

Agenda Item No. 6

TO:	SWALE JOINT TRANSPORTATION BOARD
DATE:	25th June 2007
SUBJECT:	Integrated Transport Scheme Prioritisation Methodology - PIPKIN
BY:	KCC Transport Policy Team
Classification:	Unrestricted
Summary:	This report gives an update on the application of PIPKIN to prioritise the Integrated Transport Programme
Decision Required:	Members of the Joint Transport Board are requested to note the principles of PIPKIN and the County Council's approach to implementing this new scheme prioritisation methodology.

Introduction

1. This report provides an update on the implementation and application of Kent County Council's (KCC's) Integrated Transport Programme (ITP) scheme prioritisation methodology, PIPKIN. It outlines how PIPKIN will be used in the prioritisation of integrated transport schemes across the County and how it can assist in delivering the County Council's key transport objectives as set out in the Local Transport Plan for Kent 2006/07 to 2010/11.

2. Kent's second Local Transport Plan (LTP) was submitted to Government on 29 March 2006. It forms the overarching transport strategy for the County and provides a five-year programme to enhance the local transport network according to four key priority areas:

- tackling congestion and improving journey time reliability,
- improving access to key services by public transport,
- making local roads safer,
- improving air quality.

3. The LTP contains the County Council's strategic transport policies and identifies its spending priorities over the five year period for major schemes; those schemes costing more than £5m, highway maintenance and integrated transport schemes such as local safety schemes, traffic management and sustainable transport measures. As a statutory policy document, the LTP can also be used to lobby for action by other transport providers, such as local public transport operators and delivery agencies such as the Highways Agency. The LTP is also aligned to Government's guidance, priorities and targets for transport to ensure that the maximum amount of inward investment is secured for Kent. The successful delivery of the LTP will ultimately be determined by the County Council's ability to achieve real and measurable improvements to the local transport network and in doing so enhance the lives of Kent residents and those visiting the County. Furthermore, delivery will be heavily influenced by the County Council's approach to allocating LTP funding and its ability to prioritise investment towards schemes that deliver against key objectives and in areas that demonstrate the greatest need.

4. In December 2006, Government announced the results of its formal assessment of Kent's LTP and rated it as "Good". A Good assessment reflects Upper Quartile status at a regional and national level. At the same time, Government announced its assessment of Kent's delivery of its first LTP

(2001/02 to 2005/06) and rated is as “Excellent”. The Government’s positive response to Kent’s LTP submission included specific reference to the County recognising the need to assess the relative priority of local schemes and its decision to implement a robust methodology for prioritising schemes that deliver key objectives. As a result of Government’s recent assessment, Kent County Council has been formally invited to join the Department for Transport led Centre of Excellence initiative; the County Council has subsequently accepted this invitation.

Scheme Prioritisation - PIPKIN

5. Kent’s new scheme prioritisation methodology is called PIPKIN (“Prioritising Investment Programmes for the Kent Integrated Network”). This methodology has been created to provide a robust appraisal and prioritisation process for Integrated Transport schemes; that is those schemes funded through the LTP and costing less than £5 million. The PIPKIN assessment criteria reflect local, regional and national objectives and is geared towards delivering Kent’s transport strategy, the LTP. A diagram showing the structure of the PIPKIN model is appended to this report (Appendix A).

6. In summary, PIPKIN has been developed to:

- Identify those schemes that make the greatest contribution toward **delivering** Kent’s LTP policies, objectives and targets;
- Provide the County Council with **guidance** on which schemes should be prioritised in its Integrated Transport Programme.

7. A proposal setting out the need to formally adopt PIPKIN was presented to the County Council’s Highways Advisory Board (HAB) on 11 July 2006. At that meeting, the HAB made a recommendation to the Cabinet Member for Environment, Highways and Waste to approve the methodology which he duly did on 27 July 2006. The basis for this decision was to introduce a more systematic and more objective methodology for allocating funding for integrated transport schemes in Kent, thus increasing the chances of delivering a successful LTP and maximising future inward investment in the County. During autumn 2006, a detailed assessment of how PIPKIN could be implemented was undertaken.

8. A key requirement of this assessment was to ensure that the PIPKIN process was closely aligned to the proposed operational timetable for the transformed Kent Highway Services (KHS) division. The PIPKIN process is to be formally applied to all Integrated Transport schemes with effect from 2008/09, although the general principles of PIPKIN have been applied to the 2007/08 programme.

9. Following the initial assessment, PIPKIN was modified and calibrated and, in February 2007, an end user guidance document was produced. During February and March 2007, KCC’s Transport Policy Team have led on a programme of implementation and training of all KCC scheme promoters.

10. The PIPKIN process is broadly based on five stages and is aligned to KHS’s emerging scheme concept, design and delivery timetable. The five stages consist of:

- **Identification & Conception**; local schemes will be identified as outline concepts in partnership with key stakeholders and consideration will be given to the initial feasibility of all concept schemes. Concept schemes will be formally presented to the relevant Joint Transportation Board (JTB).
- **Assessment**; those concept schemes deemed feasible for future delivery will be formally assessed against the PIPKIN criteria and formally submitted as contenders for future Integrated Transport funding. The outcome of the PIPKIN assessment will be presented to the JTB
- **Validation & Prioritisation**; scheme assessments will be validated (checked for accuracy and consistency) and inputted into the PIPKIN model. PIPKIN will produce a countywide list of all proposed schemes in priority order using nominal categories of “High, Medium and Low.”
- **Programme Identification & Approval**; the countywide priority list will be checked to identify any potentially high risk schemes. A final countywide list will be produced and used to inform

the Integrated Transport Programme (ITP). The scope of the proposed ITP will be determined by the Integrated Transport Block allocation for that year. The proposed ITP will be presented to HAB to seek their recommendation to the Cabinet Member for approval. The outcome will be presented to the JTB.

- **Implementation;** the “high” priority schemes will be fastracked for early outline and detailed design work to ensure that programme delivery can commence from April (ie. April 2008). Lower priority schemes will be progressed throughout the year to ensure their delivery by March (ie. March 2009).

11. Whilst a formal timetable has been established to ensure that the PIPKIN process and the KHS concept, design and delivery mechanism are fully integrated, it should be noted that 2008/09 is a transitional year and that the formal timetable will not be fully implemented until work on the 2009/10 programme is due to commence. However, the deadline for scheme promoters to submit their PIPKIN scheme assessments for the 2008/09 ITP was 25 May 2007, which was met by all and this should enable a fully prioritised list to be produced by the end of June 2007.

12. The proposed ITP for 2008/09 will be presented to the HAB in the autumn 2007 and, once approved by the Cabinet Member, will be subject to the outcome of the Government’s funding announcement in December 2007 and the County Council’s Medium Term Financial Planning assessment.

Future Integrated Transport Programmes – 2008/09 and beyond

13. Future ITPs will continue to be drawn up in consultation with key stakeholders including district and parish councils, local transport operators and local user and interest groups. PIPKIN can also be used to ensure that a consistent approach to scheme prioritisation and delivery is applied across all twelve districts.

14. Ultimately, PIPKIN will enable Kent to demonstrate to Government its ability to identify priorities in an objective manner and deliver against key priorities and targets. The impact of local scheme delivery against these priority areas and their wider contribution towards key performance indicators and targets forms a very significant component of PIPKIN.

15. It is anticipated that, by using the LTP priority areas for transport investment as a guideline to formulating future local transport schemes, a balanced ITP can be established and will include schemes that:

- Tackle congestion and improve journey time reliability, particularly in urban areas and on inter-urban corridors,
- Deliver enhanced access to key services such as hospitals, schools, centres of employment and leisure facilities by public transport.
- Improve the safety of local roads by proposing remedial measures aimed at reducing road casualties, particularly those in deprived areas and those involving vulnerable road users,
- Improve air quality by promoting more sustainable modes of transport and supporting smarter choice initiatives such as “Kentcarshare.”

Conclusion

16. Members of the Joint Transport Board are requested to note the principles of PIPKIN and the County Council’s approach to implementing this new scheme prioritisation methodology. Members are invited to assist in the formulation of future ITPs for Swale and to ensure that future ITPs represent a balanced programme of investment that is aligned to the transport priorities, objectives and targets as set out in Kent’s overarching transport strategy, the LTP, and based on the needs of Swale Borough.

17. A comprehensive PIPKIN User Guidance Manual was produced in April 2007. Copies can be made available to the JTB upon request.

Background Papers

Local Transport Plan for Kent

PIPKIN User Guidance Manual, April 2007

Contact Officers

Local Transport Plan for Kent (2006-11) and Principles of PIPKIN

Rob Smith – Senior Transport Planner

01622 221050

LTP - Integrated Transport Programme Formulation and Scheme Assessment

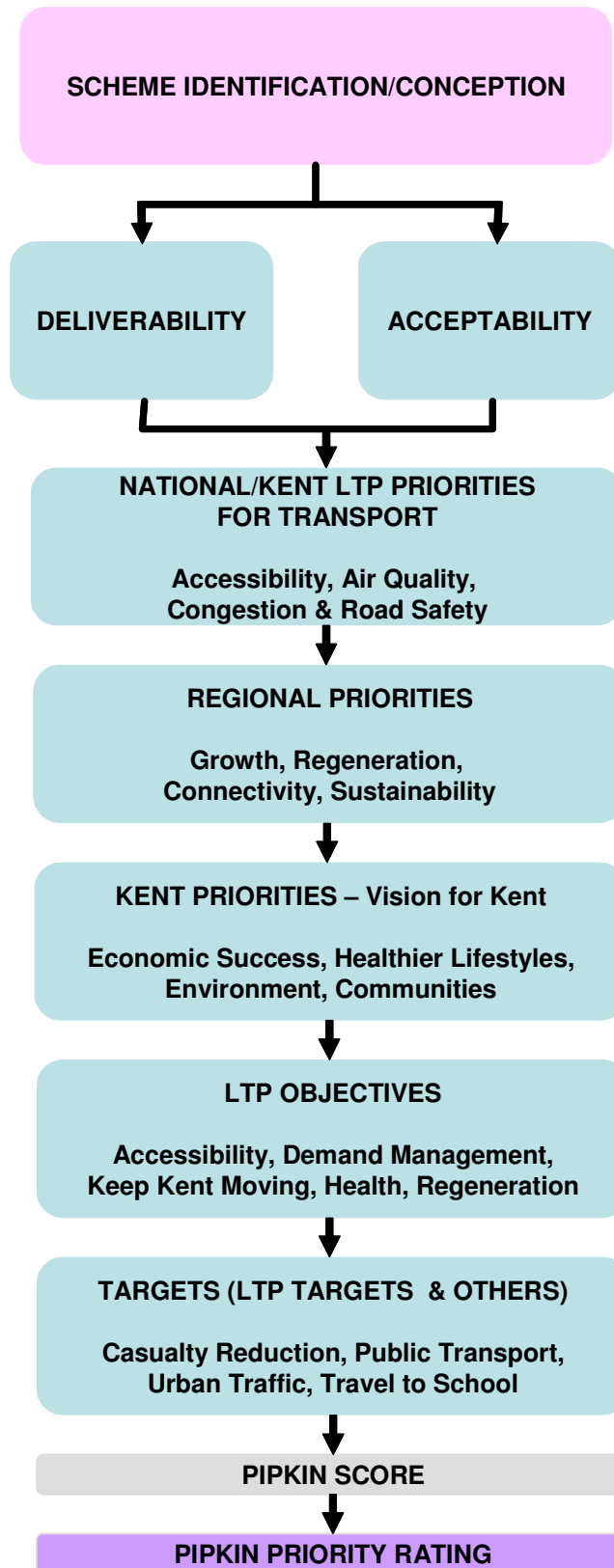
David Bond – Transportation Manager, Mid Kent Divisional Office.

01622 798339

Michael Sammut – Senior Transportation Engineer, Mid Kent Divisional Office.

01622 798379

Appendix A – PIPKIN Assessment Criteria Model.



This diagram presents the individual assessment criteria which make up the PIPKIN model and includes details of the sub-criteria within each section.