

Joint Transportation Board	Agenda Item:
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Meeting Date	15 th March 2010
Report Title	Swale Transport Strategy Progress Update
Portfolio Holder	Cllr John Wright
SMT Lead	Pete Raine
Head of Service	Emma Wiggins
Lead Officer	Ian Lewis
Key Decision	No
Classification	Open
Forward Plan	

Recommendations	Members Note the report
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1 Purpose of Report and Executive Summary

- 1.1 This report provides an update in relation to the delivery of the Swale Transport Strategy

2 Background

- 2.1 The Swale Transport Strategy was finalised and approved by the Swale Joint Transportation Board on the 26th September 2006. This report outlines progress in delivering the strategy over the 2009-10 financial year.

3 Key Points

- 3.1 The main areas of progress this year have been the commencement of both the Rushenden Link Road and the Sittingbourne Northern Relief Road on site. Both projects, once completed in 2011, will unlock two of the Boroughs key regeneration opportunities – Queenborough & Rushenden and Sittingbourne Town Centre.
- 3.2 KCC commenced a 12 week consultation period on the final section of the Sittingbourne Northern Relief Road, which will complete the link from East Hall Farm to Bapchild. This started with a public exhibition in Mid February.
- 3.3 The study examining interim options for M2 junction 5 has also been completed. Part of this work also considered the implications of introducing a new junction 5a to the east of the existing junction. A briefing note on the outcomes of this study was presented to the LDF Panel in February 2010. A copy is appended in Annex I of this report for further information.

- 3.4 High Speed Rail services commenced in December 2009. The introduction of these services is welcomed because it increases the overall number of trains to London and opens up new routes into the capital. However, this has been to the detriment of existing services to London Victoria and Cannon Street/London Bridge leading to complaints of overcrowding by commuters using these services. At the Sittingbourne Local Engagement Forum in January 2010 Southeastern Trains suggested that they would be able to consider minor amendments to the timetable in May and December this year.
- 3.5 Two important masterplans have been adopted by the Borough Council this year. The masterplans for Queenborough & Rushenden and Sittingbourne town centre form the planning policy framework that will guide the overall development of both key regeneration projects.
- 3.6 KCC are delivering a range of cycle projects on the Isle of Sheppey, as part of the City to Sea programme. City to Sea forms part of the Thames Gateway Parklands initiative. Two projects are being delivered, with work starting in the next financial year on projects in Sheerness and Leysdown.
- 3.7 The Swanstree Avenue extension was completed and opened this year, completing the link between the A2 and Bell Road. The project was delivered as part of the Eden Village housing development.
- 3.8 In late 2009, the Kent Partnership produced a draft Integrated Transport Strategy for Kent, which was the subject of consultation. The need for an integrated transport strategy for Kent was identified in Kent County Council's framework for regeneration – Unlocking Kent's Potential: Opportunities and Challenges. This document defines what Kent will look like in 2020, and provides a basis from which to develop policy. It identifies the opportunities and challenges to be addressed to deliver long lasting regeneration and establishes a series of priority areas for action. The Kent Integrated Transport Strategy sets the high level policy for transport and how it contributes to regeneration. The Borough Council response to the consultation was approved by the Local Development Framework Panel in January 2010, and is included in Annex II for information.
- 3.9 In 2009, the Kent County Council rolled out the Freedom Pass in the Borough. This provides bus travel for pupils up to year 11 to travel on bus services in Kent for a single £50 payment per year. So far, 1,001 passes have been issued in Swale.
- 3.10 The Swale Regeneration Scrutiny Panel commenced a review of the approach to transport strategy and delivery in the Borough. At the time of writing this report, the panel report had not been presented.

4 Moving Forward

- 4.1 During 2010-11, both SBC and KCC will work together to produce the new version of the strategy to pick up where the current 2006-11 strategy comes to an end. The development of the new strategy will be closely linked to the

development of the County's Local Transport Plan, which is the key mechanism for funding transport infrastructure in the County. The aims of the Local Transport Plan will be shaped by the final version of the Kent Integrated Transport Strategy, described in paragraph 3.7. The findings of the scrutiny panel review mentioned in paragraph 3.10 will also be considered as part of the new Swale transport strategy.

5 Implications

Issue	Implications
Corporate Plan	The delivery of the transport strategy supports the wider regeneration priority. In particular, it supports the ambitions for Swale strategic objective 'to deliver an efficient, integrated, sustainable and multi-modal transport network capable of supporting a growing population and increased economic opportunity'.
Financial, Resource and Property	There are no direct financial implications arising from this report. Funding for projects comes from a number of different sources, such as Local Transport Plan, Developers and various central government funding sources
Legal and Statutory	There are no direct legal implications from this report. However, individual schemes will have specific requirements that will be progressed by the schemes promoter
Crime and Disorder	Working towards a safer and more secure transport system contributes towards its attractiveness and can help to contribute towards increased usage.
Risk Management and Health and Safety	A number of the transport schemes are associated with or are the catalyst for regeneration. As such, non delivery can have wider implications across the regeneration agenda rather than just the non-delivery of a specific project. Risks for projects will be assessed on an individual basis
Equality and Diversity	An improved transport network contributes to increased opportunities for access to employment, services and cultural facilities to all sectors of the community. Wider legislation is supporting the roll out of improved access to public transport by the less able.
Sustainability	The drive towards a more sustainable transport network is one of the principal aspects of the transport strategy. While there are wider aspirations for growth and regeneration, the transport strategy promotes accommodating this growth through the increase and improvement of sustainable transport modes.

6 Background Papers

Swale Transport Strategy 2006-11, Swale Borough Council - 2006

Draft 'Growth without Gridlock: An integrated Transport Strategy for Kent', Kent Partnership – 2009

Sittingbourne Town Centre and Milton Creek Masterplan, 2009

Queenborough & Rushenden Masterplan, 2009