

Local Transport Plan for Kent 2011-16

Draft for Consultation



Questionnaire

We welcome your views on our proposed LTP3 budget allocation methodology outlined in the diagram overleaf. We propose that the budget be divided between five LTP3 themes shown and that within each of these themes, spending is focussed in certain areas shown in column 3. We ask that you answer Qu.1 and provide comments in Table 2.

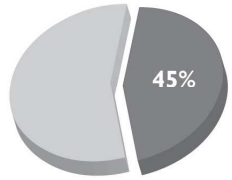
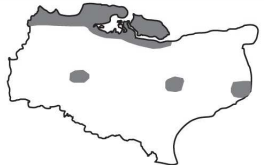
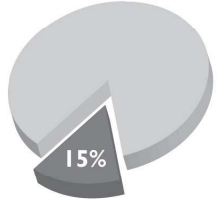

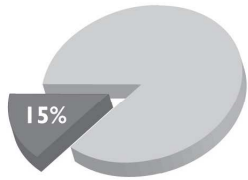

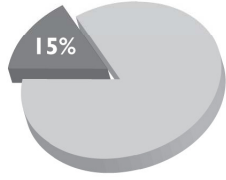

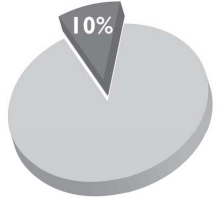

Qu.1) Please state your preferred allocation method 1, 2 or 3 in the shaded boxes below

LTP3 Theme	Proposed Budget Allocation	Alternative Budget Allocation 1	Alternative Budget Allocation 2
Growth Without Gridlock	45%	20%	30%
A Safer and Healthier County	15%	20%	20%
Supporting Independence	15%	20%	20%
Tackling a Changing Climate	15%	20%	25%
Enjoying Life in Kent	10%	20%	5%
1 = most favourite 3 = least favourite	3	1	2

Table 2: Spatial Allocation

LTP3 Theme	Proposed Spatial Allocation	Comments
Growth Without Gridlock	Prioritise spending in the Growth Areas and Growth Points (Thames Gateway Kent, Ashford, Dover and Maidstone)	Thoroughly irrational distribution of constrained funding that bears no relation to relative need in all of the areas outside the Growth Points – see accompanying formal response.
A Safer and Healthier County	Prioritise spending to tackle problem sites including Air Quality Management Areas, accident black spots, and areas with high levels of health deprivation	Arbitrary allocation of scarce resources to just a few areas when problems and need are more general across the county. (see formal response)
Supporting Independence	Prioritise spending in disadvantaged areas (principally Dover, Gravesham, Shepway, Swale and Thanet)	(See previous comment)
Tackling a Changing Climate	Prioritise spending in the County's urban areas , particularly those with Air Quality Management Areas and congestion hotspots (principally Canterbury, Dartford, Gravesend, Maidstone, Sevenoaks and Tunbridge Wells)	Congestion is not confined solely to just the areas listed and it such a distribution of scarce funding is ultimately unjustifiable.
Enjoying Life in Kent	Mitigate the impact of motorised transport across the County in order reduce the number of people exposed to high levels of pollution and noise and to enhance well-being and community cohesion	This is the sole theme that appears to be based on need rather than an arbitrary preselection of areas for funding. Agreed therefore.

Proposed integrated transport budget allocation methodology

LTP3 Theme	Budget allocation	Spatial allocation	Scheme type	Value for money assessment
Growth Without Gridlock		 Growth Areas and Growth Points	Schemes that support housing and employment	<ul style="list-style-type: none"> 1* - Access road 2 - Bus rapid transit 3 - Cycle route 4 - Traffic management
A Safer and Healthier County		 Problem sites	Schemes that tackle road casualties, air pollution, poor health etc.	<ul style="list-style-type: none"> 1 - Safety schemes 2 - Safe routes to school 3 - Walking routes 4 - Bus route to hospital
Supporting Independence		 Disadvantaged areas	Schemes that provide access to jobs and services for those without access to a private car	<ul style="list-style-type: none"> 1 - Bus improvements 2 - Walking and cycling 3 - Community transport 4 - Public information
Tackling a Changing Climate		 Urban areas	Schemes that promote low emission travel	<ul style="list-style-type: none"> 1 - Low emission vehicles 2 - Travel Plans 3 - Kent Freedom Pass 4 - Walking and cycling
Enjoying Life in Kent		 Countywide	Schemes that improve access to opportunities and reduce impact of transport on Kent and it's communities	<ul style="list-style-type: none"> 1 - Public rights of way improvements 2 - Public realm 3 - Lorry management 4 - Journey planner

* - Indicative scheme types for illustration only