

TO: SWALE JOINT TRANSPORTATION BOARD
DATE: 13 June 2011
SUBJECT: Highway Improvement Scheme Update
BY: Traffic Scheme & Member Highway Fund Manager
Classification: Unrestricted

Summary: Update on Integrated Transport Schemes to be implemented this financial year

Decision Required: For information

Introduction

1. On 8 April 2011, Kent County Council's Cabinet Member for Environment, Highways and Waste announced the programme of works that would comprise the Integrated Transport Programme 2011-12 at the KCC Policy Overview and Scrutiny Committee (please see Appendix A).

Discussion

2. Appendix A to this report identifies the Integrated Transport schemes to be implemented in 2011-12. In addition to this list, a scheme to deliver the next phase of the River Dour cycleway in Dover is also being funded (£100k KCC investment). This scheme is being match-funded by Sustrans and is costing a total of £800k.
3. The schemes in Appendix A have been mainly compiled from the 2010-11 schemes list. Members are aware that following the coalition Government's decision to reduce the in-year local authority Integrated Transport budget in June 2010, the County Council had to undertake a review of its capital funding prioritisation. This resulted in a significant reduction in the number of schemes that were programmed for delivery during the last financial year. This reduction was endorsed by KCC Cabinet scrutiny in July 2010.
4. Therefore, the 2011-12 Integrated Transport programme aims to clear some of the backlog of schemes which had previously been assessed, designed and consulted on and formally approved by the Cabinet Member. The schemes that will be delivered in 2011-12 focus on improving road safety, tackling congestion and maximising external funding contributions.

Future bids for funding

5. It is likely that approved schemes from the 2010-11 programme that have not yet been implemented will be given priority when compiling the 2012-13 programme.
6. For this reason, KHS are not investing significant resources in developing new Integrated Transport schemes at present. Only those that can demonstrate a quantifiable injury crash saving or assist in obtaining alternative sources of funding

will be progressed. Instead, Members are encouraged to explore the opportunities presented by the Member Highway Fund. It has been agreed that there current Member Highway Fund Allocations will not be carried over in to next financial year and therefore, all current allocations need to be spent by the end of this current financial year and as yet in Swale £300,599 is still to be committed.

Decision Required

7. To note the report.

Contact Officer:
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Appendix A

Section of POSC report relating to the Integrated Transport Programme 2011-12

Bryan Sweetland – Cabinet Member Verbal Update Environment, Highways & Waste Policy Overview & Scrutiny Committee - 8 April 2011

PLANNING & ENVIRONMENT

2011/12 Integrated Transport Schemes (scheme list attached for Members information)

- Kent's 2011/12 Integrated Transport scheme capital allocation from Government is **£8.199m** and this is not ring fenced. Once the sums for road maintenance, the Member Highway Fund, A2 slips, Maidstone High Street and forward design costs are taken out, we are left with a total of **£2.4m**.
- **£500k** will be top-sliced and allocated for Casualty Reduction Measures. This programme is derived from the annual crash cluster site reviews and route studies. Safety schemes which save the number of casualties are given top priority.
- **£100k** is needed to fund **reactive Casualty Reduction Measures**. Enabling KHS to react quickly to deliver low cost, easily implemented safety schemes identified throughout the year.
- **£500k** will fund **Intelligent Transport Systems and Traffic Management**.
- The remainder of the programme is a mixture of bus route improvements, Safer Routes to Schools, and funding to match investment by partners in bus and rail. Nearly all are deferred schemes from 2010/11, removed as a result of needing to make in-year savings.
- Many of the schemes within the programme have been developed in consultation with local stakeholders and Members. The schemes will be reported back through the Joint Transportation Boards as part of the ongoing design and consultation process.