

JOINT TRANSPORTATION BOARD

December 2008

Subject: **Integrated Transport Schemes 2009/10 and 2010/11**

Director/Head of Service: KCC Head of Transport and Development

Decision Issues: These matters are within the authority of the Kent County Council

Decision: Non-key

Ward/Division: All

Summary: *This report presents the work in progress towards formulating the Integrated Transport Programme bid for 2009/10 and 2010/11.*

To Recommend **This report is for Members' information.**

Classification: THIS REPORT IS OPEN TO THE PUBLIC

Background

1. This report updates Members on the work in progress towards formulating the Integrated Transport Programme bid for Swale for 2009/10 and 2010/11. The complete countywide bid for 2009/10 is expected to go before the next meeting of the Highways Advisory Board.
2. All schemes that are promoted by officers, Parish Councils and Members go through a process of prioritisation called PIPKIN (**P**riority **I**nvestment **P**rogrammes on the **K**ent **I**ntegrated **N**etwork). This ensures that those schemes that make the greatest contribution towards delivering Kent's Local Transport Plan (LTP) objectives and policies, achieve the highest priority. The schemes are prioritised across the entire county and the funding is allocated to the top countywide schemes.

Funding for 2010/11

3. Kent's LTP funding allocation for 2010/11 will be determined by the Department for Transport (DfT) and will include a capital allocation of borrowing approvals and grant specifically for the implementation of Integrated Transport (IT) schemes. The level of funding allocation reflects the DfT's confidence that Kent's IT schemes meet the aims of its Transport Strategy. The allocation for 2010/11 is not yet known.

Scheme Prioritisation

4. The County Council's four key transport objectives are:

- Improving **access** to key services by sustainable modes of transport;
 - Tackling peak hour **congestion**, particularly in large urban areas;
 - Improving **road safety** where there is a poor personal injury crash history;
 - Improving **air quality**, particularly in designated Air Quality Management Areas.
5. In addition to these core objectives, schemes are also assessed in terms of their deliverability (is the project ready to build or does it need land acquisition or further design?) and public acceptability (is there community support? does it need public consultation?).

Draft Bid for 2010/11

6. The 2009/10 draft bid has been amended since that presented to Members in March 2008. The current bid is detailed in Table 1, and in general schemes withdrawn since the previous version have been due to land issues or similar matters which would prevent completion during 2009/10.
7. The 2009/10 countywide programme has not yet been presented to the Highways Advisory Board, and depending where the final funding cut-off is applied, some of the schemes shown in Table 1 will proceed in 2009/10, while the remainder which fail to achieve funding approval will automatically be reassessed and resubmitted in the 2010/11 bid.
8. In addition, a number of new issues are to be investigated for possible inclusion in a forthcoming bid for 2010/11. These issues are highlighted in Table 2. Members are asked to notify Kent Highway Services of any other items for investigation; these should meet the criteria outlined in paragraph 4, and also have community support.
9. Examples of what constitutes community support include signed petitions, a formal request from a constituted organisation such as a residents association, or a minuted action from an elected body (e.g. a parish council).

Conclusion

Members are requested to note the content of this report.

Contact Officer:

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Attachments:

Table 1: Bids for 2009/10

Table 2: New items for consideration in 2010/11

TABLE 1 – Final bid for Swale 2009/10

Using the PIPKIN score as a guide, the following schemes are currently being considered for LTP funding in **2009/10**

Unsuccessful schemes will automatically be reassessed and resubmitted in the 2010/11 bid.

Scheme Name	Description of Works	Primary LTP Objective	Cost £000	Pipkin Score
Homewood Avenue Safer Routes to School	Easier crossing places, cycle route, speed reduction, improved bus stops	Casualty Reduction	100	87
Marine Parade/Richmond Street Safer Routes to School	Build outs and easier crossing places	Casualty Reduction	75	81
Cycle Network improvements - Sittingbourne	Improve connections to town centre	Tackling Congestion	60	75
Swale-wide bus infrastructure improvements	Bus stops and other works to facilitate operation of Easy Access buses	Tackling Congestion	95	74
Borden Lane Traffic Management	Speed management/cycle facilities	Casualty Reduction	50	74
Bell Road refuge, Sittingbourne	Easier crossing place	Casualty Reduction	15	73
Sheerness High Street pedestrian refuge	Easier crossing place	Casualty Reduction	10	70
Priory Row, Davington - Safer Routes to School	Easier crossing place	Casualty Reduction	15	70
Safer Routes to School	Funding for measures in School Travel Plans	Tackling Congestion	50	69
Trinity Road Zebra Crossing	Easier crossing place	Casualty Reduction	40	68
London Road, Teynham, environmental improvements	New pedestrian crossing and other minor works	Casualty Reduction	100	68

Scheme Name	Description of Works	Primary LTP Objective	Cost £000	Pipkin Score
London Road Toucan, Faversham	Easier crossing place, to facilitate cycling to school	Casualty Reduction	75	68
Upchurch/Lower Halstow/Lower Road speed reduction	Route treatment	Casualty Reduction	60	65
Cycle Network Improvements - Sheppey	Progress National Cycle Route proposals	Tackling Congestion	70	61
Snipeshill signals pedestrian phase	Easier crossing place	Casualty Reduction	75	58
Ospringe village	Traffic management, including easier crossing place	Casualty Reduction	150	55
Bell Road Signal Changes	Add pedestrian phase to existing signals	Casualty Reduction	75	54
Chequers Road bus stop and footway/cycleway	Provide missing link in network	Tackling Congestion	75	54
A2 Hartlip Hill pedestrian refuge	Easier crossing place	Improving Accessibility	15	51
Hawthorn Road speed management/ cycle route	Traffic management measures	Tackling Congestion	27	49
Rail Station Accessibility	Minor works to improve integration for High Speed Services	Improving Accessibility	15	46
Lynsted footway	Provide missing section to create continuous route	Improving Accessibility	50	34

TABLE 2 – New issues under consideration for 2010/11

Location	Issue(s) to be investigated	Source of request
Saffron Way, Milton	Pedestrian crossing	Member
Albany Road, Sittingbourne	Pedestrian crossing	Member
Conyer Road, Teynham	Signing and lining to improve safety	Parish