) forecasts that 17% of all new commuting trips across Kent will be destined for London, a large proportion of which will be by rail. Therefore, the importance of connectivity to support sustainable growth across Kent cannot be overstated. By working with the Department for Transport (DfT) to influence the specification for the next South Eastern franchise, we will strive to get the best services for Kent's rail commuters. We also support the plans to extend Crossrail from Abbey Wood to Dartford and Ebbsfleet. We are working in partnership with other authorities along the proposed route so that this would deliver the increase in rail capacity needed to support the planned growth at Ebbsfleet Garden City and the surrounding area.

It is vital that national government looks at strategic transport issues in Kent and the wider UK holistically and seeks alternative solutions, such as increasing the proportion of freight carried by rail. Freight trains can reduce pressure on the road network, and produce far fewer carbon emissions and air pollutants per tonne of haulage. We support the growth of rail freight on HS1 and mainline wherever possible, although we acknowledge that there is limited scope for freight transport by rail, partly due to capacity limitations on the rail network for additional paths for freight trains.

Our county is the Gateway to continental Europe and a reliable and connected transport network is needed to maintain this status so Kent, as a vital part of the greater South East, can compete on an international stage and complement London as a growth corridor.

Efficient transport that reliably connects places is vital for economic **Growth without Gridlock**.

Roles and Responsibilities

We are responsible for the management and maintenance of all of Kent's local roads and Public Rights of Way (excluding motorways and trunk roads that are managed by Highways England). We have an obligation to promote and improve the economic, social and environmental wellbeing of the county, and to do this we implement local transport schemes that support these long term objectives. We also articulate the county's needs for major transport infrastructure, such as a new Lower Thames Crossing, an alternative to Operation Stack, a solution for inappropriate overnight lorry parking, and improvements to bus and rail services.

We have a strong record of delivery since 2011 when the previous Local Transport Plan (LTP) and the strategic transport delivery plan 'Growth without Gridlock' were published; and we will continue to work through this latest LTP to get greater investment in transport infrastructure for the benefit of the residents and businesses of Kent. To date, we has successfully secured almost £120m of Local Growth Funding from central Government and we will continue to put the case forward for further investment. However, funding from central government for local transport, including maintenance, is in continual decline. Local transport is underfunded compared with the national Strategic Road Network on a per mile basis.

We are working with other Local Transport Authorities (LTA) in the south east to establish a Sub-National Transport Body, known as Transport for the South East (TfSE). The body will include

representatives the south east LTAs along with the Department for Transport, Local Enterprise Partnerships, Highways England, Network Rail, and port, airport, train and bus operators. TfSE will agree a transport strategy for the area and allow us to influence investment in the strategic road and rail networks in the south east. TfSE will be working in shadow form until it is approved by the Secretary of State for Transport and becomes fully operational.

What is the Local Transport Plan?

As the Local Transport Authority, we have a statutory duty under the Transport Act 2000, as amended by the Local Transport Act 2008, to produce a LTP for the administrative county of Kent. This strategy clearly identifies our transport priorities for the county, as well as emphasising to national Government and the South East Local Enterprise Partnership[1] (SELEP) the investment required to support growth. The LTP is informed by national and local policies and strategies, and is delivered through supporting strategies, policies and action plans, as summarised in Figure 1.

The SELEP is a business-led, public/private body set up to drive economic growth in the South East. In partnership with business groups, Kent County Council, Medway Council and the district councils form the Kent and Medway Economic Partnership (KMEP). As part of a federated SELEP, KMEP has been integral in producing the Strategic Economic Plan (SEP), which includes the transport schemes required to support growth. The SEP forms the basis of bids for Government funding through the SELEP, including the Local Growth Fund (LGF).

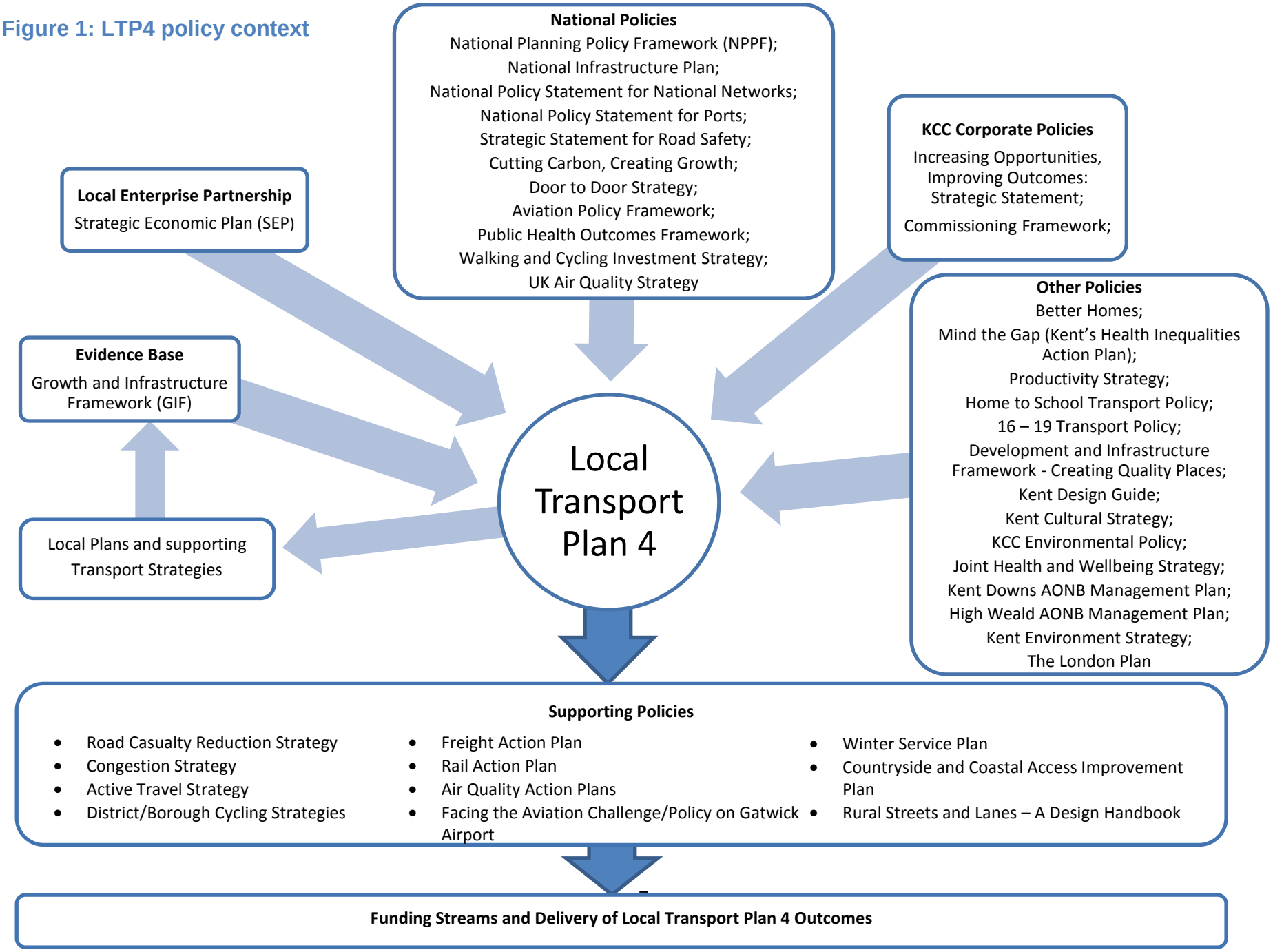
The Kent and Medway Growth and Infrastructure Framework[2] (GIF) provides the evidence base for LTP4. It has identified the scale of growth expected in Kent in the coming years and therefore what infrastructure investment is required to support it and to help grow the Kent economy. We will work closely with all Local Authorities both within and neighbouring Kent to plan our future transport needs, and work with the districts to identify better ways of working.

LTP4 sets out our policies to deliver strategic outcomes for transport and is accompanied by implementation plans and a methodology for prioritising funding. It details our key transport priorities and our longer term transport objectives. **With this plan we have a clear, evidenced basis from which to bid for funding and deliver infrastructure to support housing and economic growth. LTP4 is designed to deliver 'Growth without Gridlock'**

[1] The SELEP has been established to drive economic growth in Kent, East Sussex, Essex, Medway, Southend and Thurrock. See: http://www.southeastlep.com/

[2] Kent and Medway Growth and Infrastructure Framework, September 2015. Available at: www.kent.gov.uk/gif

Figure 1: LTP4 policy context



Outcomes for Transport

We have 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. All of these policies align with the vision in *Increasing Opportunities, Improving Outcomes: KCC's Strategic Statement 2015 – 2020*[3].

Investment in transport networks is essential for unlocking development sites, relieving congestion, improving safety and enabling a shift to more sustainable modes of travel. KCC's ambition for transport in Kent reflects the aim of KMEP and the SELEP, namely to drive economic growth across the South East.

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.

[3] Available at: http://www.kent.gov.uk/about-the-council/strategies-and-policies/corporate-policies/increasing-opportunities-improving-outcomes

Kent's Transport Priorities

Kent's transport priorities in this LTP are described as being strategic, countywide or local. The distinction between these types of priorities is set out below.

The strategic priorities are the schemes that are required to deliver **Growth without Gridlock**. They are infrastructure projects that the County Council may not directly deliver or operate and are likely to affect a number of districts. Some of these are national priorities in terms of their importance to the Kent and UK economy. They have been labelled to show this.

The schemes listed here will be subjected to all required environmental and equalities assessments as they are developed and designed for delivery. This includes where there are impacts on designated sites, such as the Kent Downs Area of Outstanding Natural Beauty (AONB). We will also work to ensure that all the schemes proposed deliver beneficial outcomes for all users, especially the most vulnerable.

Many of the strategic priorities are linked in some way, for example a new Lower Thames Crossing will enable KCC's policy of bifurcation (splitting traffic between the two motorway corridors) to be enacted. Therefore, the schemes have been set out in that order rather than an order of priority.

Strategic

- Enabling Growth in the Thames Estuary
- 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 Railway Station
- Rail Improvements
- Bus Improvements

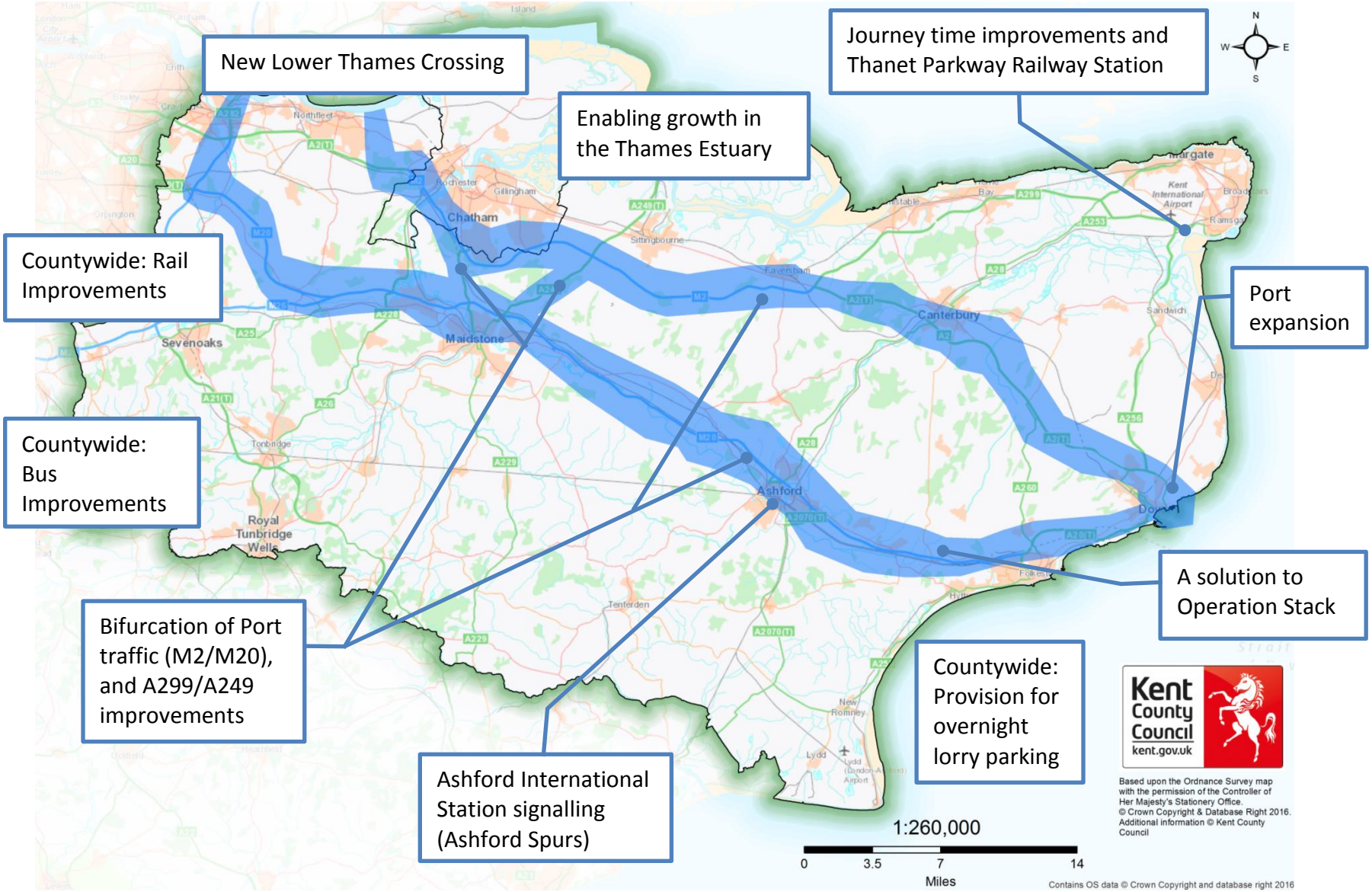
Countywide

- Road Safety
- Highway Maintenance and Asset Management
- Home to School Transport
- Active Travel
- Public Rights of Way
- Aviation

Local

- Local Priorities for each district/borough

Strategic Priorities



NATIONAL PRIORITY

Enabling Growth in the Thames Estuary

Issue	The Thames Estuary is the area's most important location for housing and commercial growth. Unlocking its potential depends on bringing forward significant new infrastructure, given existing levels of congestion and lack of resilience.
Action	Prioritise the transport improvements that are required to deliver the major commercial and residential developments planned over the next 10 – 15 years.
Outcome	87,000 new homes within the Kent Thames Estuary (2011 – 2031), up to 20,000 new jobs at Ebbsfleet Garden City and up to 27,000 new jobs at the leisure resort proposed on the Swanscombe Peninsula **LTP4 Outcomes: 1 Economic growth and minimised congestion, 2 Affordable and accessible door-to-door journeys, 4 Enhanced environment**
Cost	A2 Bean and Ebbsfleet junctions c. £125 million, Crossrail to Ebbsfleet c. £2 billion, three train sets for increased Ebbsfleet High Speed rail services c. £23 million

The Thames Estuary is essential to the growth of London and the South East, and covers most of the districts of Dartford, Gravesham, Swale, Canterbury and Thanet. The area's importance has been acknowledged by Government with the establishment of the Ebbsfleet Development Corporation (tasked with the delivery of a Garden City at Ebbsfleet), and the Budget 2016 announcement that Lord Heseltine is to chair a review into the area's regeneration. London Resort Company Holdings (LRCH) has also chosen this area in North Kent for the proposed development of the UK's largest entertainment resort. Dartford town centre and Northern Gateway are other areas with substantial potential for growth.

Much has been achieved in transforming the area over the past three decades and yet there is much more to be done. Timely provision of transport investments is required to deliver planned development at an enhanced rate, as well as a high level of modal shift if the network is to operate at an acceptable level. Transport schemes include upgrades to the road network along the A2 corridor and public transport improvements including extending Crossrail to Ebbsfleet and expanding the Fastrack bus network. These measures require strategic Government decisions, public sector funding and efforts to secure private investment.

Transport improvements needed to deliver growth in the Thames Estuary in Kent:

- A2 Bean and Ebbsfleet junctions upgrade;
- M2 Junction 5 upgrade;
- Increased high speed rail services to Ebbsfleet;
- Crossrail extension to Dartford and Ebbsfleet;
- Expanded Fastrack bus network.

NATIONAL PRIORITY

New Lower Thames Crossing

Issue	The Dartford Crossing carries over 50 million vehicles a year and congestion costs the UK economy by constraining growth, impacting on north Kent, south Essex and southeast London. It has one of the highest incident rates on the maior road network and there is no real alternative route.
Action	Provision of a new Lower Thames Crossing to the east of Gravesend.
Outcome	Over 50,000 new homes and 26,000 jobs across North Kent. Significant cost savings to UK businesses by improving journey time reliability and network resilience. **LTP4 Outcomes: 1 Economic growth and minimised congestion, 2 Affordable and accessible door-to-door journeys, 3 Safer travel, 5 Better health and wellbeing**
Cost	Highways England 2016 consultation estimates the cost to be in the range £4.1bn to £5.7bn (if Route 3 with Western Southern Link is chosen).

The existing Dartford Crossing is the shortest freight route between Kent and the major distribution centres in the Midlands and the North. However, the capacity is overloaded for large periods of the day and it is extremely vulnerable to incidents - over 300 times a year the Crossing is fully or partially closed. Due to congestion and delays, it affects productivity and constrains economic growth.

We are clear that a new Lower Thames Crossing, to the east of Gravesend, is required to unlock growth, improve journey time reliability, improve network resilience, and enable opportunities for regeneration. In the 2016 consultation, our response was adamant that the Western Southern Link should be chosen and that with careful route alignment and tunnelling, the environmental and heritage impacts could be substantially minimised. As part of the project to deliver the new Lower Thames Crossing the A229 between M2 Junction 3 and M20 Junction 6 should be upgraded (what has previously been called Option C 'variant') along with improvements to the A249 and other links between the two motorways and the upgrades identified for 'bifurcation of port traffic' set out in the next section.

NATIONAL PRIORITY

Bifurcation of Port Traffic

Issue	Inefficient motorway network along the Channel Corridor as all traffic is routed along the M20/A20.
Action	Bifurcate (split traffic) between the M20/A20 and M2/A2 routes.
Outcome	A resilient transport network and major regeneration of Dover. **LTP4 Outcomes: 1 Economic growth and minimised congestion, 3 Safer travel, 5 Better health and wellbeing**
Cost	Approximately £400m.

It is vital to the UK economy that the Channel Corridor operates efficiently at all times and is resilient to incidents on the network. Port traffic is currently routed along the M20/A20, which results in severance between Dover town centre and the harbour. With the construction of a new Lower Thames Crossing, a second strategic route will be available between Dover and the Midlands and North. The project to revive the Dover Western Docks plus expansion of the existing Port would naturally split traffic so that for the Western Docks and Channel Tunnel would use the M20/A20, and traffic for the Eastern Docks would be encouraged to use the M2/A2. Bifurcation will also facilitate growth of Whitfield, Folkestone, Ashford and Maidstone by releasing capacity on the M20.

To deliver bifurcation, the following upgrades are required:

- M2 Junction 7 (Brenley Corner) improvements to improve capacity and provide free-flow between the M2 and A2.
- Dualling sections of single carriageway on the A2 north of Dover along Jubilee Way to Whitfield and near Lydden.
- M20 Junction 7 improvements to provide ease of access between the A249 and M20.
- M2 Junction 5 Stockbury improvements to provide free-flow between the M2 and A249.
- Increased capacity on M2 Junction 4 – 7.

NATIONAL PRIORITY

Port Expansion

Issue	Annual forecast for growth at the Port of Dover is between 2% and 4% so capacity is needed to support increasing freight movements and the resilience of the Port.
Action	Work with Dover Harbour Board and other port operators to support their development.
Outcome	Job creation, regeneration and the redistribution of freight traffic. **LTP4 Outcomes: 1 Economic growth and minimised congestion**
Cost	Dover Western Docks Revival c. £250m

The Port of Dover is forecasting a 40% increase in roll on – roll off ferry traffic by 2030 (HGVs and LGVs driving on and off ferries). To accommodate this growth, constraints in the south east's capacity for short-sea routes to the Continent have to be overcome. Dover Harbour Board's master planning has shown that the existing Eastern Docks would not provide sufficient capacity and therefore the Port plan to redevelop the Western Docks.

The Western Docks will provide a cargo terminal with a port-centric distribution centre, allowing the existing cargo operations to move out of the Eastern Docks so a dedicated ferry terminal and an increase in freight vehicle space can be delivered. The redevelopment would also kick-start the regeneration of Dover town, attracting investment, creating jobs and improving the appearance of the Waterfront. The scheme will remodel the Prince of Wales and York Street roundabouts on the A20.

Other ports in the county are also growing. The Port of London has set its goal to become the busiest it has ever been by 2035, including greater use of the Thames wharves for river transport of freight that will take up to 400,000 lorries of the region's roads. The Port of Sheerness largely handles bulk goods and also has significant expansion plans. The Port of Ramsgate has potential for growth and could also contribute to the strategic priority of bifurcation.

NATIONAL PRIORITY

A Solution to Operation Stack

Issue	Significant and prolonged disruption to the county when Operation Stack closes sections of the M20.
Action	Highways England to deliver an Operation Stack Lorry Area for 3,600 HGVs.
Outcome	Fewer instances of disruption, ultimately improving the image of Kent as a place to do business. **LTP4 Outcomes: 1 Economic growth and minimised congestion**
Cost	£250m allocated in 2015 Autumn Statement.

When there is disruption at the Port of Dover or Eurotunnel, Operation Stack may be implemented and sections of the M20 closed to hold lorries. The impacts are estimated to cost the Kent and Medway economy over £1.5m per day, with the wider costs to the UK economy being much greater. When the motorway traffic is rerouted onto M2, A20 and the local road network it has detrimental impacts on the communities along these routes. The use of Operation Stack creates a negative perception of Kent as a place to do business.

We are working with Highways England who is leading on the delivery of a Lorry Area that will reduce the need to use the M20 to queue freight vehicles during times of disruption to cross-Channel services. In addition to this work, we will lobby for more freight to be transported by rail although we acknowledge that limited train paths for rail freight and the economics of transporting goods by roads limits the scope for significant modal shift.

Provision for Overnight Lorry Parking

Issue	There is a significant amount of unofficial and often inappropriate overnight lorry parking that causes distress for the communities affected and potential safety issues on Kent's roads.
Action	Identify a network of smaller overnight lorry parks and work with Kent Police to enforce against offenders.
Outcome	Relocation of overnight lorry parking away from communities and reduced antisocial behaviour. **LTP4 Outcomes: 3 Safer travel, 4 Enhanced environment**
Cost	Lorry parks to be commercially operated, typical construction cost £2.6m to £6m per lorry park.

Kent has a high demand for lorry parking spaces because of its connectivity to continental Europe attracting high volumes of cross-Channel freight. We are developing a strategy for a network of small lorry parks at suitable locations across Kent and a partnership approach with the Districts and the Police to address enforcement. The proposed Operation Stack Lorry Area adjacent to the M20 at Stanford should be integrated with this overall strategy. This strategy should also include improved management of freight traffic through Kent utilising technology to direct HGVs to parking sites and available cross Channel services, i.e. 'ticketing' flexibility between Eurotunnel and ferry operators to ensure optimum fluidity of freight movement.

Combined with a multi-agency approach to enforcement, the provision of additional lorry parking capacity will reduce antisocial behaviour on the public highway, including littering. This will also reduce unsafe lorry parking, such as vehicles overhanging laybys, and so improve road safety.

Ashford International Station Signalling (Ashford Spurs)

Issue	The signalling on the Ashford Spurs needs upgrading to retain international services to Ashford International Station.
Action	KCC is working in partnership with Ashford Borough Council, Network Rail, Eurostar and High Speed 1 to secure the delivery of the signalling upgrade at Ashford International, for which funding is being sought through the Local Enterprise Partnership.
Outcome	Ashford will continue to operate as an international station and be served by the new trains as well as any future international rail operators. **LTP4 Outcomes: 1 Economic growth and minimised congestion, 2 Affordable and accessible door-to-door journeys**
Cost	£10.5m

Ashford International Station is linked to High Speed 1 by two sections of railway known as the Ashford Spurs. The signalling on these spurs needs to be upgraded to permit the operation of the new Eurostar Class e320 trains into Ashford International Station. We, working in partnership with Ashford Borough Council, have led a working group with all concerned stakeholders to fund, procure and deliver an upgrade to the signalling system. The delivery of the upgraded signalling system by Network Rail will enable Ashford to continue to operate as an international station, serving the new fleet of Class e320 Eurostar trains, as well as any future international rail operators such as Deutsche Bahn.

We will continue to support enhanced international rail services at Ebbsfleet and Ashford. Eurostar plans to commence operation of a new London – Brussels – Amsterdam service, and in the future we would expect to have at least one journey on this new route serving Ashford. We also look forward to other new opportunities for travel by international rail between Kent and mainland Europe as operators develop services to new destinations.

Journey Time Improvements and Thanet Parkway Railway Station

Issue	East Kent has real opportunity for growth but currently is beyond the 'magic hour' time from London, which discourages employers from locating in the area. Regeneration in East Kent is dependent on improving accessibility.
Action	Delivery of Thanet Parkway railway station.
Outcome	Improved rail connectivity between East Kent, London and the wider Kent area, and increased attractiveness of East Kent to employers. **LTP4 Outcomes: 1 Economic growth and minimised congestion, 2 Affordable and accessible door-to-door journeys**
Cost	Thanet Parkway cost of £21m(at 2020 prices)

East Kent suffers from increased deprivation when compared with West Kent, and the wider South East. Poor accessibility has discouraged major employers from locating in the area, and limits regeneration. We are seeking to deliver a new railway station to significantly improve rail connectivity to the area.

The station will provide access to greater employment opportunities for local residents, and increase the attractiveness for investment in Discovery Park Enterprise Zone and numerous surrounding business parks in Thanet. It will also support local housing. The estimated journey time from Thanet Parkway to London St Pancras will be just over 20 minutes shorter than that from Deal to London St Pancras; therefore a new station enhances the accessibility of the wider area of East Kent.

Rail connectivity between London, Ashford and Thanet will be improved by delivery of the Journey Time Improvement (JTI) scheme. This aims to reduce the journey time between Ashford and Ramsgate. The first phase, between Ashford and Canterbury West, is due for completion by May 2017; the second phase, between Canterbury West and Ramsgate, is due for completion by 2019/20.

Rail Improvements

Issue	Growth in housing and jobs will increase demand for rail travel, especially to and from London. The cost of commuting by rail to access employment is a major barrier for many people. The new South Eastern franchise will need to offer increased capacity on both High Speed and Mainline services in Kent.
Action	Create a coordinated public transport network and promote initiatives to encourage greater use of rail in Kent. Extend Crossrail to Ebbsfleet. Liaise with partners to identify options for reducing the 'rail price penalty'.
Outcome	Increased access to jobs, education and health by public transport, providing opportunities to Kent's residents without the need for a private car and therefore reducing road congestion**.** **LTP4 Outcomes: 1 Economic growth and minimised congestion, 2 Affordable and accessible door-to-door journeys, 3 Safer travel, 4 Enhanced environment**
Cost	Total infrastructure on the rail network in Kent between 2019 and 2024 c. £500m.

We have made good progress on promoting improvements to rail passenger services through the Rail Action Plan for Kent. We will now work to influence the new South Eastern rail franchise (2018) as well as continuing to host annual Rail Summits to stand up for Kent's rail passengers. We support the proposal for an extension of Crossrail eastwards from Abbey Wood to increase rail capacity for Ebbsfleet Garden City and the surrounding area. We will work with Government and the new rail franchisee to identify options to reduce the 'rail price penalty'.

We will influence the specification for the new South Eastern franchise by taking up the offer from the DfT to engage with their new franchise team. We expect a significant increase in capacity on both the High Speed and Mainline networks across Kent during the new franchise. We welcome the new Thameslink services (2018) which will restore the link between stations on the Maidstone East line and the City, as well as linking the North Kent line to the Thameslink network. We support the decision to retain the Metro services, and we will work with the DfT to ensure improved services to Dartford, Gravesend and Sevenoaks. Smart ticketing will be an important element in the new franchise, and we also expect wider delivery of the 'Access for All' programme to facilitate disabled access.

We will influence Network Rail's Kent Route Study (2017), which we expect to include improvements to rail services across Kent, such as the upgrading of the Marsh Link Line to enable the introduction of High Speed services to Hastings. In the longer term we will join other stakeholders in making the case for a dedicated link between HS1 and HS2 to facilitate through services to the Midlands.

Bus Improvements

Issue	Growth in housing and jobs will increase traffic on Kent's roads and we have an ageing population who are more reliant on public transport. Bus operators need to ensure that services are reliable and cater for additional demand.
Action	Work closely with bus operators and other partners to ensure that public transport has a high level of modal share.
Outcome	Increased access to jobs, education and health by public transport, providing opportunities for Kent's residents without the need for a private car and therefore reducing road congestion**.** **LTP4 Outcomes: 1 Economic growth and minimised congestion, 2 Affordable and accessible door-to-door journeys, 3 Safer travel, 4 Enhanced environment**
Cost	For 2016/17, £5.6m on supported bus services, £16.9m on older and disabled person's bus pass, £8.7m on young person's travel pass, £300k on public transport infrastructure, and c. £600k on Kent Karrier support.

We lead eight voluntary Quality Bus Partnerships (QBPs) with bus companies, aiming to encourage bus use by developing high quality and reliable services. QBPs also allow for discussions so that appropriate financial contributions are requested from new development to deliver sustainable solutions. We also hold regular Punctuality Improvement Partnership (PIP) meetings, which look to improve time keeping through consideration of congestion solving measures. In 2016 we launched the Kent Connected Smartcard, which is the first step in our drive to introduce smart ticketing initiatives across the county and make travel by public transport easier and more attractive.

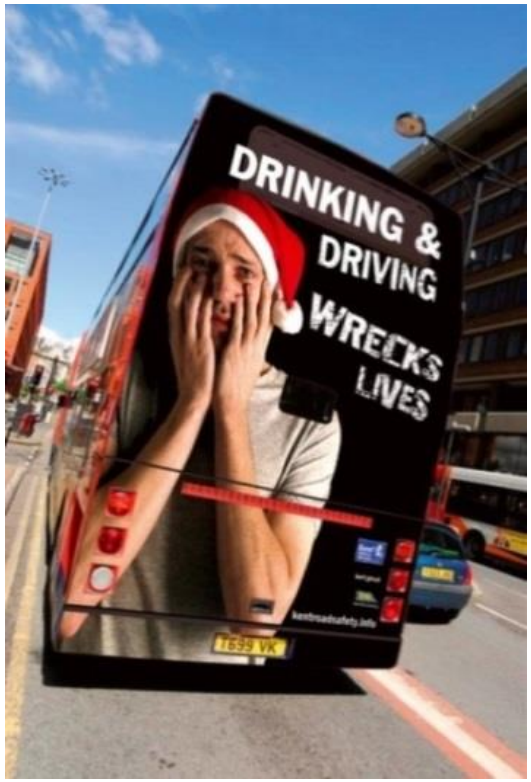
Currently around 97% of bus journeys in Kent operate on a commercial basis, with no contract in place with KCC. We have to take a pragmatic approach to funding commercially unviable bus services and will seek to support other means of provision that can achieve the same aims, such as community buses. We will review the potential benefits that the new Buses Bill (2017) could bring to Kent and the opportunities for enhanced partnership working.

The successful Fastrack bus service will be extended and improved to support growth in the Ebbsfleet area and encourage greater bus use in the north of the county. In rural areas, buses are relied upon but there are challenges with infrequent services or timetables ending early. We run the Kent Karrier service, providing door-to-door transport for the less mobile or for those who live more than 500m from a bus stop. We also work with community transport operators, holding regular forums to share best practice, information and guidance. Community transport is regarded as a key part of the transport mix for rural communities and will become increasingly important in the coming years. KCC recently became a member of the Community Transport Association (CTA).

Countywide Priorities

Road Safety

Under the Road Traffic Act 1989, KCC has a duty to promote road safety and act to reduce the likelihood of road casualties occurring. We also have a moral and financial imperative to do this. Our target is to reduce the number of killed and seriously injured (KSI) by 33% and child KSI by 40% (2014 to 2020). One means of addressing this is through the Crash Remedial Measures (CRM) Programme which targets safety critical schemes. These are locations where there is a statistically higher than expected number of KSI casualties. At least 50% of the Integrated Transport block funding is top sliced for CRM schemes. Therefore, at least 50% of transport scheme funding is prioritised for Outcome 3: Safer travel.



In addition to this, we carry out a number of educational and enforcement activities, including working with partners in the Safer Roads Partnership. More information on this can be found in the Road Casualty Reduction Strategy. Further, through the highway maintenance programme every road and footway in the county is inspected and repairs carried out where necessary.

Highway Maintenance and Asset Management

One of KCC's primary roles is to maintain the structural integrity of the public highway, which includes targeting potholes for repair, both to ensure safe travel and prolong the life of assets. The Department for Transport (DfT) allocates Highway Maintenance Block funding based on the size of our roads, bridges, and street lighting assets as a proportion of the total asset size in England. From 2018/19 the cycleway and footway network will also be included in the funding calculation. To make the best use of this, and to support bids for additional central Government funding, we will implement the asset management approach advocated by the Highway Maintenance Efficiency Programme (HMEP)[4].

However, maintenance grants from Government have been severely reduced and unavoidably impacted the level of service we can provide.

Home to School Transport

High quality education is a priority, and where transport to school is a barrier we aim to get pupils to school safely and on time. This can take the form of advice or the provision of free or subsidised transport where the child is eligible under Section 509 of the Education Act 1996. The criteria for free transport can be found in

[4] HMEP is a DfT funded programme to produce savings and efficiencies in the highways sector. Available at: http://www.highwaysefficiency.org.uk/

the Home to School Transport Policy. We also offer the Young Person's Travel Pass and this has been instrumental in encouraging school journeys to be made by bus.

Active Travel

We aim to make active travel an attractive and realistic choice for short journeys in Kent. Active travel means walking or cycling as a means of transport rather than for leisure purposes, and it can be undertaken for a whole journey or parts of it. It can benefit health and wellbeing by incorporating physical activity into everyday routine as well as reduce the number of vehicles on the road and improve air quality. By integrating active travel into planning, providing and maintaining appropriate routes for walking and cycling, and supporting people through training and building skills, we plan to establish Kent as a pioneering county for active travel. More information on how we plan to encourage greater walking and cycling rates in the county can be found in the Active Travel Strategy available on our website.

Public Rights of Way

KCC manages a network of 7,000km of public rights of way. People use this network to access the countryside, as a means to enjoy beautiful landscapes, to improve their health and wellbeing, and to support the rural economy. Much of the network still fulfils the purpose from which it evolved: providing motor-vehicle free access to schools, public transport hubs and local amenities. It has been demonstrated that walking, cycling and access to green spaces improves overall health – including lowering blood pressure, reducing stress, and improving mental health. Further, the attraction of these routes draws visitors to Kent, and countryside recreational activities benefit the local economy, which in turn supports essential services in rural areas.

This valuable resource benefits the quality of life of our residents and visitors alike. Our Countryside and Coastal Access Improvement Plan sets out opportunities provided by local rights of way for exercise and leisure, and assesses how these routes meet the present and likely future needs of the population. The Plan explains our priorities for walking, cycling, equestrians and motorised routes, as well as for improving access by disabled users and minority groups.

Sustainable Transport

We are progressing transport schemes that have a countywide impact (particularly in terms of supporting sustainable travel); these are:

- **Kent Thameside Local Sustainable Transport Fund (£4.5m LGF funding)** – a capital programme of works for Dartford and Gravesham delivering schemes to promote the use of alternative modes of transport to the private car, e.g. cycle parking, cycle and walking routes and bus infrastructure.
- **West Kent Local Sustainable Transport Fund (£4.9m LGF funding)** – a capital programme of works delivering schemes to promote the use of alternative modes of transport to the private car, including Snodland Station forecourt, Tonbridge Station access improvements, Maidstone East Station improvements and Swanley Station improvements.
- **Sustainable access to education and employment (£1m LGF funding)** – schemes to upgrade or create new Public Rights of Way as identified by local communities to encourage walking and cycling to places of education and employment. This will deliver new Public Footpath and Cycling routes in Tonbridge & Malling, Ashford, Maidstone and Tunbridge Wells and assists in delivery of our Countryside and Coastal Access Improvement Plan.
- **Kent Sustainable Interventions supporting growth programme (£3m LGF funding)** – the delivery of smaller schemes designed to encourage users to switch to walking, cycling and public transport through the provision of facilities such as crossings, footway improvements, bus priority and cycle lanes, as well as Smarter Choices initiatives such as publicity and travel plans.
- **Kent Connected journey planning and smart ticketing for public transport** – an innovative journey planner and information hub which allows users to make an informed decision on how to travel. This includes the development of the Connected Kent and Medway Smartcard which offers users a convenient cashless way to pay for bus travel.

Aviation

'Facing the Aviation Challenge' clearly sets out our position on aviation. This centres on maximising use of existing regional airport capacity, along with some expansion of existing airports and improved rail connections. In Kent, operation of Manston Airport ceased on 15th May 2014 and our position at the meeting of the County Council on 16th July 2015 is:

"That we the elected members of KCC wish it to be known that we fully support the continued regeneration of Manston and East Kent and will keep an open mind on whether that should be a business park or an airport, depending upon the viability of such plans and their ability to deliver significant economic growth and job opportunity."

Lydd (London Ashford) Airport plans to extend its runway and expand its terminal so that it will be capable of handling passenger flights. Currently, Lydd caters for a range of aircraft operations, including executive jets, helicopters and private light aircraft.

We are clear that processes are needed to properly measure, minimise and mitigate the noise impacts of existing airport operations and airport expansion. We, along with Medway Council, are robustly opposed to the proposals for a new hub airport in the Thames Estuary. We are also opposed to a second runway at

Gatwick; one of the reasons for this is the doubling of the already unacceptable noise impacts. There needs to be an immediate reduction in overflight and noise in West Kent and so we oppose proposed airspace changes that would not share the burden of overflight equitably between communities. Multiple arrival and departure routes should be used to provide periods of respite. Additionally, the level of night flights should be reduced at Gatwick to a level comparable with Heathrow.

As part of our view on long-term aviation capacity issues, we are pressing Government for immediate action to keep UK airports competitive with European airports in terms of Air Passenger Duty (APD). This currently has a negative impact on the UK's global connectivity and is therefore damaging UK business and tourism. Differential charging of APD at uncongested airports could also help to stimulate growth at regional airports and free up capacity at congested airports.

The announcement of the Government's preference for a third runway at Heathrow makes connectivity to the London airport system increasingly important. This will be improved when the new Thameslink services commencing in 2018. An extension of Crossrail to Dartford and Ebbsfleet will also improve connections to Heathrow Airport. We are still supportive of the reinstatement of a direct service from Tonbridge to Gatwick Airport via Edenbridge if this is shown to be commercially viable.

Local Priorities

Along with the strategic and countywide priorities highlighted, LTP4 provides a unique opportunity to bring together the priorities from individual Local Plans and supporting Transport Strategies that set out the transport infrastructure requirements to support growth in each district/borough. The following pages in this Local Transport Plan have been developed in partnership with the district/borough Local Planning Authorities and bring together priority schemes from each Local Plan/Transport Strategy as well as schemes that will help support local journeys across Kent. Many of these priorities have also been highlighted in the GIF.

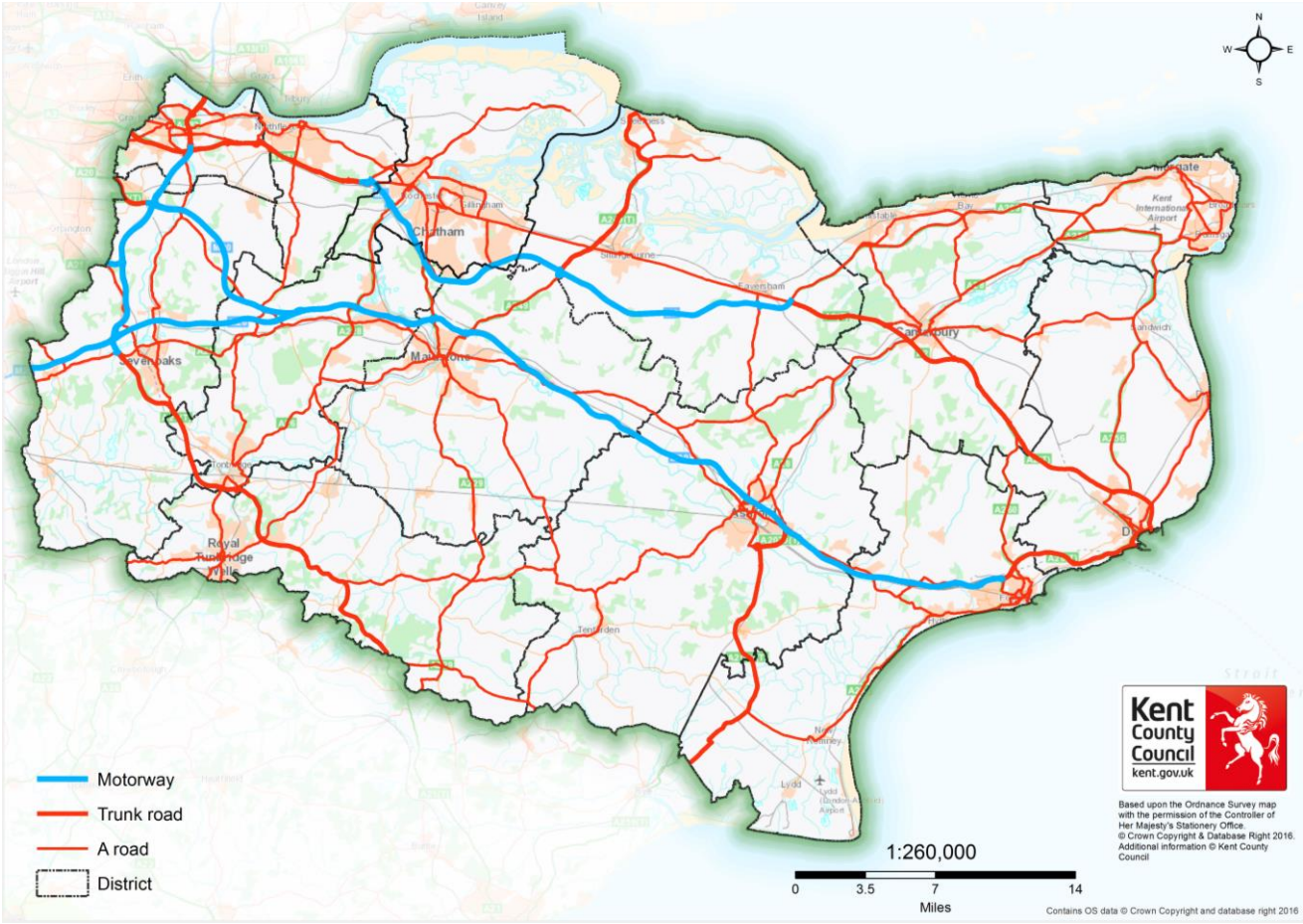
Whilst not a comprehensive compilation of all local Transport Strategies, LTP4 provides a framework for highlighting cross-district and local priorities of particular significance.

Cross-District Transport Priorities

Many of the schemes on the following pages will not only facilitate local growth but improve travel within Kent for residents by delivering benefits across district boundaries. Although it is incredibly important that we invest in major routes to London and schemes with a local impact, we must also invest in routes (both road and rail) that connect towns within Kent so that opportunities for work and leisure within the county can be taken advantage of.

The map on this page shows the transport network in Kent and Medway, highlighting the major roads and district boundaries. We have identified a range of priorities on the following pages that will improve travel within Kent including:

- Dualling the A21 between Kipping's Cross and Lamberhurst, improving the route through the county;
- 'Smart' (managed) motorway to increase capacity on the M20 and M26;
- Enhancement to Medway Valley rail services to improve connectivity between Tunbridge Wells and Maidstone;
- Local road network improvements, such as A228 Colts Hill Relief Scheme and Leeds and Langley Relief Road.



In addition, we are currently delivering the Kent Strategic Congestion Management Programme (awarded £4.8m of LGF funding) that looks countywide to identify areas of poor journey time reliability and develop schemes that seek to improve reliability, and in doing so support economic growth.

West Kent

Sevenoaks

Congestion in Sevenoaks district is concentrated around Sevenoaks town and Swanley. However, when there is congestion on the M25 and/or M26 it can lead to inappropriate use of local roads, such as the A25 leading to the villages along the route experiencing congestion with associated air pollution concerns. The District is heavily dependent on rail for commuting into London and there is a need to maintain and improve services to satisfy growing demand. Owing to the frequent and fast rail services, there are also issues with "park and rail" use of stations in the District, and possible parking concerns.

Sevenoaks is an affluent rural district with high reliance on the private car and as such, in common with much of the county, providing frequent and commercially viable bus services is challenging. The rural towns and villages in the district, including Westerham, Edenbridge, New Ash Green, and Otford, amongst others, would benefit from improved connectivity. Where public transport services are challenging to sustain, improved walking and cycle routes may provide important links.

Transport Priorities for Sevenoaks

Alleviate congestion in Swanley with traffic management control and sustainable travel schemes

New railway station and guided busway for Swanley

New pedestrian footbridge over the railway line at Swanley to connect the town centre

Junction improvements outside Sevenoaks station and on the High Street/Pembroke Road junction

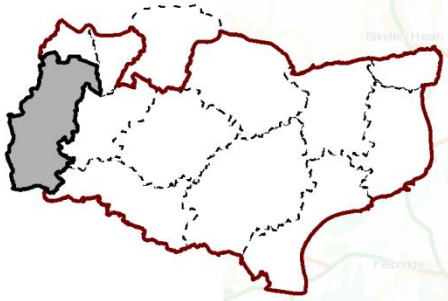
Improvements to rail/bus interchanges

M26 capacity improvements through the use of 'smart' or managed motorway system

Heavy Goods Vehicle monitoring system on A25

Sevenoaks traffic signal optimisation

Implementation of Sevenoaks Cycling Strategy



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Tonbridge and Malling

Tonbridge town is closely linked to Royal Tunbridge Wells in the neighbouring district. Tonbridge is a significant transport interchange, with good road and rail connections, whereas Royal Tunbridge Wells is a substantial economic and service centre, meaning that there are many movements between the complementary centres. The fast and frequent London Cannon Street services from Tonbridge attract a lot of rail commuters from outside the town and can overcrowd trains.

Tonbridge town has a lot of through traffic, and positive signing and the public realm enhancements to the High Street are aiming to reduce this. In the north of the district, capacity issues on the road network are closely tied to issues in Maidstone district such as around M20 Junction 5. There is also congestion on the M20, A26 (particularly around Wateringbury) and the A20 and A228 corridors.

Transport Priorities for Tonbridge and Malling

M25/M26 east facing slips to alleviate movement restrictions

M20 Junctions 3 – 5 'smart' (managed) motorway system

Improvements for A229 Bluebell Hill and other routes connecting the M20 and M2

A20 corridor improvements between A228 and M20 Junction 5

Implementation of Tonbridge and Malling Cycling Strategy

Borough Green Relief Road

Potential for Urban Traffic Control (traffic signal coordination) in Tonbridge to help alleviate congestion and improve air quality

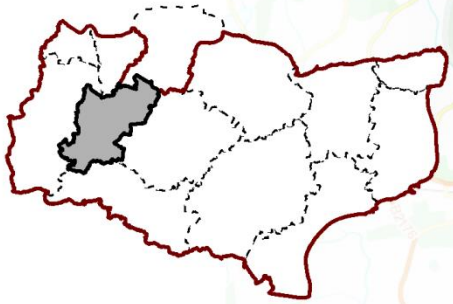
Improvements to A26 and links to A20 via Hermitage Lane, and through Wateringbury and East Malling

Tackling congestion in Tonbridge town

Tonbridge town centre regeneration

Wateringbury A26/B2015 junction improvements

A228 corridor improvements



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Tunbridge Wells

There are severe congestion problems in Tunbridge Wells, especially at peak times, with a number of major A roads converging on Royal Tunbridge Wells (A26, A264, A267, A288). Traffic congestion on the A26 between Tonbridge and Royal Tunbridge Wells town centre, particularly in Southborough, and also on the A264 between Pembury and the town centre is particularly acute. This congestion is due to the strength of the town as a sub-regional employment and service centre, as well as a location of numerous high performing secondary schools that have wide catchment areas. The district borders East Sussex to the west and consequently there are traffic movements across the border, such as from Crowborough and Uckfield.

Routes that are also liable to congestion are the A264 Pembury Road, A228 Colt's Hill, and the A21 dualling between Kipping's Cross and Lamberhurst (once the Tonbridge to Pembury dualling is complete in 2017). There are limited opportunities to improve the A26 due to constraints of the built environment.

The Borough has a cycling strategy and is working to design and construct priority cycle routes, and is additionally implementing the first 20mph scheme in a residential area. Rail and bus are both important transport modes in the area, especially commuter services to London.

Transport Priorities for Tunbridge Wells

Paddock Wood junction improvements: Badsell Road/Mascalls Court Road and Colts Hill roundabout

Further phases of the North Farm Highway Masterplan

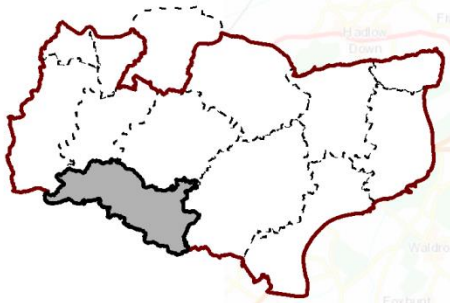
A228 Colts Hill relief scheme

Enhancement to Medway Valley train services to improve connectivity between Tunbridge Wells and Maidstone

Tunbridge Wells town centre improvements, including public realm phase 3 (Mount Pleasant to Station)

A264 Pembury Road capacity improvements

Dualling the A21 between Kippings Cross and Lamberhurst



Tunbridge Wells Cycling Strategy priority schemes (including A26 cycle route to Tonbridge, 21st Century Way, A21 non-motorised user routes and related links)

20mph zones in residential areas, towns and village centres

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Miles

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North Kent

Dartford

The major interchange of two strategic traffic routes, the M25 and the A2(T) is located within Dartford. Both of these routes, but particularly the A282 (Dartford Crossing), suffer from congestion at peak times and when there are traffic incidents. This results in congestion spreading out into the town and reducing the performance of the local road network over a very wide area. Incidents at the Dartford Crossing and its approach are frequent and severe. These important parts of the strategic road network provide a route from Dover to the Midlands and beyond but also cater for local journeys. Bluewater shopping centre attracts many vehicles to the district, particularly at prime shopping times, placing further strain on the A2(T) and its junction at Bean.

Parts of the local road network are reaching capacity, as a result of the high levels of development taking place. A significant modal shift is needed to accommodate the projected growth.

Rail capacity on the North Kent line is stretched and likely to be overcapacity in the near future. Stone Crossing and Swanscombe stations have significant access and safety issues and do not have capacity to cater for projected levels of growth. There are poor bus interchange facilities at all stations other than Greenhithe. Train services at Ebbsfleet International provide 17 minute journey times into London but the station has limited connectivity via public transport corridors or walking or cycling and is instead reliant on being accessible by private car. The proposed Strategic Rail Freight Interchange at Howbury, in the London Borough of Bexley, would potentially remove up to 540 HGVs from the road network. KCC supports modal shift from road to rail, provided that it does not adversely affect peak rail passenger services and impacts on the local road network are properly mitigated.

There is a relatively good network of bus services in the urban northern part of the Borough. This has been supplemented by the introduction of Fastrack in 2006. However, the frequent severe congestion on the road network results in unreliable journey times. Whilst Fastrack runs on a segregated route, this is incomplete and it is likewise impacted by congestion. Bus services in the rural southern part of the Borough are poor.

Dartford Town Centre suffers from congestion as a result of rat-running when incidents at the Dartford Crossing occur. The ring road acts as a barrier for walking/cycling into the town centre and access on foot, bicycle and bus into the heart of the town centre is poor.

Transport Priorities for Dartford

Improvements or new bridge at A282 Junction 1a

Measures to address the impacts of Dartford Crossing traffic on the local road network

Swanscombe and Stone Crossing Station replacements

Pedestrian/cycle bridge over River Darent at Northern Gateway strategic site

Infrastructure to support the proposed leisure park on the Swanscombe Peninsula

Dartford town centre improvements

A226 Relief Road at Swanscombe Peninsula

Crossrail extension to Dartford

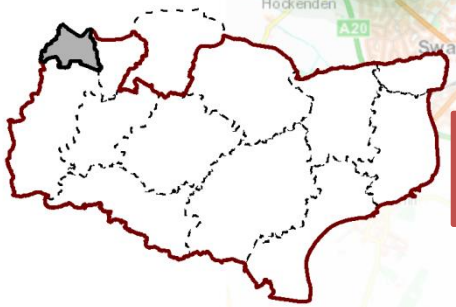
A226 London Road/St Clement's Way

Dartford town centre improvements: walking/cycling, bus access, easing congestion, Variable Message Signs and car park signing

Expansion of Fastrack bus network

A2 Ebbsfleet junction improvements

Improve walking and cycling infrastructure



Public transport service improvements in the borough

A2 Bean junction improvements, including a new bridge

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Miles

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Gravesham

Gravesham's highway network is dominated by the M2/A2 to the south of urban Gravesend. The A226 runs parallel from Dartford to Strood through the town centre. Rural parts of the district are served by the A227, which runs to Tonbridge in the south. There is particular concern with the increasing congestion on the A2 affecting the operation of the local road network. There is significant out-commuting, particularly to Dartford and central London, causing congestion and poor air quality.

High Speed train services from Gravesend now give a journey time of just 24 minutes into St Pancras, and Ebbsfleet International in neighbouring Dartford provides connections to continental Europe. The bus network (including Fastrack) is focused on Gravesend, with high frequency links to Dartford town centre, Bluewater and Darent Valley Hospital. The Tilbury Ferry also connects Gravesend to Tilbury in Thurrock.

Transport Priorities for Gravesham

Congestion relief associated with new developments

Improved link between Northfleet and Ebbsfleet stations

Expansion of the Fastrack bus network

Crossrail extension to Ebbsfleet

Walking and cycling links in urban Gravesend

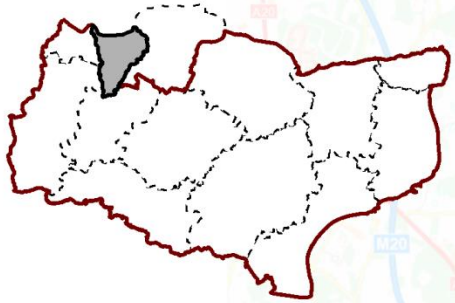
Cross-river links by ferry to Thurrock

Increasing highway capacity: A226 Thames Way dualling, Rathmore Link Road, Springhead Bridge

Enhancement to A2 junctions in Gravesham to cope with proposed development

Gravesend transport interchange

Public transport service improvements in the borough



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Miles

Maidstone

Maidstone is the County Town of Kent and has a road and rail network that is based on the historic development of the town. The town centre is at the point where several main roads (A26, A20, A229 and A249) converge and provide onward connectivity to four nearby junctions with the M20.

The constrained nature of the town centre has contributed to peak period congestion and the designation of the wider urban area as an Air Quality Management Area. A scheme to relieve congestion at the Bridges Gyratory has recently been implemented, although continued traffic growth on other parts of the network is expected to result in severe worsening delays for road users. These pressures are most evident on the congested A229 and A274 corridors in south and south eastern Maidstone and on the A20 corridor in north western Maidstone. We will be prioritising a feasibility study for the Leeds and Langley Relief Road to assess its potential for mitigating congestion in Maidstone, alongside other strategic transport mitigation options.

Rail links across the district are comparatively poor, with Maidstone currently having no direct service to the City of London (although proposed Thameslink extension from 2018) and a slow journey into Victoria. In the south of the district, Headcorn, Staplehurst and Marden have access to direct train services to the City via Tonbridge and Sevenoaks, making them attractive locations for commuters.

Bus services within the urban area are largely focused around serving the town centre and hospital. Many outlying suburban and rural communities are afforded a more limited level of service that does not provide a convenient travel option for many potential users. The examination of the Maidstone Borough Local Plan 2011 – 2031 began in 2016 and, once adopted, the Plan will require new and upgraded transport infrastructure to support development.

At times when Operation Stack is initiated Maidstone has no direct access to the M20 coastbound. This results in extensive congestion as motorway traffic diverts onto the A20.

Transport Priorities for Maidstone

M20 Junctions 3 – 5 'smart' (managed) motorway system

Maidstone Integrated Transport Package, including M20 Junction 5 and northwest Maidstone improvements

M20 Junction 7 improvements

Public transport improvements (redevelop Maidstone East, refurbish Maidstone bus station, and bus infrastructure improvements)

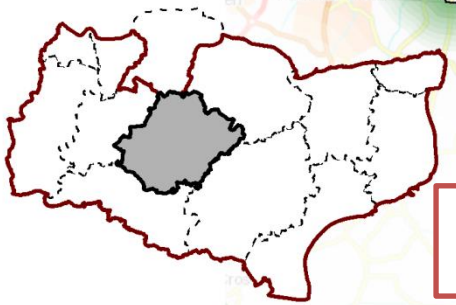
Thameslink extension to Maidstone East by 2018 giving direct services to the City of London

Bearsted Road corridor capacity improvements

Implementation of Maidstone Walking and Cycling Strategy

A229/A274 corridor capacity improvements

Junction improvements and traffic management schemes in the Rural Service Centres



Leeds and Langley Relief Road

Public transport improvements on radial routes into town

Maidstone sustainable access to employment areas

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Miles

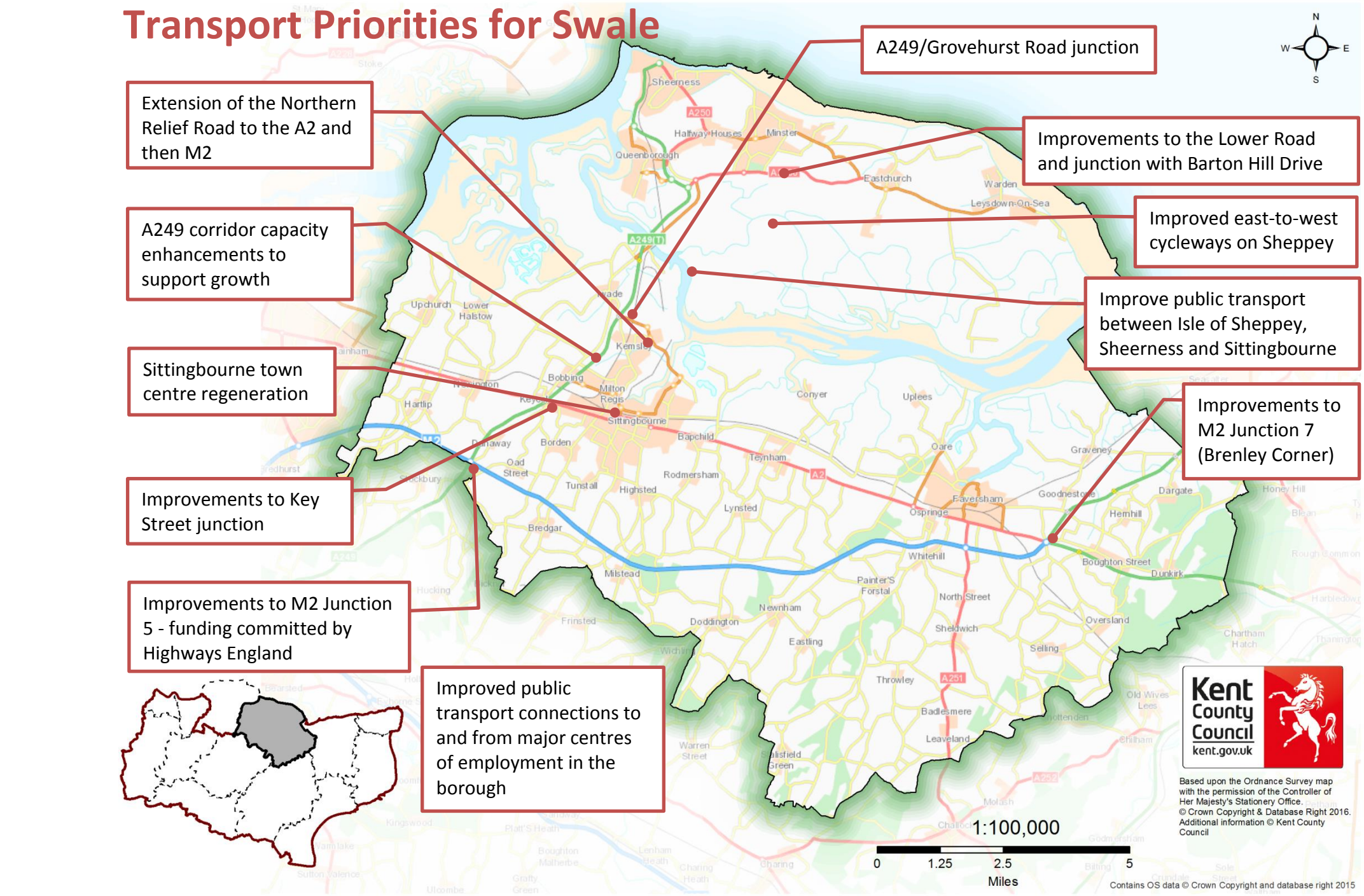
Swale

The M2/A2 corridor runs through Swale and the A249 provides a primary north-south route for Kent. Capacity issues at M2 Junction 5, where the two meet, is acting as a major barrier to growth in the Borough. Highways England is currently evaluating options to improve the M2 J5 and consultation with the wider public on final proposed options is proposed for early 2017. Further east, J7 of the M2 is key for development across East Kent, with growth loading traffic on to a junction already operating over capacity.

A corridor study of the A249 is needed to define what improvements to the principal junctions (Grovehurst, Key Street and Bobbing) will be required to support the new allocations in the Local Plan, with the A249/Grovehurst Road Junction already identified in the GIF. On the Isle of Sheppey, serious congestion on the A2500 is also a barrier to growth, and the local highway authority is working to progress a scheme to upgrade the junction of Lower Road/Barton Hill Drive to improve traffic flow, with the potential for further improvements back towards the A249.

In common with much of Kent, the extensive rural communities in Swale tend to be less well served by public transport and therefore can be isolated from the main centres. This is very evident on the Isle of Sheppey, where east-west travel is challenging and links to the mainland are largely dependent upon the Sheerness-Sittingbourne branch line. This vital link must be maintained whilst securing improved options to access services, including cycling.

Transport Priorities for Swale



Medway

Medway Council is the Highway Authority, Local Transport Authority and Local Planning Authority for the Medway unitary area, which is part of the Thames Gateway North Kent area. Medway is part of the Thames Gateway and so will see demands for growth and increased travel like Kent's districts in the area, such as Dartford and Gravesham. KCC has a duty to cooperate with neighbouring authorities and works with Medway on cross-border issues and where the two Councils might be able to jointly bid for funding for transport infrastructure that affect both areas.

Medway Council has its own Local Transport Plan and has set out five priorities, which are:

Priority 1 - To support Medway's regeneration, economic competitiveness and growth by securing a reliable and efficient local transport network.

Priority 2 - To support a healthier natural environment by contributing to tackling climate change and improving air quality.

Priority 3 - To ensure Medway has good quality transport connections to key markets and major conurbations in Kent and London.

Priority 4 - To support equality of opportunity to access employment, education, goods and services for all residents in Medway.

Priority 5 - To support a safer, healthier and more secure community in Medway by promoting active lifestyles and by reducing the risk of death, injury or ill health or being the victim of crime.

Transport infrastructure requirements to support growth in Medway are also explored in the GIF, with key schemes being:

- A289 Four Elms to Medway Tunnel improvements,
- Improvements to the A229 corridor between Maidstone and Medway,
- Strood and Chatham Town Centre Improvements,
- Public Transport, Journey Time and Road Safety Improvements through the Medway Local Transport Plan,
- Rail improvements at Strood and Chatham Stations,
- Tackling congestion hotspots along the A2 corridor through Medway,
- Improved cycling facilities throughout Medway.

More information on transport priorities and schemes in Medway can be found in the Medway Local Transport Plan 2011 – 2026 at: www.medway.gov.uk/parkingandtransport/transportplansandpolicies/localtransportplan.aspx

Medway Council's Transport Priorities

Public Transport Improvements through the Medway Integrated Transport Project

Improved cycling facilities throughout Medway

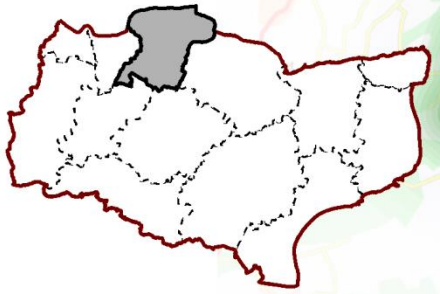
A289 Four Elms to Medway Tunnel Improvements

Rail Improvements at Strood and Chatham Stations

Improvements to the A229 corridor between Maidstone Medway

Strood and Chatham Town Centre Improvements

Tackling Congestion Hotspots along the A2 corridor through Medway



Medway Council
Serving You

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Miles

East Kent

Ashford

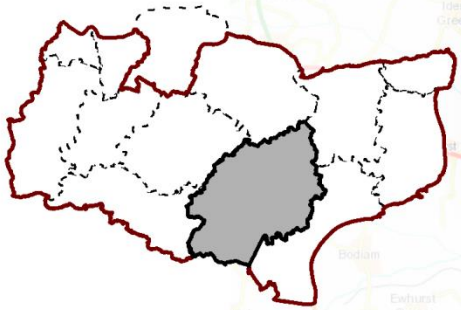
Travel in Ashford is currently dominated by the private car, but the area is largely flat which makes travel on foot or by bicycle easy and feasible. The M20 runs through the district and bisects the town, connecting the area with the Channel Ports to the south and Maidstone and London to the north. Generally, the M20 operates with spare capacity but when Operation Stack is called the town is heavily congested as all motorway traffic is diverted via Junction 9 through the town. Further, the capacity of Junction 10 is restricting development to the south of the Ashford urban area, as both strategic and local traffic place high demand on this junction. A preferred route for a new motorway Junction 10a has been identified and Highways submitted a Development Consent Order (the approvals process for major infrastructure) to Government in 2016. Ashford is a growing town and development pressures on the transport network must be considered.

Ashford is historically a railway town, which is also connected to London St Pancras by HS1 and is therefore a rail transport hub with good connections to Maidstone, Canterbury, Tonbridge, Folkestone and Hastings, as well as internationally via Ashford International and the Channel Tunnel. The bus network includes urban, inter-urban and rural services; and Stagecoach is the main bus operator in East Kent.

The A28 Chart Road improvement scheme is critical to the delivery of 5,750 homes at Chilmington Green and the reduction in congestion along this route is a priority scheme for both Ashford Borough Council (ABC) and KCC. ABC also plans to promote Ashford as a Cycling Town. The delivery of an improving cycle network and the doubling of cycle parking at Ashford International Station in 2015 (as well as its 2010 Station of the Year award in the National Cycle Rail Awards) provide opportunities to capitalise on the use of this mode of transport.

Transport Priorities for Ashford

- Improvements to the former ring road
- Improvements to pedestrian facilities
- A28 Chart Road
- Bus service improvement – bus provision, capacity and frequency, including between major growth points and town centre
- Pound Lane Strategic Link (Kingsnorth)
- Ashford International rail connectivity (Ashford Spurs)
- Implementation of Ashford Cycling Strategy
- Ashford town centre project – including Ashford Station access and junction improvement – Station Approach/Elwick Road and Victoria Way
- M20 Junction 10a
- Orbital Park and Ashford Retail Park access and egress upgrades



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1:120,000

0 1.5 3 6

Miles

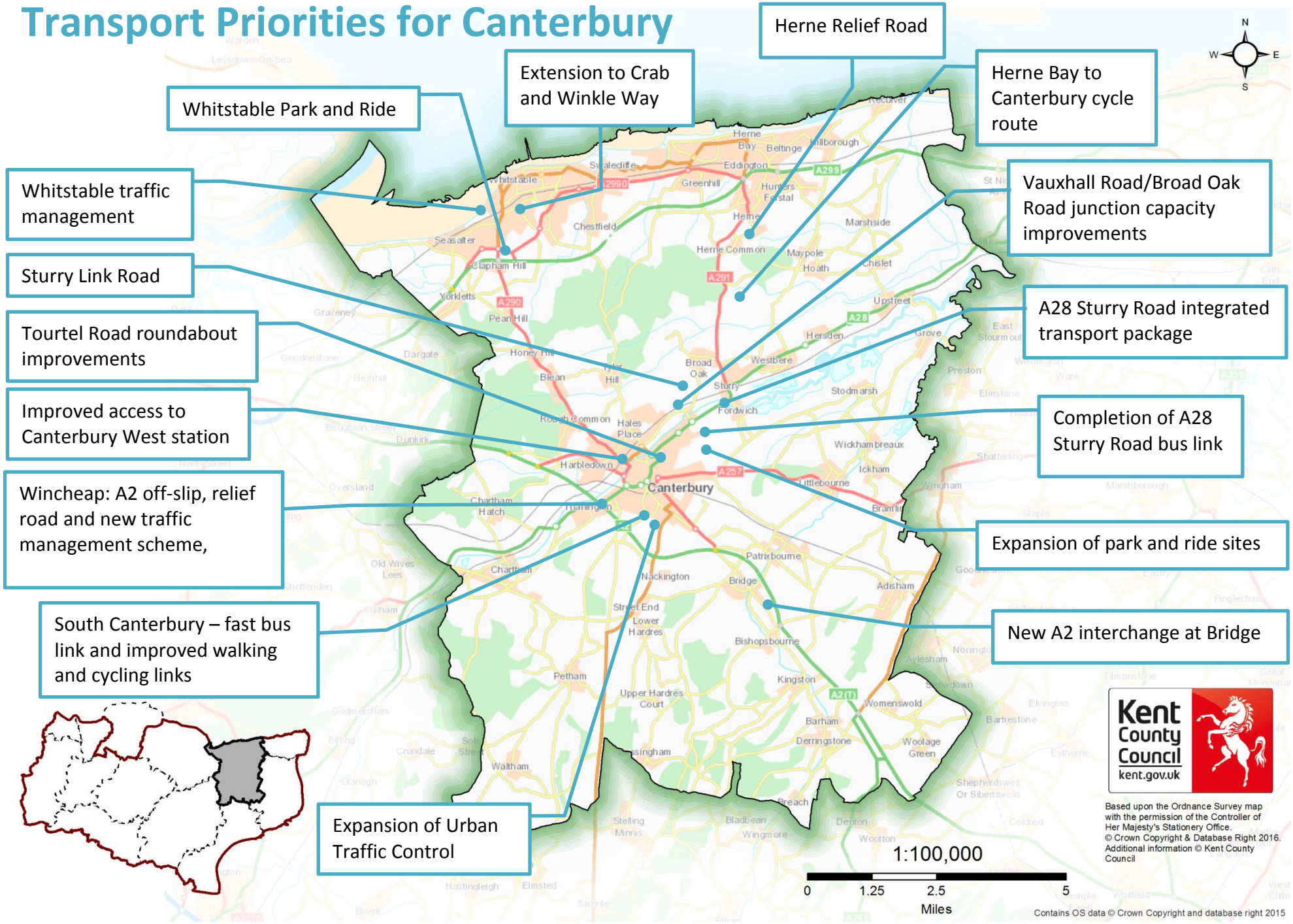
Canterbury

Canterbury is a medieval city with a historic and constrained road network so congestion in the peaks is a regular occurrence and the four level crossings cause further delays. The district also contains the coastal towns of Whitstable and Herne Bay and many villages in the rural areas. The A2 trunk road runs through the district north-south and gives good access from Canterbury to the Port of Dover and to the rest of the UK, and the A28 runs east-west connecting the area to Ashford and into Thanet.

High Speed rail services in the city have cut journey times to London St Pancras to under an hour. The popular Canterbury Triangle bus route links the three urban areas in the district with a 10 minute frequency during the daytime. Stagecoach is the main operator in the area. Canterbury City Council operates three park and ride sites on the edges of the city, which saves many vehicle trips into the city centre each day. There are well-established cycle and walking routes in the district, such as the Crab and Winkle Way and the Great Stour Way. There is a need to prioritise active travel and public transport use in relation to the private car, making best use of the existing infrastructure.

The city is a popular tourist destination and has two universities and so there is an increase in population associated with term times and the summer. The city is a local attractor of traffic and 90% of journeys on the A28 have an origin, destination or both in the city. Whitstable has its own traffic problems, as it too is a popular visitor destination. This is particularly evident along the High Street because this is the main route to the harbour but it is narrow with conflict between parking, buses, zebra crossings and deliveries.

Transport Priorities for Canterbury



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Dover

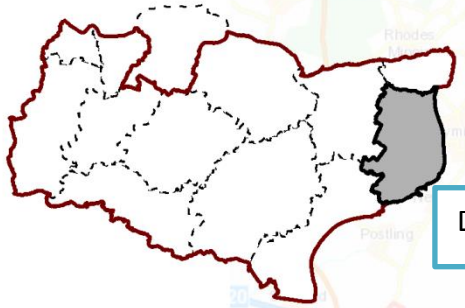
Bus services in Dover serve the town and connect to surrounding towns including Canterbury, Deal, Sandwich and Folkestone. The High Speed rail services from Dover to St Pancras have significantly reduced journey times to London, making the journey more attractive to commuters in particular. However, Dover District Council will press for a journey time of less than 1 hour between the two stations, additional capacity on the High Speed route, and investigation into a new Whitfield Station. It will continue to support Thanet Parkway to reduce the journey time to London from the district and Thanet to within an hour.

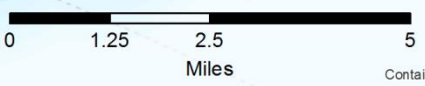
The A2 and A20 trunk roads terminate in the town at the entrance to the Port. These become the M2 and M20 motorways and connect the Port to the M25, London, and further north via the rest of the strategic road network. However, the A20 causes severance in the town and is associated with air quality concerns owing to its use by heavy goods vehicles before and after their Channel crossing. The A2 approaching the town is of an inferior quality to the rest of the route with sections of single carriageway.

Port related traffic has a major influence on the town and the East Kent districts as a whole, including the strong seasonal fluctuations in traffic flows during the holiday periods. Consequently there is a pressing need for the dualling of the remaining sections of single carriageway on the A2 and improvements to the Duke of York's Roundabout. Outside of the district, congestion at M2 J7 (Brenley Corner) also affects the area. The temporary Dover Traffic Assessment Project (used to restrict the flow of freight vehicles into the town when there is disruption at the Port) needs a permanent solution of variable speed limits on the A20.

Transport Priorities for Dover

- Whitfield Bus Rapid Transit (including improvements to York Street, Dover BRT hub, and Dover Priory Station connections)
- A257 route study review
- Projects to facilitate Whitfield development (including a Park and Ride)
- A2/A258 Duke of York roundabout improvements
- A2 Lydden to Dover improvement
- Dover Western Docks Revival
- Dover waterfront link to town centre, including bridge over A2
- A260 upgrade
- Dover Priory Car Park
- Sandwich coach and car park
- Improvement of Sandwich Station
- North Deal A258 Eastern Connecting Road
- North Deal transport improvements
- Deal improvements and alternative access routes to compliment the A258 corridor
- Improved strategic road network to manage port traffic, including permanent solution for Dover TAP
- A258 route study review





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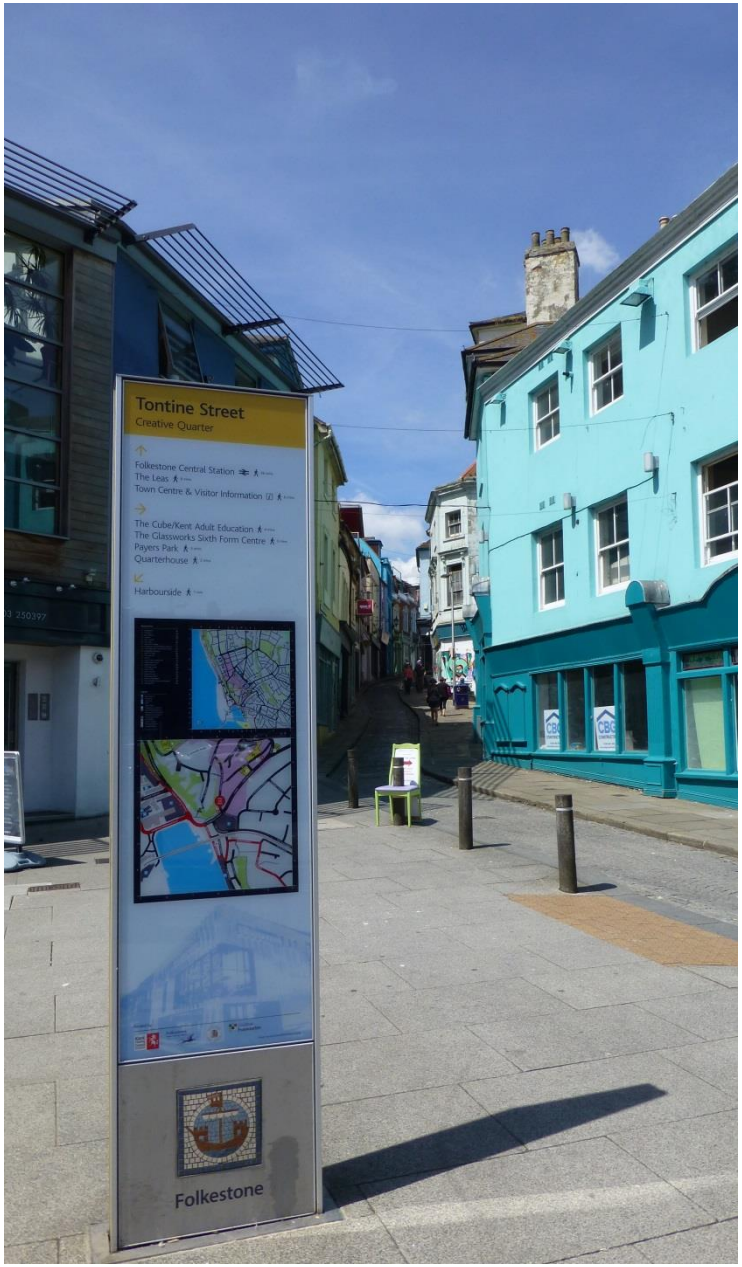
Shepway

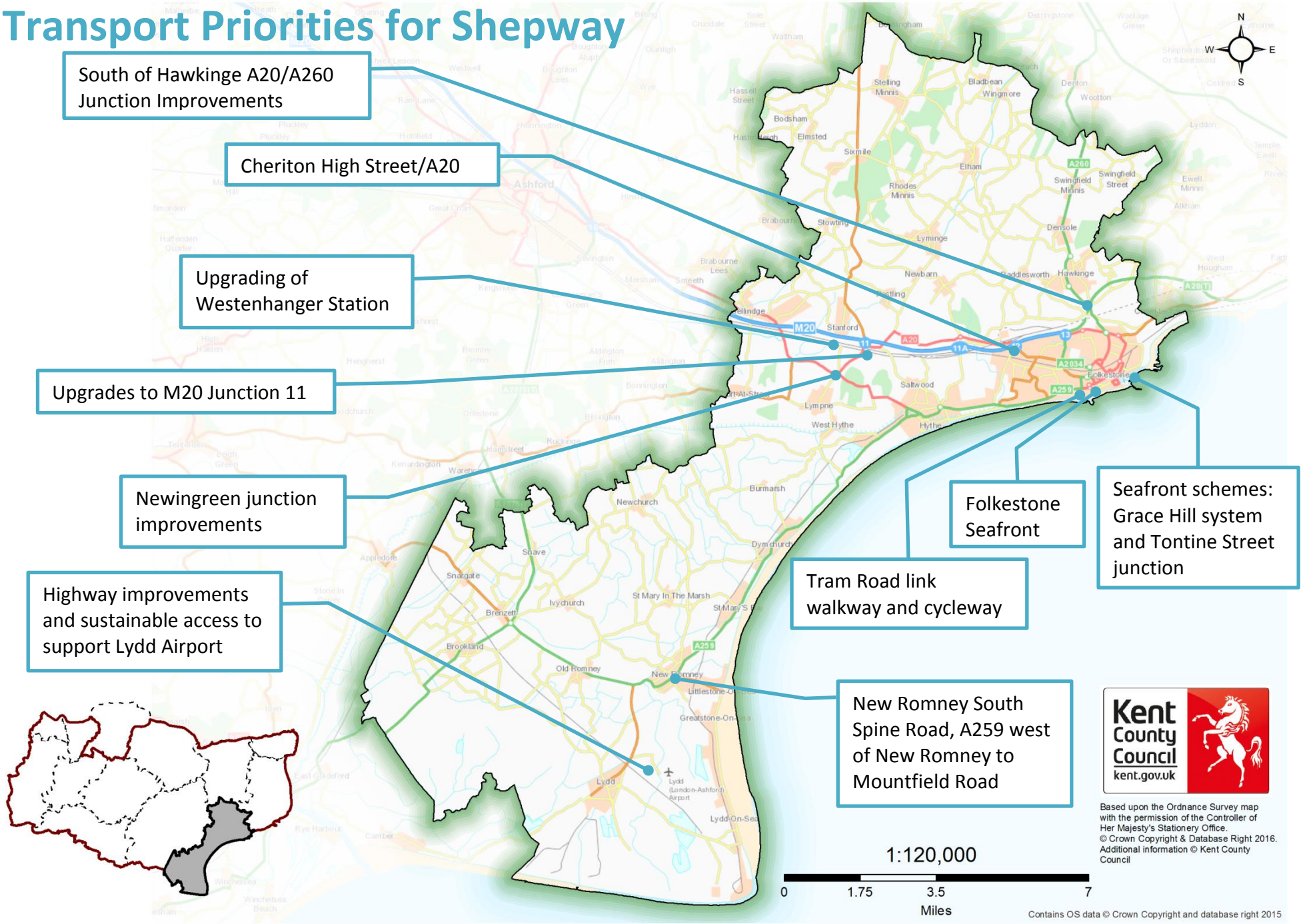
The district experiences seasonal fluctuations in traffic flows, having higher levels during the summer months (especially August) due to tourism as well as higher levels at Christmas. The Channel Tunnel terminal is situated within the district, accessed from the M20, and being close to the Port of Dover means the area has a lot of foreign motorists on the network. Therefore appropriate signing and routing for tourist traffic is important for the district. Most of the freight traffic uses the M20, whilst the A259 picks up most seasonal holiday traffic. Small and historic villages or towns, like New Romney, are situated on main routes through the district and can suffer from congestion and conflict between through-traffic, tourist traffic, loading/unloading and parking. Folkestone is the largest town and main shopping destination within Shepway and it too can suffer from congestion at peak times. The district has a well-connected bus network with services to Ashford, Canterbury, Dover, and along the coast towards Hastings.

High Speed rail services have reduced journey times to London to 55 minutes which will introduce new transport routes and improve accessibility. However, there is a need for more capacity on these services to accommodate growing demand for business, work and leisure commuting to the coast. KCC will work with the District Council to make this case in the new franchise.

There is substantial future housing growth in the district, including the proposed Otterpool Park garden town, which will require considerable infrastructure investment to support this new town, including upgrading Westenhanger Station. The redevelopment of the harbour and seafront area of Folkestone is currently underway, which will introduce new transport routes and accessibility.



Transport Priorities for Shepway



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Thanet

The perceived isolation of Thanet, and remoteness from London, has been a disincentive for investors and business but transport infrastructure has done much to change that, such as the dualling the A299 Thanet Way, the East Kent Access scheme and the introduction of High Speed rail services. In common with Shepway, Thanet has a seasonal pattern to traffic flow with more tourists in the summer months and the popularity of Westwood Cross shopping area at Christmas. Investment in the road network at Westwood Cross is alleviating traffic problems and unlocking development sites.

The other towns in the district are relatively uncongested, except for peak times such as school rush hour. However, there are a number of junctions that need addressing. The bus network in Thanet is well utilised, with the Thanet Loop being a particularly successful service. However, there is scope for greater use of public transport and faster rail times to London.

The District Council also has plans to maximise the advantageous geographical location of the Port of Ramsgate, being the second closest port to continental Europe after Dover.

Transport Priorities for Thanet

Rail journey time improvements and connections to London

Inner circuit of new and improved highway routes, including improved links to Westwood Cross

Westwood Relief Strategy - Westwood Road to Margate Road Link

Margate junction improvements

Bus priority measures

Public realm improvements in the coastal towns

Improve sustainable transport options in Westwood

Thanet Park railway station

Ramsgate Port investment

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1:55,000

0 0.75 1.5 3

Miles

Our Funding Sources

We have access to a range of funding streams, including Department for Transport (DfT) funding direct to KCC for highway maintenance, competitive funding through the SELEP, and financial contributions from developers through the planning process.

The GIF describes the transport infrastructure (both strategic and local) required to support growth and enhance the lives of existing residents. It reports a significant funding gap, which highlights the need to lobby and explore other sources of funding. The policies and schemes set out in LTP4 form a basis for such bids, and a means of prioritising transport infrastructure.

This section sets out how we will make the best use of these existing funds as well as access new sources of funding to maintain and improve the assets we have and deliver new infrastructure to support growth. The District Priorities schemes will be put forward for funding using the sources described below.

National Funding Sources and Local Growth Fund

At present, the most significant funding source for transport infrastructure is the Local Growth Fund (LGF), which focuses on unlocking barriers to economic growth. This is administered through the SELEP and it is therefore essential that our transport priorities are prominent in the SELEP's SEP. We will continue to put forward a robust case to Government for LGF investment to support our economic growth objectives. To date, we have successfully secured nearly £120m from the LGF.

As LGF is a limited pot of funding and distributed across England we must prioritise using a list of key criteria to determine which projects should be put forward for funding. The SELEP has provided a Common Assessment Matrix which is then used to score each scheme with the aim that Government can make an informed decision when allocating funding. LTP4 Outcome 1 is targeted by the LGF as it only considers schemes that drive economic growth and cut congestion.

The DfT has also periodically launched pots of funding specifically for sustainable transport initiatives, and we will endeavour to bid for these. Our Kent Connected project has been funded in this way.

Innovative Funding Sources

We will also continue to lobby for other, more innovative, sources of funding. This includes 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.

Local Plans and Supporting Transport Strategies

District and borough councils have a statutory responsibility for making Local Plans. Thus, individual transport strategies that

support Local Plans should have regard for this strategic countywide LTP. By setting out our vision for transport in LTP4, KCC has a platform from which to engage these councils and help shape their Local Plans when identifying areas for potential development.
Through the planning process developer contributions are sought towards infrastructure. Under Section 106 (s106) of the Town and Country Planning Act 1990, Local Planning Authorities can enter into a legally binding agreement with the landowner to pay a contribution towards infrastructure or services required to make their development acceptable in planning terms. KCC and the Local Planning Authority receive this funding to deliver infrastructure projects tied to development, for instance it may be used to support a public transport service.

The Community Infrastructure Levy (CIL) is similar in that a fixed charge is applied to specific types of development for infrastructure projects that have been defined during the establishment of the CIL Charging Scheme. Developer contributions can still be secured through s106 Agreements where a CIL Charge also applies but the two mechanisms cannot be used to fund the same infrastructure project. A Section 278 agreement (of the Highways Act 1980) is a means for a developer to make modifications to the existing highway network, typically what is required to mitigate the impact of the development.

Integrated Transport Programme

For small scale transport schemes (typically under £1 million) to be allocated funding from the Integrated Transport Block (Department for Transport funding) there must be a robust system of appraisal to prioritise investment where it will have the greatest value for money. The methodology for achieving this is detailed in the Annexe. A cost-benefit analysis is undertaken by scoring individual schemes on their total impacts compared with the total cost. The cost includes a whole life approach to maintenance and factors in any external funding. The highest scoring schemes are then scrutinised to provide assurances that they will meet their objectives to achieve the LTP outcome(s), and that they can be feasibly constructed within budget and timescales.

The funding is top sliced for safety critical schemes (see Road Safety). The remaining budget is then allocated amongst the five outcomes (40% to economic growth and minimised congestion, 15% to affordable and accessible door-to-door journeys, 15% to safer travel, 15% to enhanced environment, and 15% to better health and wellbeing). This option for funding allocation is being environmentally assessed to ensure that it achieves a balanced Integrated Transport Programme (ITP).

Highway Maintenance and Asset Management

We receive income from a series of Government Support Grants for specific duties we undertake, such as highway maintenance. However, Government funding allocated to KCC directly for transport has decreased and is likely to continue to do so.

Conclusion

This fourth Local Transport Plan explains our main transport infrastructure priorities to deliver **Growth without Gridlock** in Kent. Our other funding streams, such as the Integrated Transport Programme (used to deliver small scale transport schemes) and the Crash Remedial Measures Programme (for safety-critical schemes), are a major part of our annual work to improve the highway network. The delivery programmes for these budgets and detail of the individual schemes that will receive funding are updated annually. However, these budgets are increasingly constrained and so we must carefully prioritise how we spend them. The methodology for prioritising is available in the Annexe.

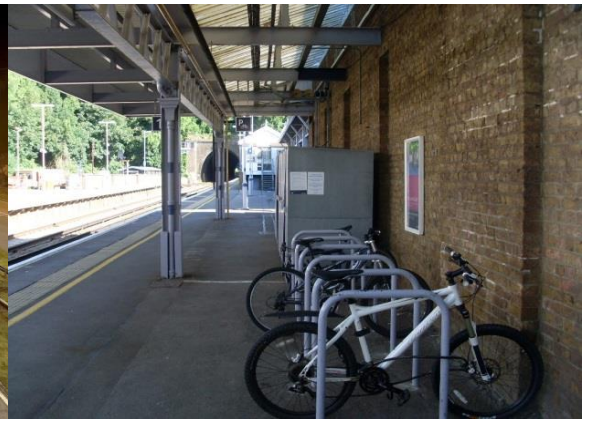
Not all interventions vital for growth fall within the remit of KCC as the Local Transport and Highway Authority. A number of key projects fall under the responsibility of Highways England or Network Rail. We are therefore committed to working closely with both of these agencies to influence their future delivery programmes, and to ensure these schemes are given the highest priority for delivery.

As a Council, what we want to achieve from transport for our residents, businesses and visitors is clearly set out in the outcomes described in this LTP4. These are:

Outcome 1: Economic growth and minimised congestion
Outcome 2: Affordable and accessible door-to-door journeys
Outcome 3: Safer travel
Outcome 4: Enhanced environment
Outcome 5: Better health and wellbeing

From our own work, and from liaising closely with our district council partners in supporting the development of their Local Plans and, more specifically, the transport strategies needed to deliver that growth, we have built up a detailed knowledge of transport needs across the county. We will continue to build on this relationship to ensure that our transport priorities use the latest forecasts for housing and population growth. Above all, we are committed to delivering **Growth without Gridlock**.





Strategic Environmental Assessment and Equalities Impact Assessment

This fourth Local Transport Plan has been subject to a Strategic Environmental Assessment (SEA) and Equalities Impact Assessment (EqIA). The SEA is a process to ensure that significant environmental impacts arising from policies, plans and programmes are identified, assessed, mitigated, communicated to decision makers and monitored. The SEA, non-technical summary and final Environmental Report are available alongside this plan on the kent.gov.uk website.

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 found no significant effects on any protected characteristics as a result of this plan. However, individual schemes will be assessed for any impacts as they are designed and investigated further. The EqIA is available alongside this plan on the kent.gov.uk website.

Annexe – Prioritisation for the Integrated Transport Programme

Background and overview

A robust method of appraising and prioritising local transport schemes is required to ensure that those delivered help to achieve the outcomes specified by this fourth Local Transport Plan (LTP4). The previous prioritisation methodology, developed as a result of the third Local Transport Plan (LTP3), has been updated and modified to enable Kent County Council (KCC) to generate a score for every proposed scheme, with the highest scoring schemes representing the highest value for money and contributing towards the LTP4 outcomes.

This methodology applies to schemes seeking Integrated Transport Block funding and used to form the Integrated Transport Programme (ITP). In addition to the ITP, KCC implements a Crash Remedial Measure (CRM) programme, which identifies locations where statistical data shows that an unexpectedly high number of crashes occur. If suitable, schemes are then designed and implemented aiming to prevent future crashes from following the same pattern. More information can be found in the KCC Road Casualty Reduction Strategy. The funding for these schemes is top-sliced from the ITP budget representing the importance with which KCC views safety. CRM funding is allocated on a needs basis but KCC will endeavour to ensure a minimum of 50% of the total budget is allocated to these schemes (achieving Outcome 3: safer travel).

For the remainder of the funding forming the ITP, each proposed scheme will be assessed for the impact it achieves compared to the cost to implement and maintain it. As illustrated in Figure A4.1, at the beginning of the first financial year proposed schemes should be assessed and prioritised. The top schemes selected should form approximately 120% of the anticipated budget and then for the remainder of that year should be worked up to be deliverable in the second financial year, when the budget is formally allocated.

Pre-assessment criteria

Schemes should be put forward from valid sources, such as Transport Strategies that support district/borough Local Plans, approvals at Joint Transportation Boards (JTB) or similar bodies, or from Member and Parish Council suggestions. This requires that some public consultation must have been carried out. Members of the public are encouraged to go through their local Parish Council or County Council Member to gain community support; they will then be able to promote the scheme for inclusion in the ITP. They should also be at a stage where minimal additional design work is required so that a reasonable estimation of cost is available. For a scheme to be put forward for the ITP it must demonstrably achieve one or more of the outcomes from LTP4, these are:

Outcome 1: Economic growth and minimised congestion

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

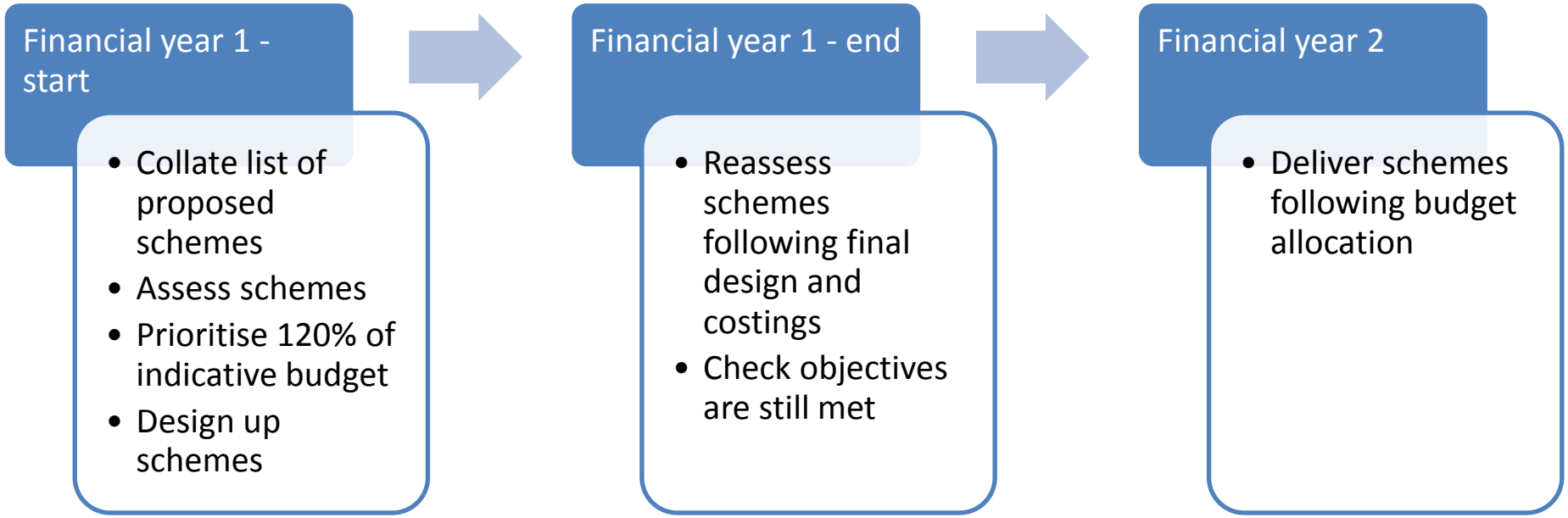
Outcome 3: Safer travel

Outcome 4: Enhanced environment

Outcome 5: Better health and wellbeing

However, where a request has been investigated in the last three years and rejected, and the situation has not changed significantly enough to justify reconsidering, it will not be assessed.

Figure A4.1: ITP scheme prioritisation, design and delivery process.



Funding allocation

Consistent with LTP3, available funding will be allocated to the LTP4 outcomes so that the ITP is a rounded programme that targets all of KCC's outcomes. Funding will be allocated as follows:

Outcome	ITP budget allocation (once CRM budget has been top sliced)
Economic growth and minimised congestion	40%
Affordable and accessible door-to-door journeys	15%
Safer travel	15% (in addition to top slicing for safety critical schemes)
Enhanced environment	15%
Better health and wellbeing	15%

Value for money assessment

The value for money assessment considers both the positive and negative effects of a scheme to produce an overall score. However, it has no mechanism to cease the progression of a scheme in the case that the scheme has some strong positive impacts (resulting in a high score) and a wide range of weakly negative impacts (reducing that score slightly). In these cases, the officers need to ensure that sufficient consultation has been conducted and, where possible, alter the scheme to mitigate negative impacts.

The first part of the process is an assessment, producing a score for the scheme. These have broadly been grouped into the five LTP4 outcomes, although it is recognised that there is some crossover. Each scheme will be assessed against each criterion regardless of which LTP4 Outcome the scheme is targeting. When assessing the scale of the impact consideration should be given to the size of the scheme, for example it would be expected that large schemes should have stronger impacts than the smaller schemes and therefore a highly significant positive impact would be required for a small scheme to be awarded 6 points.

Score:	-6	-3	0	3	6
Outcome 1: Economic growth and minimised congestion					
Is the scheme directly connected with delivering development?	N/A		No	Yes	Yes – with developer funding contribution
Does the scheme have impacts in one of the most deprived Lower Super Output Areas using the Index of Multiple Deprivation?	N/A		No direct impacts in one or more of Kent's 60% most deprived LSOAs	Direct impacts in one or more of Kent's 20% – 60% most deprived LSOAs	Direct impacts in one or more of Kent's 20% most deprived LSOAs
Congestion – what impact will the scheme have on congestion and journey time?	Strong negative impact	Negative impact	Neutral	Positive impact	Strong positive impact
Outcome 2: Affordable and accessible door-to-door journeys					
Accessibility – what impacts will the scheme have on access to key services (jobs, education, healthcare, etc.)?	Strong negative impact	Negative impact	Neutral	Positive impact	Strong positive impact
Connectivity – what impact will the scheme have on creating connected door-to-door journeys?	Strong negative impact	Negative impact	Neutral	Positive impact	Strong positive impact
Outcome 3: Safer travel					
Safety – are there any secondary benefits to safety (road, cycleway, footway)?	N/A – scheme should not be progressed if it has a negative impact on safety		Neutral	Positive impact	Strong positive impact
Outcome 4: Enhanced environment					
Sustainable travel – what impact will the scheme have on sustainable travel (e.g. modal shift)?	Strong negative impact	Negative impact	Neutral	Positive impact	Strong positive impact

Townscape and heritage – what impacts will the scheme have on the historic and built environment (including severance)?	Strong negative impact	Negative impact	Neutral	Positive impact	Strong positive impact
Environment – what impact will the scheme have on the natural environment? Including landscape quality and considering the impact on protected landscapes, e.g. AONB.	Strong negative impact	Negative impact	Neutral	Positive impact	Strong positive impact
Outcome 5: Better health and wellbeing					
Air quality – what impact will the scheme have on air quality? Consider any relocation of traffic.	Strong negative impact	Negative impact	Neutral	Positive impact	Strong positive impact
Active travel – what impact will the scheme have on promoting active travel?	Strong negative impact	Negative impact	Neutral	Positive impact	Strong positive impact
Scale of impact					
How wide an impact will the scheme have?	N/A		Localised impact – few people benefit	Wider impact – a substantial number of people benefit	Very wide impact – many people benefit

The above criteria are to be subjectively assessed to be proportionate to the scale of the schemes being promoted and to ensure that there is not a cost burden on the assessment itself.

The second part of the assessment deals with scheme deliverability, producing a deliverability score.

	-1	1	3	6
Scheme endorsement	N/A – scheme should not be assessed if it does not have a legitimate source	Derived from a recognised body, such as a Quality Bus Partnership, from Members or parish councils	Scheme has been to JTB and is approved	Scheme derived from an adopted strategy (including district/borough transport strategies) or has been approved by Cabinet Committee or at a similar level
Scheme readiness	Substantial further design and feasibility work required	Minimal additional design work required some consultation necessary.	Minimal additional design work required, no further consultation necessary	Scheme is ready to construct
Is the scheme dependent on the completion of any other projects?	Yes	No	N/A	

This then produces a total combined score out of a maximum of 85 points.

Next the cost of the scheme is considered. This has three elements to it: the construction costs, the whole life maintenance costs, and any external funding contribution.

Cost element	**Cost**
Construction cost	£
Maintenance cost (commuted sum or selection of indicative costs supplied)	£
External funding contribution (funding from budgets other than the ITP, e.g. S106 money or Combined Member Grant fund)	-£
Total scheme cost	**£**

A cost-benefit analysis can now be made by taking the total points scored by the scheme and dividing it by the scheme cost, producing a simplistic “points per pound” score that demonstrates the value for money a scheme achieves. Schemes targeting each LTP4

outcome can then be sorted by the cost-benefit analysis score and the best performing schemes prioritised for delivery the coming financial year.

Compiling the Integrated Transport Programme

The cost-benefit analysis does not determine the Integrated Transport Programme; rather it is a tool to guide officers. After the proposed schemes have been subjected to cost-benefit analysis they will be validated and scrutinised to ensure that a consistent approach to scoring has been used and that a balanced and deliverable programme is provided, for example so that schemes are not concentrated in one area. The final list will then be approved at senior management level using delegated powers.