

**SEVENOAKS JOINT TRANSPORTATION BOARD – 12<sup>TH</sup> DECEMBER 2007**

**PROPOSED COUNTYWIDE TRANSPORTATION AND SAFETY PACKAGE  
PROGRAMME FOR 2008/09**

Report of the: West Kent Divisional Manager

Status: For Consideration

**Chairman** Cllr. London

**Head of Service** Head of Transportation & Planning – Mr. Ray Dines

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**Recommendation:** It be RESOLVED that:

- (a) Members note the proposed programme for 2008/09 and support the continuing application of PIPKIN; and
- (b) Members be invited to assist Kent Highway Services in the formulation of future programmes of work and to assist in the delivery of Kent's LTP objectives and priorities.

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**Introduction**

1 This report presents Kent County Council's (KCC) Countywide Transportation and Safety Package Programme for 2008/09. The countywide list was approved by the Highways Advisory Board (HAB) on 18 September 2007. Details of the proposed programme for Sevenoaks District are contained in Appendix 1 and include the PIPKIN score, the countywide priority rating and ranking of each scheme.

**Funding for 2008/09**

2 Kent's local transport funding for 2008/09 was determined by the Department for Transport (DfT) in December 2006 as part of its assessment and settlement announcement regarding KCC's transport strategy, the Local Transport Plan (LTP). This funding has been provided to support transport schemes that deliver the LTP, which itself sets out the County Council's approach to achieving a number of key transport objectives, including:

- Improving access to key services by sustainable modes of transport
- Tackling peak hour congestion, particularly in urban areas
- Improving road safety by reducing the number of people killed or seriously injured on Kent's roads

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- Improving local air quality, particularly in designated Air Quality Management Areas (AQMAs).
- 3 Kent's LTP funding for 2008/09 includes a capital allocation of £12.883m, which consists of borrowing approvals and grant and is specifically for the implementation of Integrated Transport (IT) schemes. However, as a Floor Authority, KCC has determined that this allocation should be capped at a level to which the borrowing element can be fully supported. Therefore, the actual funding allocation for 2008/09 has been determined by the County Council's Medium Term Financial Plan and is set at **£9.1M**.

**Scheme Prioritisation**

- 4 The proposed programme represents a significant milestone in terms of determining Kent's local transport priorities and establishing local investment programmes as it has been devised using Kent's Scheme Prioritisation Methodology, PIPKIN. Kent's approach to implementing PIPKIN was presented to this Board in December 2006.
- 5 Between February and May 2007, a list of 286 countywide scheme contenders was assessed, based on a rigorous validation process to ensure consistency and that the outputs of the PIPKIN model were robust and meaningful. The cumulative build cost of these schemes equated to more than £20M.
- 6 The proposed programme is made up of the top priority schemes included in the initial 286 schemes. It represents a balanced programme of investment for Kent and addresses local transport priorities at a district level. A key strength of the PIPKIN process, and therefore the programmes of investment derived from it, is that it recognises the need to tackle strategically important issues as well as the genuine need to tackle local priorities. This outcome has enabled KCC to provide ongoing investment to improve access to key services through traffic management measures and by promoting and supporting local sustainable travel initiatives; such as public transport, walking and cycling. This approach has also enabled Kent to prioritise local safety schemes using local data relating to personal injury crashes.

**Priorities for Funding for Sevenoaks District**

- 7 The proposed 2008/09 programme for Sevenoaks represents £102,000 of transport investment in the District. The programme consists of five schemes and encompasses improved pedestrian facilities, traffic calming and the greater use of more sustainable transport to access the countryside.

**Conclusion**

- 8 The proposed programme for 2008/09 reflects the need to support a number of strategic and local transportation issues across Kent, which has resulted in a proportional level of investment in Sevenoaks. The programme also reflects the outcome of the PIPKIN scheme prioritisation process, which is based on a consistent and objective assessment of local scheme priorities countywide.

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- 9 Members of this Board are requested to note the proposed programme for 2008/09 and to support the ongoing application of PIPKIN. Members are also invited to assist Kent Highway Services (KHS) in the formulation of future programmes of work and to assist in the delivery of Kent's LTP objectives and priorities.

**Background Papers:** Local Transport Plan Bids 2007/08. JTB – 12 December 2007. Item No. 8

Local Transport Plan for Kent 2006-11. Kent County Council, March 2006.

**Contact Officer(s):** **Local Transport Plan and Programme Formulation and Scheme Assessment**

Mr Ray Dines – Head of Transportation & Planning, West Kent Divisional Office.

Mr Bryan Fitzgerald – Senior Transportation Engineer, West Kent Divisional Office.

**Principles of PIPKIN**

David Hall – Head of Transportation and Development.

**GEOFF HARRISON-MEE**

**DIRECTOR OF KENT HIGHWAY SERVICES**

Appendix 1

REF	ID	TITLE	DISTRICT	DIV OFF	TYPE	COST £K	SCORE	CSR	DEL	ACC	PRIORITY
63	5	Integrated Access Route: PROW SR49, Otford Stn	Seve	HQ/WKDO	WA6	12	60	5.0	High	High	High
64	12	Darent Valley Accessibility (Phase 1)	Seve	WKDO	CY6	25	60	2.4	High	Medium	High
65	17	Crockham Hill, Phase 2	Seve	WKDO	TM1	25	60	2.4	High	High	High
95	8	Station Road Bus Stop, Swanley	Seve	WKDO	B13	15	56	3.8	Medium	High	Medium
98	6	Safer Routes To School: PROW SU4/DR165, Seal	Seve	HQ/WKDO	WA6	25	56	2.3	High	High	Medium
<b>Total cost (Sevenoaks schemes)</b>						<b>£102k</b>					

**Key**

- REF The countywide priority rating. The countywide programme consists of 163 schemes.
- ID Scheme identification number employed by the Divisional Office.
- WKDO West Kent Divisional Office.
- PROW Public Rights of Way.
- HQ/WKDO West Kent Divisional Office of the Public Rights of Way team.
- TYPE Scheme type classification.
- SCORE Total PIPKIN score that the scheme achieves.
- CSR Cost-Score Ratio which is a value for money indicator equal to the scheme cost (£k) divided by the scheme's PIPKIN score. The lower the CSR number, the higher the value for money.
- DEL Level of scheme deliverability.
- ACC Level of public acceptability.

**Table 1 – Proposed Sevenoaks Transportation and Safety Package Programme 2008/09: Scheme Details**

LTP Scheme Ref	Scheme Name	Description of Works	Estimated Cost
5	Otford Station: integrated access route (PROW SR49)	Improvements to Public Rights of Way links to encourage more walking and less car use	£12k
12	Darent Valley Accessibility Phase 1	Promotion of non-car transport modes to this leisure area including provisions of cycle stands at railway stations, posters, and signposting to Darent Valley Path	£25k
17	B2026 Main Road, Crockham Hill: traffic calming Phase 2	Construction of Phase 2 of speed management proposals	£25k
8	B2173 Station Road bus stop improvement, Swanley	Improvements to kerb geometry facilitating better pedestrian boarding arrangements and easier entry and egress for buses	£15k
6	Safer Routes to School: PROW SU4/DR165, Seal	Improvements to Public Rights of Way links to encourage more walking and less car use; improving safety for school children	£25k

