

TO: SWALE JOINT TRANSPORTATION BOARD

DATE: 17 March 2008

SUBJECT: Proposed Draft Integrated Transport Programme for 2009/10

BY: TRANSPORTATION MANAGER – Mid Kent Division Kent Highway Services

Classification: Unrestricted

Summary: This report presents Kent County Council's (KCC) proposed Countywide Transportation and Safety Package Programme for 2008/09 and provides an update on a report on the Integrated Transport Scheme Prioritisation – PIPKIN, to this Board on 17 December 2007. Details of the proposed Swale Schemes are presented in priority order in Appendix 2 and include the PIPKIN score and the countywide priority rating and rank of each scheme. Appendix 3 provides details of the proposed Swale schemes that did not receive funding and are to be reassessed for submission in 2009/10 and Appendix 4 provides details of the new schemes being assessed for funding in 2009/10 Swale

Decision Required: Members of this Board are requested to note the proposed programme for 2008/09 and to support the ongoing application of PIPKIN and assist Kent Highway Services in the formulation of the future 2009/10 Integrated Programme for Swale by submitting suggestions for schemes for assessment by mid-April

Introduction

1. The draft 2008/09 Integrated Transport programme for Kent was reported to the December 2007 meeting of this Board. Meanwhile work on the programme for 2009/10 has now started and the Board is invited to consider the draft schemes for Swale on the emerging list and put forward schemes for assessment for inclusion on the 2009/10 programme.

Integrated Transport Programme

2. The Integrated Transport Programme for Kent is a programme of transport infrastructure schemes that aim to achieve a number of key transport objectives set out in Kent's Local Transport Plan. These include:
 - Improving access to key services by sustainable modes of transport.
 - Tackling peak hour congestion, particularly in urban areas.

- Improving road safety by reducing the number of people killed or seriously injured on Kent's roads.
- Improving local air quality, particularly in designated Air Quality Management Areas (AQMAs).

3. A full list of the objectives are included in Appendix One.

Scheme Prioritisation

4. The priority of schemes are determined using Kent's Scheme Prioritisation Methodology, PIPKIN which was presented to this Board in March 2007 with updates in June and September 2007. As part of this methodology Kent Highway Services committed to involve Members in the formulation of future programmes of work. This report gives Members an opportunity to input in to the process earlier than previous years when the programme would only have started to take shape during the autumn of the year before implementation.

The 2008/09 Programme

5. The Board considered the provisional list of schemes for the 2008/09 programme at the December meeting of this Board. The proposed schemes for Swale can be seen in Appendix Two. The shape and content of this programme will be finalised at a meeting of the Highways Advisory Board on 8th May 2008, and the approved programme will be reported to the next appropriate meeting of this Board.
6. Appendix Three lists schemes that are likely to be unsuccessful for funding in 2008/09 owing to their low PIPKIN assessment score and limited funding available. KHS propose to revise and reassess these schemes for submission in 2009/10.

The 2009/10 Draft Programme

7. In the meantime, work has already begun on investigating schemes for assessment for inclusion in the 2009/10 programme. Appendix Four contains the emerging list of schemes that are currently been assessed for inclusion in the 2009/10 programme. This list has been compiled from various sources including schemes identified in the Swale Transport, local School Travel Plans and as a result of issues raised by Members, Parish Councils & the public.
8. This is an opportunity for Members to identify scheme proposals in their own wards and divisions so that these can be assessed to see if they have sufficient priority for a place in the programme. Any such suggestions to be considered in the draft programme for 2009/10 should be forwarded to County officers by mid-March. To be considered for inclusion in the programme the objectives of any scheme put forward by Members must be the same as those listed in Appendix One. The more of these objectives the scheme meets, the higher the PIPKIN score the scheme receives. This results in a higher priority and increased chance of funding from the 2009/10 Integrated Transport budget.
9. Inevitably, there is a degree of flexibility in preparing these forward programmes and, up to a point, this is helpful in accommodating rapidly changing circumstances

or in responding to fresh needs. The draft programme represents work in progress and is bound to evolve as, for example, cost estimates or scheme content, scope and detail are refined.

Conclusion

10. Members of this Board are requested to assist Kent Highway Services in the formulation of the future 2009/10 Integrated Programme for Swale by submitting suggestions for schemes for assessment by mid-April.

Background Papers

Integrated Transport Scheme Prioritisation – PIPKIN. Swale JTB December 2007.

Local Transport Plan for Kent 2006-11. Kent County Council, March 2006.

Contact Officers

Local Transport Plan and Programme Formulation and Scheme Assessment

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

Principles of PIPKIN

David Hall – Head of Transportation and Development.

Appendix One

Summary of Objectives in LTP2

Accessibility (ACC)

- Improve access to key facilities by public transport, walking and cycling.
- Improvements to infrastructure such as better footways, enhanced lighting and lowered kerbs at crossing points.
- Locate services more accessibly.

Demand Management (DEM)

- Ensure demand for travel generated by new development is met in sustainable ways
- Increase viable alternatives to a journey by car
- Take measures to make car use less attractive
- Utilise technology to reduce congestion
- Manage car parking to restrain car use.

Environment, Heritage & Communities (EHC)

- Reduce the effect of transport and its infrastructure on the environment
- Reduce our contribution to climate change
- Promote alternatives to the private car such as public transport, walking and cycling.
- Reduce the level of pollution on local roads

Integration (INT)

- Improving integration makes public transport, walking and cycling more convenient.
- Improve interchanges including signing and information.
- Improve pedestrian access and signing from local destinations.
- Provide real time information at Bus Stops and on the web.
- Use land use planning to ensure integration by using sustainable patterns of development.

Keep Kent Moving (KKM)

- Maximise the safe and efficient use of road space and provide reliable journey times.
- Control disruption from roadworks.
- Minimise congestion on local roads.

Road Safety (RSA)

- Safe and secure transport system for all.
- Continuous improvement in casualty reduction.
- Target speeding to reduce personal injury crashes.
- Reduce the significantly higher incidences of road casualties in economically deprived areas among vulnerable road users.

Sustainable Regeneration (SUR)

- Promote development that reduces the need to travel while supporting the local economy

- Met the new demand for the movement of goods and people in sustainable ways.

UK Gateway (UKG)

- Ensure international traffic covers its costs
- Minimise the impact on Kent and its resident's
- Maximize the use of rail

UK Connections (UKC)

- Press for more efficient, sustainable connections with London and the rest of the UK.

Appendix Two

Proposed Integrated Transportation and Safety Package Programme for 2008/09 Schemes in the Borough of Swale

Scheme Title	Scheme Description	Cost(£K)	2008/09 PIPKIN Score	2008/09 Countywide Rank (126)	LTP Objective
Sheppey Way	Installation of cycling facilities along Sheppey Way	15	68	32	ACC, DEM, EHC, INT, KKM, RSA, SUR
ZR 532 Boughton Street	Footpath improvements linking housing and public transport stops	3	56	88	ACC, DEM, EHC, INT, KKM, SUR
ZR 523 - Boughton Street	Provide link between residential and schools and amenities	11	56	92	ACC, DEM, EHC, INT, KKM, SUR
Cycle Network - Sheerness	New cycle route, Sheerness/West Sheppey	70	56	101	ACC, DEM, EHC, INT, KKM, RSA, SUR
Cycle Network - N Sittingbourne & Iwade	New cycle route, North Sittingbourne and Iwade	90	56	103	ACC, DEM, EHC, INT, KKM, RSA, SUR
London Road, Sittingbourne - CRM 1401	Extend high friction surface	4	55	105	RSA
ZS14 - Minster	Improved footpath to provide link between residential area and facilities	20	55	115	ACC, DEM, EHC, INT, KKM, SUR
Total Cost		213			

Appendix Three

Schemes likely to be unsuccessful for funding in 2008/09, to be reassessed for submission in 2009/10 - Schemes in the Borough of Swale

Scheme Title	Scheme Description	Cost(£K)	2008/09 PIPKIN Score	2008/09 Countywide Rank (126)	LTP Objective
Bell Road, Sittingbourne	Controlled Pedestrian Crossing	60	51	168	ACC, EHC, RSA
A2, London Road, Faversham	Controlled Pedestrian/Cycle Crossing	75	51	169	ACC, DEM, EHC, INT, RSA
Chequers Road, Minster	New Length of Footway & Improvements to Bus Stop/Provision of Bus Border	40	49	182	ACC, DEM, EHC, INT, RSA`
Trinity Road, Sheerness	Zebra Crossing and Footway Improvements	40	44	211	ACC, EHC, RSA
Hawthorne Road, Sittingbourne	Traffic Calming and Cycle facilities	27	40	228	EHC, DEM, RSA
Homewood Avenue, Sittingbourne	Traffic Calming and Off-Road Cycle Route	50	40	227	ACC, DEM, EHC, INT, RSA
A2 Canterbury Road, Sittingbourne	Controlled Pedestrian Crossing	75	39	234	ACC, EHC, RSA
Borden Lane, Sittingbourne	Traffic Calming (Road narrowing with Cycle by-passes)	40	24	271	EHC, DEM, RSA
Rodmersham Village	Gateways with Priority Working	35	23	274	EHC, RSA
The Street, Boughton	Gateways, New Length of Footway and Speed Limit Extensions	68	20	277	EHC, DEM, RSA
Upchurch, Lower Halstow and Iwade	Speed Reduction Measures	60	16	283	EHC, RSA
Total Cost		670			

Appendix Four

New schemes being assessed for submission for funding in 2009/10

No.	Scheme Title	Scheme Description	LTP Objective
1	A2 London Road, Teynham	Environmental Improvements – Highway layout and furniture	EHC
2	A2/A251 The Mall, Faversham	Junction layout and signing and lining improvements	KKM, RSA,
3	Eastling Village	Introduction of a 30 mph Limit	ACC, DEM, EHC, RSA
4	Eurolink/Mill Way Junction, Sittingbourne	Pedestrian Crossing Improvements	ACC, DEM, EHC, INT, RSA
5	Faversham Town	Lorry Routing Review to improve signage to town centre	EHC KKM
6	Faversham Road, Syndale	Speed Management scheme	EHC, RSA
7	Halfway Road/Queenborough Road, Minster	Junction capacity and safety improvements	ACC, DEM, EHC, INT, KKM, RSA
8	Lynsted Lane, Lynsted	New footway	ACC, DEM, EHC, INT, RSA
9	Priory Row, Davington	SRTS and speed management scheme	DEM, EHC, INT, KKM
10	Newnham Village	Speed management scheme	EHC, RSA
11	Ospringle Road, Faversham	Improved pedestrian access	ACC, DEM, EHC, INT, RSA
12	Station Road, Teynham	Speed management scheme	EHC, RSA
13	The Street, Oare	Speed management scheme	EHC, RSA
14	Homewood Avenue, Sittingbourne	SRTS and speed and highway safety management scheme	ACC, DEM, EHC, INT, KKM, RSA
15	Borough-wide	Bus accessibility, facilities, infrastructure and technological improvements	ACC, DEM, EHC, INT, KKM
16	Borough-wide	Pedestrian accessibility and Disabled Accessibility improvements	ACC, DEM, EHC, INT, KKM
17	Borough-wide	SRTS Schemes	ACC, DEM, EHC, INT, KKM
18	Sheppey	Cycle network Improvements	ACC, DEM, EHC, INT, KKM
19	Faversham	Cycle network Improvements	ACC, DEM, EHC, INT, KKM
20	Sittingbourne	Cycle network Improvements	ACC, DEM, EHC, INT, KKM
21	Borough-wide	Rail Station Accessibility Improvements	ACC, DEM, EHC, INT