

By: Matthew Balfour, Cabinet Member for Environment and Transport

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To: Cabinet – 27 March 2017

Subject: LOCAL TRANSPORT PLAN 4: DELIVERING GROWTH WITHOUT GRIDLOCK 2016 - 2031 – REVISED PLAN

Classification: Unrestricted

Past Pathway of Paper: Environment and Transport Cabinet Committee (March 17)

Future Pathway of Paper: County Council (July 17)

Electoral Division: All divisions

For: Recommendation to County Council

Summary:

Kent County Council (KCC) has a statutory duty to have a Local Transport Plan (LTP). The current LTP3 (2011-16) needs replacing and so a new draft LTP, *Local Transport Plan 4: Delivering Growth without Gridlock (2016-31)*, was produced incorporating a refresh of 2010's *Growth without Gridlock: A transport delivery plan for Kent*. The draft LTP4 was taken to Cabinet Committee on 8th July 2016, and then a full 12 week public consultation was undertaken. The Consultation Report and a summary of the results were presented to Environment and Transport Cabinet Committee on 12th January. Since then, the consultation comments have been reviewed and revisions made to LTP4. The revised LTP4 was presented to Environment and Transport Cabinet Committee on 13th March 2017. This report summarises the revisions to LTP4, and provides in appendices the revised LTP4, the 'You Said, We Did' document and the revised Equalities Impact Assessment.

Recommendation:

Cabinet is asked to consider and recommend Local Transport Plan 4 to County Council for adoption.

In addition, Cabinet is asked to endorse for approval by the County Council that the Corporate Director of Growth, Environment and Transport be authorised to make any further minor modifications which may be needed such as formatting changes and typographical errors in order to publish the Local Transport Plan 4: Delivering Growth without Gridlock.

1. Background

1.1 Kent County Council (KCC) is in the process of replacing its current Local Transport Plan (LTP3), which is dated 2011-16. Under the Local Transport Act

2008, it is a statutory requirement for Local Transport Authorities (LTAs) to have a Local Transport Plan (LTP) in place, although the Act allows LTAs the freedom to replace LTPs as and when they see fit rather than requiring a five year planning cycle as in previous legislation (Transport Act 2000).

- 1.2 The LTP is a critical tool in supporting and facilitating appropriate growth and in assisting Kent to attract investment from Government to its priority transport schemes. It is thus vital that KCC has a robust LTP in place.
- 1.3 The current refresh provides an opportunity for KCC to produce a new longer-term plan, enabling the Council to take a strategic view of transport along the same timescales as those that have been used to set out the county's growth ambitions. The new LTP4 therefore spans the period 2016 to 2031 to align with the timeframe of the *Kent and Medway Growth and Infrastructure Framework* (GIF).
- 1.4 LTP4 is integrated with Kent's transport delivery plan, *Growth without Gridlock* (GwG). GwG was produced in December 2010 setting out the strategic aims for transport to support economic growth in Kent over a 20-year period. Many of the ambitions of this original plan have been achieved, or significant progress towards delivery has been made. These priorities, along with new ambitions, have been incorporated in the 'Strategic Transport Priorities' section of LTP4. KCC therefore now has one document covering both strategic and local transport priorities.

2. The consultation process

- 2.1 For a 12-week period from August 8th to October 30th 2016, the consultation documents and questionnaire for LTP4 were available to view and respond to online, with hard copies available on request. Hard copies were also available in all libraries, Gateways and district/borough council offices across Kent. In addition, all KCC Members received a hard copy. A report on LTP4 was also offered to each Joint Transportation Board (JTB). Seven JTBs were attended by officers: Canterbury, Maidstone, Sevenoaks, Swale, Thanet, Tonbridge and Malling, and Tunbridge Wells. The Maidstone Business Partnership meeting was also attended.
- 2.2 We received over 500 individual responses, including 40 parish councils and the Kent Association of Local Councils, all of the district/borough councils, Medway Council, and the London Borough of Bromley. In addition, a range of other stakeholders responded including the Kent Downs Area of Outstanding Natural Beauty (AONB), High Weald AONB, Port of Dover, Port of London Authority, Freight Transport Association, Highways England, and Natural England.

3 Overview of consultation responses

- 3.1 The consultation report was presented to Cabinet Committee in January 2017. Overall, the draft *Local Transport Plan 4: Delivering Growth without Gridlock* was well received. In particular, the ambition, outcomes and supporting policies

were supported by a majority of respondents. The named transport priorities at all levels (strategic, Kent-wide and district) received a mix of responses but nevertheless there was more support than disagreement, including calls for swift action to address transport problems in the county. The 12 district councils and Medway Council were all generally supportive of the plan, although all made suggestions for changes and additional priorities.

4 Revisions to Local Transport Plan 4

4.1 The consultation responses have been considered and Local Transport Plan 4 modified where appropriate to address any concerns from members of the public/stakeholders, make the plan clearer, and include more information where needed. These changes have been summarised in the 'You Said, We Did' document that will be published alongside the revised plan (Appendix B). The full revised LTP4 has also been appended to this report (Appendix A).

4.2 The most substantial changes to LTP4 are:

- Pages 2 and 11 – The strategic priorities map has been updated so the bifurcation of the M2/A2 and M20/A20 is clearer and the labels match the revisions later on in the document.
- Page 9 – The supporting policy for Outcome 5 (Better health and wellbeing) has been changed to include a commitment to *provide*, as well as *promote*, active travel choices in line with the Active Travel Strategy.
- Page 12 – The 'Enabling Growth in the Thames Gateway' has been amended to reflect the geography of the Thames Estuary Commission, including the whole of the north Kent coast.
- Pages 20 and 21 – The splitting of the previous priority "Rail and Bus Improvements" into two separate priorities, one for rail and one for bus. Many respondents wanted more information on both the rail and bus networks and felt more emphasis on public transport provision was needed.
- Page 23 – A new section on Public Rights of Way has been added as a countywide priority. This was requested in the consultation and now the links between highways, Public Rights of Way, public transport and active travel are better reflected.
- Pages 24 and 27 – The cross-district priorities were previously displayed on a map but the consultation showed that the public did not fully understand what the schemes were without a description. Separately, respondents felt that there was a general lack of sustainable transport schemes in the draft LTP4. These cross-district priorities are targeted at sustainable transport and include initiatives to encourage modal shift. Therefore, they have been moved to a new section on Sustainable Transport in the 'Countywide Priorities' section. Additionally, a section has

been added to explain the importance of travel within Kent and the schemes that will deliver benefits across district boundaries.

- The transport priorities section in the consultation draft was divided into 'Strategic', 'Kent-wide' and 'District' level schemes. In the consultation respondents questioned whether these were in a priority order, and the use of the term 'Kent-wide' for priorities such as highway maintenance was confusing when also categorising some of the strategic priorities as 'countywide'. Consequently, in this section the first page has been amended to introduce the three geographical levels of transport priorities (which are now called 'Strategic', 'Countywide' and 'Local') Some of the 'Strategic' priorities have also been highlighted as being of national importance, reflecting feedback from key stakeholders including the Port of Dover.
- District priorities – There were many suggestions for new priorities, which have all have been considered and, where feasible, they have been added to the district maps.
- Page 57 – A new section has been added to signpost to Strategic Environmental Assessment and Equalities Impact Assessment and explain what they are.

4.3 The Equalities Impact Assessment (EqIA) has been updated to reflect comments raised in the consultation (Appendix C). The Strategic Environmental Assessment (SEA) is also being updated and a final Environmental Statement will be produced and submitted to County Council alongside the final revised *Local Transport Plan 4: Delivering Growth without Gridlock*.

5 Financial Implications

5.1 Following the consultation, officer time has been used to revise Local Transport Plan 4. The cost to complete the Strategic Environmental Assessment is estimated at £7,500, which is to be met by existing budgets. Once adopted, there will be some design and print costs.

6 Legal Implications

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

7 Equalities Implications

7.1 The draft LTP4 was subject to an Equalities Impact Assessment (EqIA), which has demonstrated that it will not have an adverse impact on any group with protected characteristics. This was consulted on alongside the draft plan and has now been updated taking into account the comments raised in the consultation and following the revisions made to the plan.

8 Other Corporate Implications

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

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

9 Governance

9.1 Following Cabinet's consideration and recommendation, the revised LTP4 will then be taken to County Council for adoption as specified in the Constitution.

10 Conclusion

10.1 KCC has a statutory duty to have a Local Transport Plan (LTP). The current LTP3 (2011-16) needs replacing and so a new draft LTP, *Local Transport Plan 4: Delivering Growth without Gridlock (2016-31)*, was produced incorporating a refresh of 2010's *Growth without Gridlock: A transport delivery plan for Kent*. The draft LTP4 was taken to Cabinet Committee on 8th July 2016, and then a full 12 week public consultation was undertaken. The Consultation Report and a summary of the results were presented to Cabinet Committee on 12th January. Since then, the consultation comments have been reviewed and changes made to LTP4, which was taken to Environment and Transport Cabinet Committee on 13th March 2017. The revised plan is attached in Appendix A. The changes made to LTP4 have been described in this report and are summarised in the 'You Said, We Did' document attached as Appendix B.

11 Recommendation

11.1 Cabinet is asked to consider and recommend Local Transport Plan 4 to County Council for adoption.

11.2 In addition, Cabinet is asked to endorse for approval by the County Council that the Corporate Director of Growth, Environment and Transport be authorised to make any further minor modifications which may be needed such as formatting changes and typographical errors in order to publish the Local Transport Plan 4: Delivering Growth without Gridlock.

12 Background Documents

- Appendix A: Revised draft Local Transport Plan 4: Delivering Growth without Gridlock
- Appendix B: 'You Said, We Did'
- Appendix C: Revised Equalities Impact Assessment

13 Contact details

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