

## West Kent Partnership

### West Kent Investment Strategy 2010 - 2015

#### Extract from Draft Action Plan

Ref	Key Action	Outcome	Timescale/lead partner
8.1	<p><b>Sustainable and Community Transport</b></p> <ul style="list-style-type: none"> <li>• Reduce the impact of traffic on the natural and historic environment of the main urban areas</li> <li>• Improve commercial viability of operating buses to, from and within the urban centres by establishing quality bus partnerships, an integrated network of public transport services and through ticketing and adopting 'fastrack' principles on key urban bus routes</li> <li>• Maintain existing community and voluntary transport options (Kent Karrier and Sevenoaks Minibus services for example) and identify new areas of poor accessibility</li> <li>• Reduce congestion hot spots in urban centres and on the main transport networks – especially during peak period</li> <li>• Lobby for improved and more reliable services for</li> </ul>	<ul style="list-style-type: none"> <li>• Cut congestion to reduce the number of air quality management areas (AQMA) on local roads in West Kent by 2015</li> <li>• Quality bus partnerships (QBPs) established across WK</li> <li>• Integrated bus network pilot scheme in place</li> <li>• Pilot scheme assessed</li> <li>• Fastrack in place</li> <li>• Maintain existing levels of services</li> <li>• As part of preparing the next LTP for Kent, identify areas of poor accessibility to key services in WK</li> <li>• Rural bus subsidy/grant accessed</li> <li>• Urban traffic management and control (UTMC) in place for West Kent</li> <li>• Road networks operating more efficiently than 2010 benchmark using KCC monitoring</li> <li>• Bus priority measures in place</li> <li>• Implement Park and Ride to tackle congestions and poor air quality in appropriate town centres.</li> <li>• Improved rolling stock for commuter services</li> </ul>	

	<p>commuters into London from West Kent</p> <ul style="list-style-type: none"> <li>• Ensure optimum accessibility to the new hospital at Pembury</li>   <li>• Ensure proper standards of highway maintenance to improve the appearance and amenity of West Kent's roads</li> </ul>	<ul style="list-style-type: none"> <li>• Re-establishment of Canon Street service via West Malling</li> <li>• Station platform lengthening schedule in place</li> <li>• Assessment made of ratio fast/slow trains</li> <li>• New timetable fast/slow ratio implemented</li> <li>• high quality service to be maintained from West Kent during reconstruction of London Bridge in 2012</li>   <li>• Improvements to A228 Corridor including at Kent Street and at Colts Hill scheduled</li> <li>• A228 improved</li> <li>• Integrated public transport plan in place</li> <li>• Car parking allocations at acceptable levels</li>   <li>• A more attractive environment to encourage businesses to come and invest in the area</li> </ul>	
<p><b>8.2</b></p>	<p><b>Transport Infrastructure Development</b></p> <ul style="list-style-type: none"> <li>• Lobby the Highways Agency to carry out a study into the feasibility, cost and impacts of provision of east facing slips at Junction 5 of the M25/M26 to enable traffic approaching from the south to travel east of the M26 and M25</li>   <li>• Improvements to A228 Corridor including at Kent Street and at Colts Hill</li>   <li>• Construction of by-pass at Borough Green</li> </ul>	<ul style="list-style-type: none"> <li>• Commence Study</li> <li>• Scheme approved</li> <li>• Works commence</li> <li>• Works completed</li>   <li>• Improvements scheduled</li> <li>• Works commence</li> <li>• Works completed</li>   <li>• Planning consent obtained so in place when potential funding available 2014 onwards</li> </ul>	

	<ul style="list-style-type: none"> <li>• Dualling of A21 between Tonbridge and Pembury</li>   <li>• Construction of London Road/Hadlow Road Link, Tonbridge</li>   <li>• Maximise the benefits of the Tonbridge/Tunbridge Wells designation as a regional hub</li>   <li>• Work with The Department for Transport, Network Rail and the Train Operating Companies in the area to enhance opportunities for transport interchange at stations and increase the range of stations that can be accessed from stations in West Kent including access to Gatwick and Channel tunnel</li>   <li>• Seek priority and funding for WK Transportation infrastructure improvements through the Regional Transport Board's London-Dover Corridor Study (part of the national programme of studies within the Delivering a Sustainable Transport System programme.</li> </ul>	<ul style="list-style-type: none"> <li>• Scheme approved</li> <li>• Works commence</li> <li>• Works completed</li>   <li>• Place in programme and funding secured</li>   <li>• Schemes put forward for funding</li> <li>• Funding obtained</li>   <li>• WKP views and interests reflected in the emerging Kent Route Utilisation Strategy</li> <li>• WKP view and interests fully offered and reflected in the setting up of the next Kent Integrated Franchise beyond 2013.</li> <li>• Lobby for improved connections and service from West Kent to Gatwick on the Tonbridge/Redhill line</li> <li>• Sufficient commuter parking at a range of WK</li> <li>• Improved interchange for buses at stations in Sevenoaks, Tonbridge, West Malling</li> <li>• Work with Network Rail to enhance the National Station Improvement Programme schemes at Tonbridge, Tunbridge Wells, Swanley and Sevenoaks</li>   <li>• Railway, Kent County Council, Highways Agency led proposals currently identified in adopted programmes to be fully reflected in the output of the DaSTS study.</li> </ul>	
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