



## Railfuture London & South East response to Kent County Council's Emerging Local Transport Plan 5 2022-50

We would like to hear your views on our new emerging Local Transport Plan. Your feedback will help us to understand the transport challenges faced in Kent and ensure our ambition for the future of Kent's transport network is stretching but realistic, focusing on the right outcomes and objectives to make journeys better within our county whilst supporting the delivery of net zero by 2050.

Your feedback will also help us to develop proposals for how and where in Kent we should focus on improving transport. The proposals we develop will be set out in a full draft Local Transport Plan, which will be consulted on next year.

Until the full Local Transport Plan 5 is adopted by the Council no final decisions have been made concerning its content and proposals. It is important we hear your feedback at this stage.

### Section 1 - About you

Q1 Are you responding ...? **On behalf of a Charity or a Voluntary, Community or Social Enterprise organisation (VCSE)**

Q1a If you are responding on behalf of an organisation, please tell us the name of your organisation.  
*Please write in below.*

**Railfuture Ltd.**

Q2 Please tell us the first 5 characters of your postcode: **N16 0**

Q3 How did you find out about this consultation?

*Select all that apply.*

**From a friend or relative**

### Section 2 - Local Transport Plan

Our emerging draft Local Transport Plan sets out the following new ambition for the Council.

We want to improve the health, wellbeing, and economic prosperity of lives in Kent by delivering a safe, reliable, efficient and affordable transport network across the county, and as an international gateway. We will plan for growth in Kent in a way that enables us to combat climate change and preserve Kent's environment.

We will do this by delivering emission-free travel by getting effective dedicated infrastructure for electric vehicles, increase public transport use, and make walking and cycling more attractive. This will be enabled by maintaining our highways network and delivering our [Vision Zero Road Safety Strategy](#). These priorities will ensure our networks are future-proof, resilient and meet user needs.

Q4 Do you support our new ambition?

**Yes.**

Q4a Please tell us the reason for your answer in the box below:

**Accepting growth and that it should be planned for.**

Q5 Our emerging draft Local Transport Plan describes nine challenges concerning transport in Kent that we intend to address. Please tell us if you agree or disagree with us focusing on these challenges.

1. Our highways assets are in a phase of managed decline which in turn makes them less resilient to new pressures. **Agree.**
2. Following a decline in the number of injuries and fatalities on Kent's roads, these levels have risen in 2021. **Don't know.**
3. Traffic is causing congestion, poor air quality and impacting Kent's economy. **Agree.**
4. Transport challenges in Kent arise from how the existing population of 1.6 million people and 70,000 businesses in the county choose to travel, as well as traffic generated by new developments being built. **Agree.**
5. Some indicators of public health, such as obesity and life expectancy, are worsening. **Agree.**
6. The financial viability of the public transport service has declined due to cost pressures and changes in passenger demand. **Agree.**
7. Kent's international gateways need government leadership – the impacts which arise and affect our local communities and the national economy cannot be resolved entirely by ourselves. **Agree.**
8. Carbon Dioxide (CO2e) emission reductions from management and use of the road network are forecast to go off-track, compared to the levels of reduction needed to contribute towards reducing the worst effects of climate change. **Don't know.**
9. We need more funding and need to know what funding we will have over the next few years so we can improve transport in Kent. **Agree.**

Q5a If you would like to make any comments on the challenges or would like to suggest any others that we should consider, please tell us in the box below:

If your comment relates to a specific challenge, please make that clear in your answer.

**Many of those challenges will only be addressed through a specific commitment to mode shift in favour of public transport, especially to rail.**

As part of our Local Transport Plan, KCC is required to present the level of carbon emissions generated by transport use on the Kent network and demonstrate how we think that will change in the future if we do not take any new actions.

Q6 To what extent is lowering the carbon emissions of travel and helping to reduce the severity of climate change, important to you?

**Very important**

There are a range of actions that could be taken to help reduce the carbon emissions from journeys. Please note that we are not proposing any of these actions as part of our new Local Transport Plan at this stage – they are based on ideas which have been tried elsewhere and could be considered for areas of Kent in the future.

Q7 Please select from the list below those actions that you think we should consider taking if funding were available.

*Select all that apply.*

~ **Provide on-street electric vehicle charging points in residential areas and town centres.**

~ **Provide rapid charging hubs to help with using electric cars or vans for longer distance journeys in Kent.**

~ **Provide access to more car club vehicles that are electric and zero emission.**

- ~ Run more events like Maidstone Cycle Fest, to help people experience walking, cycling, and taking public transport around town.
- ~ Provide more choice by introducing hubs at bus and rail stations and around community facilities that provide access to shared transport such as bicycles for hire, car club vehicles.
- ~ Provide one single digital service on smart phones and computers, to book and pay for whole journeys in one go across all forms of transport used.
- ~ A scheme to scrap vehicles in return for travel vouchers that can be used on the bus, trains, car clubs and other shared transport available.
- ~ Reduce speed limits in towns to make roads safer to help people walk and cycle and help cars journeys produce less emissions.
- ~ Reduce traffic around schools where appropriate to make walking and cycling more popular, safer, and easier.
- ~ Reduce air pollution and emissions from deliveries in urban areas by supporting deliveries by electric cargo bikes.

In response to the transport challenges we face, and to help us deliver our overall ambition for transport in Kent, we have identified nine proposed Policy Outcomes that we want to achieve in Kent.

Q8 Do you support or oppose each proposed Policy Outcome?

1. The condition of our managed transport network is kept to satisfactory levels, helping to maintain safe and accessible travel and trade. **Support.**
2. Deliver our Vision Zero Road Safety Strategy through all the work we do. **Support.**
3. International travel becomes a positive part of Kent's economy, facilitated by the county's transport network, with the negative effects of international haulage traffic decreased. **Support.**
4. International rail travel returns to Kent and there are improved public transport connections to international hubs. **Support.**
5. Deliver a transport network that is quick to recover from disruptions and future-proofed for growth and innovation, aiming for an infrastructure-first approach to reduce the risk of highways and public transport congestion due to development. **Support.**
6. Journeys to access and experience Kent's historic and natural environments are improved. **Support.**
7. Road-side air quality improves as decarbonisation of travel accelerates, contributing towards the pursuit of carbon budget targets and net zero in 2050. **Support.**
8. A growing public transport system supported by dedicated infrastructure to attract increased ridership, helping operators to invest in and provide better services. **Support.**
9. Transport makes a positive contribution to public health due to increasing numbers of people using a growing cycling and pedestrian network with dedicated infrastructure and any increase in disturbance from aviation noise is avoided. **Support.**

Q8a If you would like to make any comments about the Policy Outcomes or would like to suggest any other outcomes we should consider, please tell us in the box below:

If your comment relates to a specific outcome, please make that clear in your answer.

**An increase in mode share by public transport in general and by rail in particular can be demonstrated by the end of the LTP period.**

Q9 We would like to know which of our proposed Policy Outcomes are most important to you. Please select the three most important from the list below.

~ International rail travel returns to Kent and there are improved public transport connections to international hubs.

~ Deliver a transport network that is quick to recover from disruptions and future-proofed for growth and innovation, aiming for an infrastructure-first approach to reduce the risk of highways and public transport congestion due to development.

~ A growing public transport system supported by dedicated infrastructure to attract increased ridership, helping operators to invest in and provide better services.

For each of the nine planned policy outcomes we have proposed Policy Objectives to help us target our work to improve transport. We will measure the proposals we develop for our full draft Local Transport Plan against these.

Q10 Do you support or oppose each of these proposed Policy Objectives?

1A) Achieve the funding necessary to deliver a sustained fall in the value of the backlog of maintenance work over the life of our Local Transport Plan. **Support.**

2A) Achieve a fall over time in the volume of people killed or very seriously (life-changing) injured occurring on KCC's managed road network, working towards the trajectory to reach zero by 2050. **Support.**

3A) Increase resilience of the road network serving the Port of Dover and Eurotunnel crossing, by adding holding capacity for HGV parking across the southeast region equivalent in capacity to Operation Brock, to reduce reliance on these disruptive schemes and the burdens and impacts they create on the transport network and affected communities in Kent. **Don't know.**

3B) Increase resilience of the road network servicing the Port of Dover through delivery of the KCC bifurcation strategy including improvements to the M2 / A2 road corridor and its links to the M20 and a new Lower Thames Crossing for traffic towards the north. **Don't know.**

4A) International rail travel returns to Ashford International and Ebbsfleet International stations, supported by the infrastructure investment needed at Kent's stations wherever necessary. **Support.**

4B) A fall in the time it takes by public transport to reach international travel hubs compared to conditions in 2023. **Support.**

5A) Strengthen delivery of our Network Management Duty to deliver the expeditious movement of traffic by using our new moving traffic enforcement powers and keeping on-street parking enforcement, delegated to the Districts, under review. **Don't know.**

5B) Reduce the amount of forecast future congestion and crowding on highways and public transport that is associated with demand from development by securing funding and delivery of our Local Transport Plan. **Support.**

5C) The prospects for the future of transport increase across the whole county, with new innovations in transport services having a clear pathway to trial or delivery in Kent. **Support.**

6A) Proposals in our Local Transport Plan are clearly evidenced in terms of their contribution in providing new, faster, or more inclusive access to historic and natural environment destinations in the county, with proposals targeting access to such locations where appropriate. **Support.**

7A) Reduce the volume of carbon dioxide equivalent emissions entering the atmosphere associated with surface transport activity on the KCC managed highway network by an amount greater than our forecast "business as usual" scenario. This means achieving a greater fall than those currently forecast of 9% by 2027, 19% by 2032 and 29% by 2037. **Don't know.**

7B) No area in Kent is left behind by the revolution in electric motoring, with charging infrastructure deployed close to residential areas, reducing barriers to adoption. **Don't know.**

7C) Proposals are clearly evidenced in terms of their contribution in providing lower emissions from transport in Air Quality Management Areas in the county. **Support.**

8A) We will aim to obtain the further funding to deliver the outcomes our Bus Service Improvement Plan (or its replacement) beyond its current horizon of 2024/25. We will ensure that our Local Transport Plan proposals are clearly evidenced in terms of their contribution towards achieving our Bus Service Improvement Plan. **Support.**

8B) We will identify and support industry delivery of priority railway stations for accessibility improvements and route improvements to reduce journey times and improve reliability. **Support.**

9A) We will aim to deliver walking and cycling improvements at prioritised locations in Kent to deliver increased levels of activity towards the Active Travel England target and support Kent's diverse economy, presented in a Kent Walking and Cycling Infrastructure Plan. **Don't know.**

9B) Represent and protect Kent residents from the impact of noise disturbance arising from new and expanded airports including maintaining our opposition to a second runway at Gatwick and the need for a reduction in night flights. **Don't know.**

Q11 If you have any comments on the Policy Objectives or would like to suggest any more objectives, please tell us in the box below:

If your comment relates to a specific objective, please make that clear in your answer.

**Add: Demonstrate an increase in mode share by public transport in general and by rail in particular by the end of the LTP period.**

Q12 If you have any other comments or suggestions on the emerging draft Local Transport Plan or its evidence base, please tell us in the box below:

Please note comments that do not address the content of the plan or evidence base will not be considered. If your suggestion relates to a specific section / page please provide details.

**Throughout, identify and demonstrate alignment with, or divergence from, the Transport Strategy / Strategic Investment Plan / Delivery Action Plan of Transport for the South East.**

### **Section 3 - Equality and health analysis**

Q13 We welcome your views on our equality analysis and if you think there is anything we should consider relating to equality and diversity, please add any comments below:

To help ensure that we are meeting our obligations under the Equality Act 2010 we have prepared an Equality Impact Assessment (EqIA) on our emerging Local Transport Plan.

**No further comments.**

We are required to develop a Health Impact Assessment (HIA) as part of a Strategic Environmental Assessment to support the full final plan. We have prepared a HIA on our emerging Local Transport Plan.

Q14 We welcome your views on our Health Impact Assessment and if you think there is anything we should consider relating to health and wellbeing, please add any comments below:

**No further comments.**

### **Section 4 - More about you**

It is not necessary to answer these questions if you are responding on behalf of an organisation.