

TO: SWALE JOINT TRANSPORTATION BOARD

DATE: 18th December 2006

SUBJECT: The Kent Local Transport Plan (LTP) and Future Scheme Assessment

BY: Divisional Manager Mid Kent

Classification: Unrestricted

Summary: An information report by the Divisional Manager to the Swale Joint Transportation Board on how future schemes will be assessed for inclusion in the Kent Local Transport Plan Bid document

Decision Required: Information item only

Introduction

1. The Local Transport Plan (LTP) covering the period 2006-11 was submitted to Government on 29 March 2006. It provides the overarching transport strategy for Kent to tackle transport problems and deliver Kent's local transport objectives. It contains all the County Council's policies on transport and our spending priorities over five years for major schemes (costing over £5m), maintenance, and small transport schemes. This report aims to share the development and progress that has been made specifically with the latter element. This involves the annual process of formulating a programme of Integrated Transport Measures and Local Safety Schemes to be considered for implementation in financial year 2007/8.

The Local Transport Plan (LTP) and Future Scheme Assessment

2. At the same stage of proceedings last year at the meeting of this Board in December 2005, the report made reference to the Department for Transport's (DfT) consultation paper setting out how it proposes to allocate funding, other than for major transport schemes (above £5m), during the five year period. The potentially good news was that the adoption and use of this formula would give Kent a far higher allocation for integrated transport measures than previously gained under the first LTP.
3. Subsequent to this the proposed small transport schemes block allocation that emerged was indeed very good for Kent. The proposed annual level of funding increases from £9.464m to £16.397m for the period 2006 to 2011, representing a significant increase on the levels in the first LTP, with only £5.375m allocated in 2005/06. This reflects an appreciation of the pressures that Kent's transport network faces over the next five years.
4. In a report by the Head of Planning & Transport Strategy to the Highways Advisory Board on 11 July 2006 [Item 10, Local Transport Plan for Kent - Budget Allocation Model and Scheme Prioritisation Methodology refers] the following key supporting messages were provided concerning this future level of financial support.

"it is imperative that the transport schemes brought forward reflect the desired outcomes of the LTP. The Government has made it clear that its assessment of Kent's new LTP and its subsequent progress towards delivering LTP objectives will influence Kent's future transport funding levels. Furthermore, it will be forwarded to the Audit Commission for potential use within its Comprehensive Performance Assessment (CPA) of local authorities. Therefore, future LTP schemes must also deliver real and measurable progress towards Kent's mandatory and local LTP Targets, to do this LTP schemes must contribute towards key outcomes, which are based on the four shared priorities for transport which have been agreed between the Local Government Association and central Government. They comprise:

- ✓ *increasing bus patronage across Kent,*
 - ✓ *improving road safety (reducing casualties on Kent's roads),*
 - ✓ *reducing congestion and air quality problems,*
 - ✓ *improving accessibility to transport and to key services.”*
5. The report also highlighted the importance of having “*a robust mechanism for allocating its LTP investment to ensure that those areas with the greatest need are identified and fully supported. Furthermore, Kent must ensure that those schemes that deliver the best value for money and greatest contribution towards tackling local transport problems and delivering its LTP are prioritised in terms of its delivery programme.*”
 6. A **Budget Allocation Model (BAM)** for Kent is being devised to assist in the allocation of its LTP funding. BAM is evidence based. Its primary function is to act as a tool to assist Members in allocating LTP funding to those parts of the county that demonstrate the greatest need. This is explained in greater detail in Appendix A.
 7. A methodology is also being prepared to assist in the prioritisation of all LTP transport schemes, to ensure that they all directly support the objectives of the plan and deliver the best value for money. The proposed methodology is called PIPKIN, an acronym for **P**rioritising **I**nvestment **P**rogrammes on the **K**ent **I**ntegrated **N**etwork. This is explained in greater detail in Appendix B.
 1. Following the Highways Advisory Board consideration the Cabinet Member for Environment, Transport and Waste has given approval to:
 - I. the proposed Budget Allocation Model (BAM) as the small scheme budget allocation model for Kent.;
 - II. the proposed methodology (PIPKIN) as the LTP scheme prioritisation model for Kent.
 9. Detailed technical guidance is currently being prepared and will fully explain this transparent approach to formulating LTP schemes throughout the County. It is intended to arrange an informative seminar to share this with Members.

Current Position

10. It is recognised that BAM and PIPKIN will supersede the existing LTP funded budget allocation model and prioritisation methodologies currently employed here in East Kent. This will ensure that a consistent approach and objective is used and is thus to be commended. However at this stage in its development it has still been necessary to formulate the current small transport scheme priorities for 2007/8 in a similar manner to that used in previous years.
11. Fortunately this process already recognises that the schemes to be brought forward should fully reflect the four shared priorities (ref; paragraph 4) and deliver directly against LTP targets. Hence the 2007/08 schemes for Swale Borough are currently being assessed on this basis.

Integrated Transport Schemes (ITS)

12. These are small transport schemes (generally less than £250,000) that aim to deliver on elements of the LTP objectives in order to improve the quality of the environment and to make Kent a safe and attractive place to live.
13. In general the schemes cover both urban and rural areas and are about improving the quality of life, conserving the environment and raising the level of accessibility by providing the opportunity for travel to everyone, through promoting better public transport

networks and facilities, enhancements to the pedestrian and cycle networks, safer routes to schools initiatives, home zones and 20mph zones.

14. *Local Safety Schemes* are identified separately as they provide a specific focus to reduce road crashes and casualties at sites where significant numbers are being experienced annually and a distinguishable pattern is emerging over time.
15. The provisional list of ITS schemes and local safety schemes being taken forward as part of the countywide LTP bid process for implementation in Swale Borough in 2007/08 was reported to this Board in September this year.
16. A report will be submitted to this Board in March 2006 with the full and final list of the LTP scheme proposals for Swale Borough following confirmation of the DfT's budget allocation for Kent for 2007/08 expected in late December 2006.

Current LTP Bid Position

17. Clearly the final list of ITS and local safety schemes for Swale Borough is dependent on the level of LTP funds allocated to Kent by Central Government. The move away from countywide funding is expected to be phased in shortly with BAM first being applied once the confirmation of funding allocation is received from Central Government in late December 2006.
18. The new BAM process will be applied to the 2007/08 bids across Kent but there are potentially serious corporate County Council budget implications that will need to be reviewed at the same time, so it is not possible to determine at this stage the funding level that will mark the cut-off point for schemes for all districts right across Kent. In addition KHS is implementing a new approach to standardising and confirming the scheme cost estimate as part of the new contract arrangements. Hence the figures currently quoted are only indicative as they have not yet been the subject of this 'target costing'. Likewise the schemes are at various states of readiness as in some cases further public consultation is necessary and more detailed design needs to be undertaken and although this has been accounted for in the assessment in terms of 'deliverability', there may be added issues that emerge and impose unforeseen delay.
19. The final programme of schemes that will be considered for funding allocation and progression in 2007/8 will also have to include any schemes that have not been completed from the 2006/7 programme.

Contact Officers:

Michael Sammut 01622 798379 (KHS Mid Kent Divisional Office)

Background documents:

Appendix A – The Budget Allocation Model.

Appendix B – Scheme Prioritisation Methodology - (PIPKIN)

Supporting publications: "Local Transport Plan for Kent - Budget Allocation Model and Scheme Prioritisation Methodology." A report by the Head of Planning & Transport Strategy to the Highways Advisory Board on 11 July 2006.

APPENDIX A

The Budget Allocation Model (BAM).

- A1 A Budget Allocation Model (BAM) for Kent is being devised to assist in the allocation of its LTP funding. BAM is evidence based. Its primary function is to act as a tool to assist Members in allocating LTP funding to those parts of the county that demonstrate the greatest need.
- A2 It uses Kent's shared priority objectives for transport to allocate its small transport scheme funding across Kent's twelve districts, these totals are then aggregated to provide an overall total for each KHS Divisional Office. This approach enables Members to allocate funding using an objective methodology and according to the needs of local communities. BAM can also be utilised to provide an overview of the types of schemes that should be considered in specific districts or Divisional Office areas.
- A3 The criteria used, and the parameters set, in the model can be manually adjusted to simulate any changes in transport funding or any changes in Kent's local transport priorities. At present, the model is weighted against the shared priority objectives in the order of:
Congestion - 30%.
Public transport - 25%.
Road safety - 20%.
Accessibility - 20% (15% = multiple deprivation and 5% = rural population).
Air Quality - 5%.
- A4 The weighting used above is broadly consistent with the Government's weighting of the shared priorities for its national planning guide formula. By adopting the Government's methodology for identifying transport needs and accepting the national weighting of shared priority objectives, KCC will maximise the LTP's chances of success, thereby leveraging as much funding for transport into the County as possible.
- A5 Appended to this note are two figures. The first figure (Figure 1) outlines Kent's funding levels for its small transport schemes by KHS Divisional Office for 2006/07, based on Officer's recommendations, and the proposed small scheme allocation for the rest of the LTP period 2007/08 to 2010/11. The allocation from 2007/08 is based on the Budget Allocation Model and, unlike the 2006/07 programme, does not include any ring-fenced amounts. BAM proposes that all small transport schemes are included in the annual area packages drawn up by KHS Divisional Offices and not to ring-fence any amount. In order to achieve this outcome, KCC will be required to establish a list of proposed schemes in sufficient time for them to be prioritised using the PIPKIN methodology (explained in a separate note). Those schemes with the highest PIPKIN rating, that is those schemes that make the greatest contribution to tackling Kent's transport problems and LTP objectives, can then be identified and put forward for Member approval.
- A6 The second figure (Figure 2) includes a breakdown of the proposed small transport scheme programme block allocation by shared priority scheme type. Schemes for 2006/07 are based on the 2006/07 Transportation & Safety Package Programme produced by KHS. The allocation for the rest of the LTP period 2007/08 to 2010/11 is based on the proposed Budget Allocation Model. The output of the model places a greater emphasis on tackling congestion and supporting sustainable modes of transport, it therefore reflects Kent's principal transport issues more accurately. It is proposed that by allocating funding by shared priority objective, KCC can demonstrate that its transport expenditure reflects local need, whilst providing Members with enough flexibility to test a range of possible measures under any given heading. Figures 1 and 2 also illustrate that more money will be made available for transport schemes in each Kent Highway Services Divisional Office over the next five years, when compared to Kent's first LTP period (2001 to 2006). This outcome will result in significantly more funding being made available to tackle each of the five shared priority areas.
- A7 The types of transport schemes that can be delivered under each of the shared priority objectives are summarised in Table 1, which is appended to this report. This is intended to provide Members with an understanding of the types of scheme likely to be proposed under each heading.

Figure 1. Kent's LTP Funding Levels - 2006/07 to 2010/11 - by KHS Divisional Office. (BAM used from 2007/08).

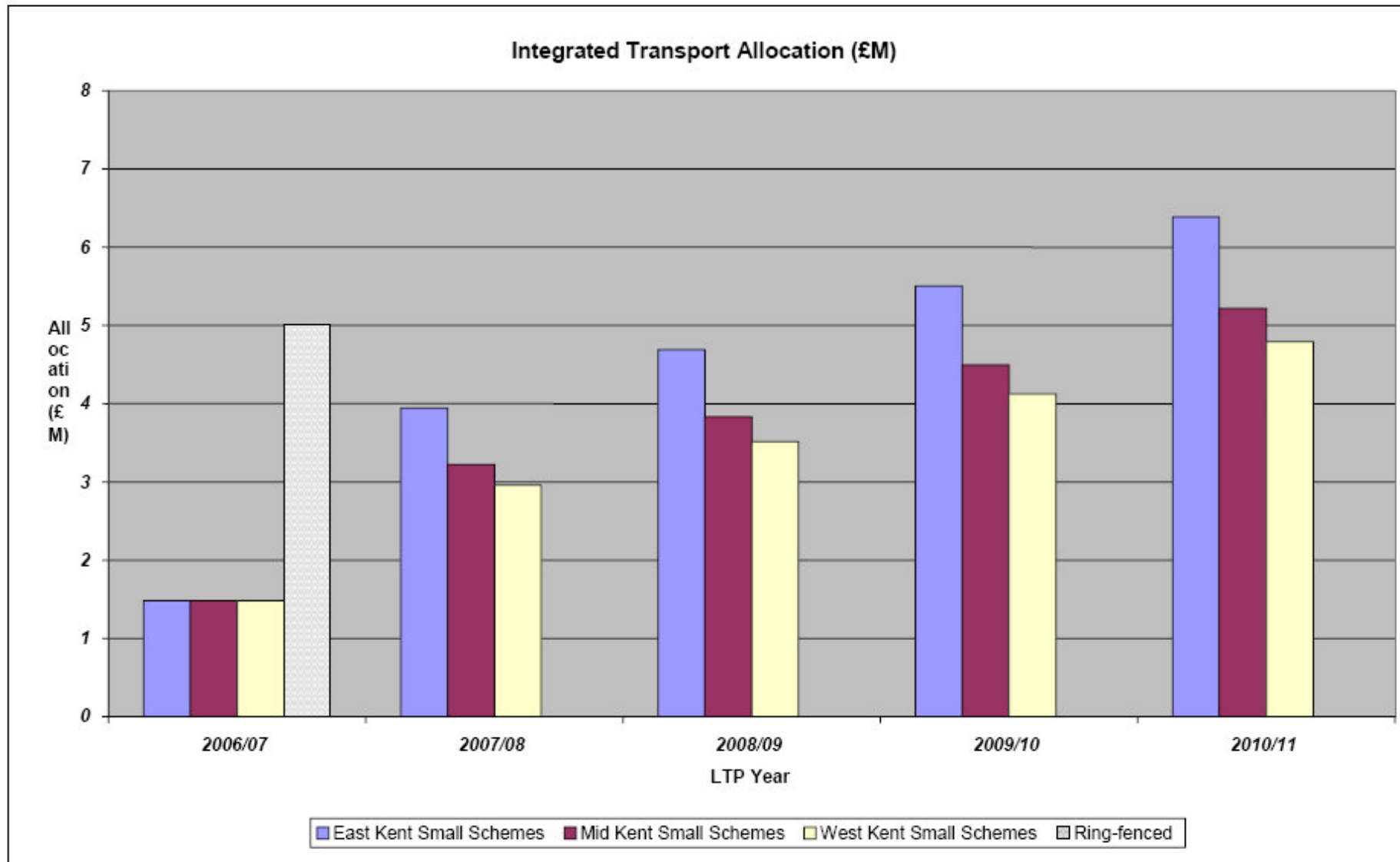


Figure 2. Kent's LTP Funding Levels - 2006/07 to 2010/11 - Shared Priority Scheme Type. (BAM used from 2007/08).

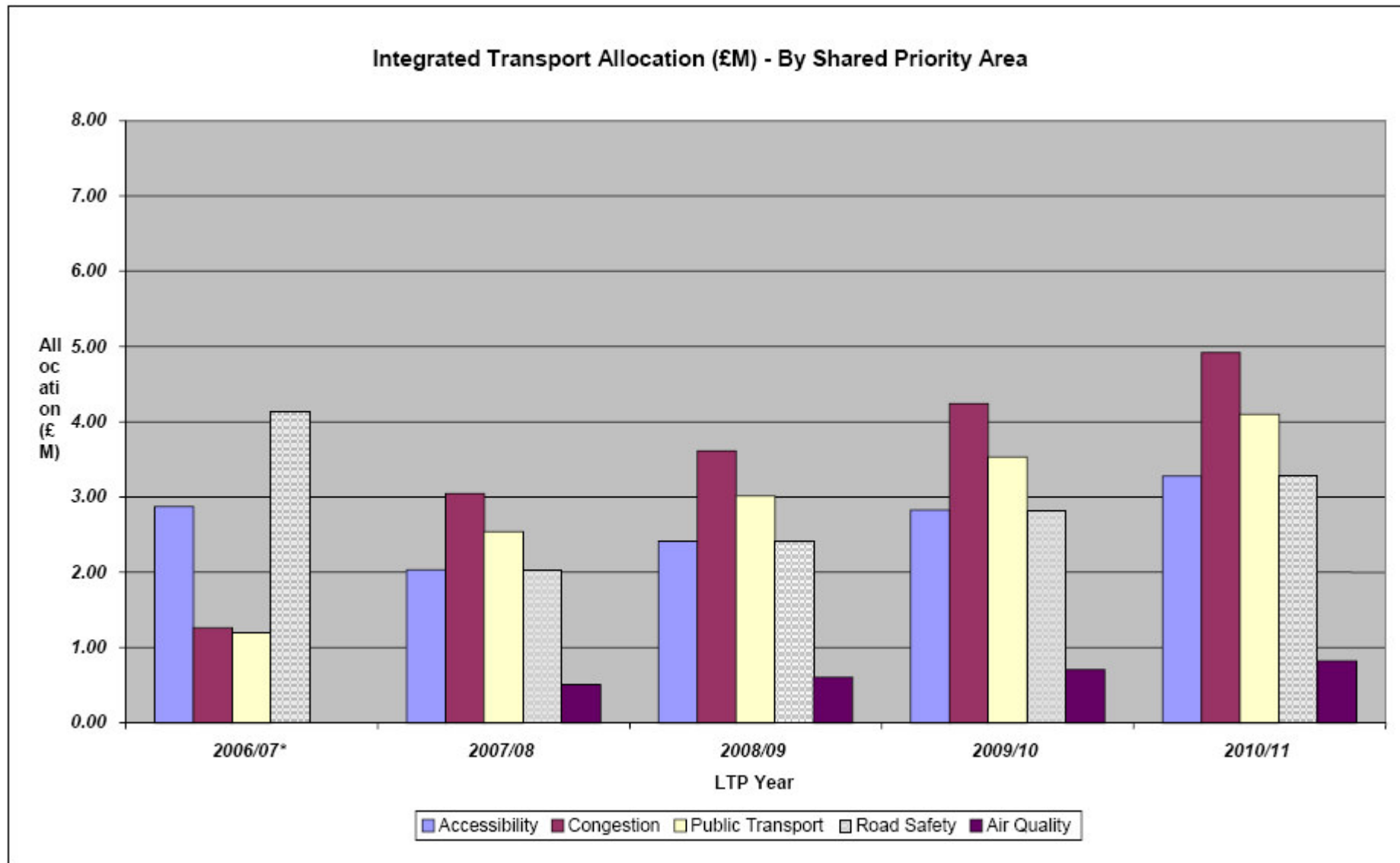


Table 1. Examples of Small Transport Schemes by Shared Priority Area.

<p>Shared Priority: ACCESSIBILITY</p> <ul style="list-style-type: none"> ▪ Better physical access to transport services (routes to stops/stations). ▪ Provision of transport information. ▪ Demand Responsive transport. ▪ Disability Discrimination Act (DDA) compliance. ▪ Personal security/safety (including CCTV, improved lighting). ▪ Public Rights of Way (PROW). ▪ Rural access (better rural bus services) ▪ Better walking/cycling routes. ▪ Cycle and Walking Schemes. 	<p>Shared Priority: CONGESTION</p> <ul style="list-style-type: none"> ▪ UTMC - traffic management. ▪ Network Management Plan measures. ▪ Enhancing network capacity. ▪ Park and Ride. ▪ Travel Plans (measures linked to TP work). ▪ Cycling and Walking schemes.
<p>Shared Priority: ROAD SAFETY</p> <ul style="list-style-type: none"> ▪ Traffic Calming and Management. <ul style="list-style-type: none"> - Casualty Reduction Measures (CRMs), - road humps, - interactive speed signs, - safety cameras, - 20mph zones, - signing/lining, ▪ Safer Routes to Schools (SRTS). 	<p>Shared Priority: PUBLIC TRANSPORT</p> <ul style="list-style-type: none"> ▪ Quality Bus Partnerships (QBP). ▪ Bus priority. ▪ Better bus/rail information. ▪ Interchange. ▪ Better PT infrastructure <ul style="list-style-type: none"> - bus stops/shelters, - improved railway stations.
<p>Shared Priority: AIR QUALITY</p> <ul style="list-style-type: none"> ▪ Although Air Quality is identified as a separate Shared Priority objective, it is those schemes identified under the headings of Congestion and Public Transport that will bring about the most significant improvements to Air Quality. 	

This list is **not** definitive.

APPENDIX B

Scheme Prioritisation Methodology - (PIPKIN).

- B1. A methodology is also being prepared to assist in the prioritisation of LTP transport schemes, it includes both major schemes and smaller transport schemes to ensure that all schemes directly support the objectives of the plan and deliver the best value for money. As with BAM, the primary function of this tool is to assist Members in prioritising smaller transport schemes. The proposed methodology is called PIPKIN, an acronym for **P**rioritising **I**nvestments **P**rogrammes on the **K**ent **I**ntegrated **N**etwork. PIPKIN's strength is that it reflects Kent's transport objectives as well as national and regional transport priorities. The weighting applied to Kent's local transport objectives reflect the County Council's extensive LTP consultation and prioritise those issues that local communities feel are the most important. It also quantifies the merits of each individual scheme against robust assessment criteria. A diagram is appended to this note to illustrate how PIPKIN is structured (Figure 3).
- B2. PIPKIN is being developed in-house and therefore closely reflects Kent's transport priorities. It has no significant financial implications in terms of its design and construction and it can be updated in line with changes to local or national transport policies and priorities with relative ease. It is likely that this robust approach to prioritising transport investment in Kent will not now be developed in time to be implemented in 2006/07. It is intended to trial a number of the transport schemes proposed for 2007/8 using it with a view to establishing the most efficient way to adopt it in practice to enable full implementation to assist in the drawing up of transport schemes for 2008/09 and beyond. Once tested and approved, user guidance will be produced to ensure that both Members and Officers are well versed in its use and are able to quickly interpret the outputs of the model.

Figure 3. PIPKIN Model Structure.

