
From: Nick Chard, Cabinet Member for Environment, Highways & Waste

To: EHW Policy Overview and Scrutiny Committee – 25 May 2010

Subject: The Transportation and Safety Package Programme 2010/11

Classification: Unrestricted

Summary: This report is to inform members of new schemes proposed for the 2010/11 Transportation and Safety Package Programme to be recommended for approval by the Cabinet Member for Environment, Highways and Waste.

1. Introduction and Policy Framework

(1.1) Kent County Council's (KCC) local transport funding for 2010/11 was determined by the Department for Transport (DfT) in November 2007 as part of its assessment and settlement announcement regarding Kent's transport strategy, the Local Transport Plan (LTP). This funding has been provided to support local transport schemes that deliver the LTP, which itself sets out the County Council's approach to achieving a number of key transport objectives, including:

- Improve access to key services by sustainable modes of transport;
- Tackle the occurrence of peak hour congestion, particularly in larger urban areas;
- Improve road safety by reducing the number of people killed or seriously injured on Kent's roads;
- Improve local air quality, particularly in designated Air Quality Management Areas (AQMAs).

(1.2) Kent's LTP funding for 2010/11 includes a capital allocation of **£11.065m**, this consists of borrowing approvals and grant and is intended for the implementation of Integrated Transport (IT) schemes. It is proposed that the total spend on IT schemes in 2010/11 is **£8.752m**; the balance is required for overhead costs including the cost of Over-run Schese (schemes started in the latter part of 2009/10 and being completed in early 2010/11 financial year). Of this **£2.625m** is required to complete the 2009/10 programme (Appendix 1), which includes those schemes that were deferred in order to provide additional funding for maintenance. This results in a budget for implementing specified new schemes of **£6.052m**, which includes an allowance of £50k for additional Casualty Reduction Measures (CRM)

likely to come forward during the year and a small contingency reserve. The new schemes proposed for 2010/11 are shown at **Appendix 2**.

- (1.3) The remaining £75k will be used to fund forward design work needed for planned 2011/12 schemes. The original allocation for new schemes in 2008/09 was £9.952m.
- (1.4) This report provides details of all the new schemes in the proposed Transportation and Safety Package Programme for 2010/11 together with a brief summary of key elements of the programme.
- (1.5) In the meanwhile work has been progressing to complete the Over-run schemes

2. Scheme Prioritisation

- (2.1) The Transportation and Safety Package Programme for 2010/11 has been devised using Kent's Scheme Prioritisation System (SPS). A report outlining the principles of SPS was presented to the Highway Advisory Board on 5 May 2009 (agenda item no. 11), and was subsequently approved by the Cabinet Member for Environment, Highways and Waste.
- (2.2) All scheme proposals have been subjected to a formal assessment and have been prioritised in accordance with their likely impact and wider contribution towards Kent's strategic and local transport objectives. The relative merit of each scheme has been determined in comparison to others submitted in the same year. Schemes which have not achieved sufficient priority can be resubmitted as part of the 2011/12 programme.

3. Priorities for Funding

- (3.1) The proposed Transportation and Safety Package Programme for 2010/11 includes:
 - (a) Funding for the development of Kent's **Traffic Management Centre** (UTMC) (230K) and to meet Kent's obligation to monitor traffic flows under the Traffic Management Act 2006.
 - (b) Three successful bids were made for a **DfT Kickstart Public Transport initiative** to improve the Stagecoach Canterbury to Whitstable *Triangle* service, the Arriva 6/7 service between Maidstone and Tunbridge Wells, via Pembury Hospital and Fastrack. Additional Government funding will provide £1.3m and will result in major service improvements.
 - (c) Investment in bus infrastructure to support **Quality Bus Partnership** (QBP) and **Kickstart** initiatives in Ashford, Canterbury, Thanet, Maidstone Tunbridge Wells and Kent Thameside. Kent has a good record of 'levering in' investment

from bus operators in new vehicles and higher frequency services. This is the County Council's match funding to improve infrastructure supporting local bus services.

- (d) Investment in road safety initiatives through a targeted programme of **Casualty Reduction Measures (CRMs)**. There are 11 schemes (£532K) in total with casualty reduction as their primary objective.
- (e) A smart card bus ticketing system is under development for Kent. The precursor to this is to ensure all Kent buses are equipped with **Smart Card Compliant Ticket Machines**. There are over 800 public buses operating in the county. This £380K contribution will help complete the County Council's contributions to investment programmes planned by operators. It is proposed that the machines will also link with Kent's GPS and Real Time Passenger Information System. A pilot is planned in 2010 using the Kent Freedom Pass scheme.
- (f) The programme provides schools with grants for infrastructure within school grounds including footway improvements and bike shelters to support **Platinum School Travel Plans** (£100K). Schools receive platinum status for travel plans which have been in place for more than one year and where measures in the plan are actively being implemented. These schemes are part of Kent's successful travel to school initiative aimed at tackling school run congestion.
- (g) £165K is to be spent on **upgrading pedestrian crossings to DDA/DED compliancy** where these have been identified by disability groups and introducing dropped kerbs at crossing points requested through the year by the public.

4. Consultation/ Local Members

- (4.1) Many of the schemes within the programme have been developed in consultation with local stakeholders and Members. Subject to approval of the programme by the Cabinet Member, the schemes will now be reported through the Joint Transportation Boards as part of the ongoing design and consultation process.

5. Conclusion

- (5.1) The proposed Transportation and Safety Package Programme for 2010/11 of 55 schemes detailed in this report (**Appendix 2**) will make an important contribution to delivering targets in Kent's Local Transport Plan: tackling congestion, improving road safety, enhancing access to local services by bus, for cyclists and pedestrians and contributing to improvements in local air quality.

6. Recommendations

It is recommended that the Cabinet Member for Environment, Highways and Waste;

- (a) Approve the proposed Transportation and Safety Package Programme for 2010/11 (as shown in Appendix 1 & 2) and that,
 - (b) The Joint Transportation Boards receive updates on the approved schemes in their areas.
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Background Documents: The following background documents have been used in the preparation of this report:

Report to Highway Advisory Board, 5 May 2009 – Item no. 11

The Local Transport Plan for Kent 2005/6 - 2010/11

Appendices

Appendix 1 – 2009/10 Over-run & Carry-over IT Schemes

Appendix 2 – 2010/11 Transportation & Safety Package IT Programme

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