



An introduction to PIPKIN

10 January 2008

Darren Cook
Technical Director - Jacobs



Transport Planning in Kent

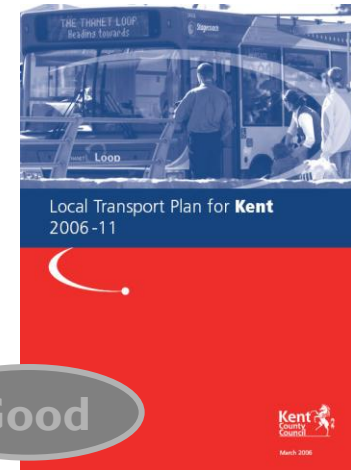
- Kent County Council (KCC) is the Local Transport Authority (LTA) for Kent (excluding Medway).
- Key responsibilities:
 - Acting as Highway Authority for all roads (excluding motorways and trunk roads).
 - Delivering national and regional transport policies at a local level.
 - Aligning local transport planning objectives with wider economic, environmental and community strategies and plans.
 - Establishing a **local transport strategy** with clear policies and objectives and achievable targets.
 - Identifying local transport issues and investment programmes in conjunction with the local community and key stakeholders.
 - Monitoring and reporting local transport plan delivery to the Department for Transport (DfT) and Government Office (GOSE).





Kent's local transport strategy

- The **Local Transport Plan (LTP)** is Kent's overarching transport strategy.
- The provision of LTPs is a statutory requirement under the Transport Act (2000).
- The Act requires LTPs to set out the authority's local transport strategies, policies and targets, and an effective implementation plan.
- LTPs provide significant levels of funding for highway maintenance, integrated transport and major scheme bids.
- The first five-year LTPs were submitted in 2000, covering the period 2001/02 to 2005/06.
- As part of the LTP process, Kent was required to report its delivery of LTP policies and programmes in Annual Progress Reports (APRs).
- DfT's assessment of Kent's LTP1 delivery was "Excellent" and its assessment of LTP2 was "Good".



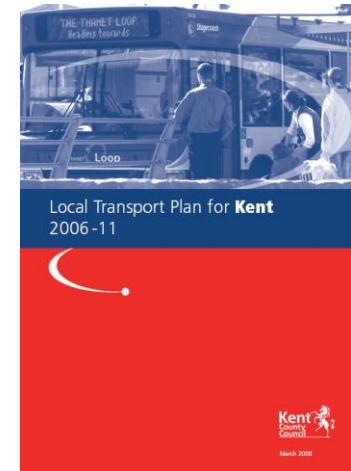


Kent's local transport strategy

- In July 2006, Kent submitted its second LTP to cover the period 2006/07 to 2010/11.
- The new **Local Transport Plan (LTP)** for sets out a vision for transport:

“To provide good, safe **accessibility** to jobs and services for all sections of the community in Kent, and to improve the **environment and health** of the community by reducing congestion and pollution, widening the **choice** of transport available, and by **developing** public transport, walking and cycling.”

LTP for Kent 2006-11





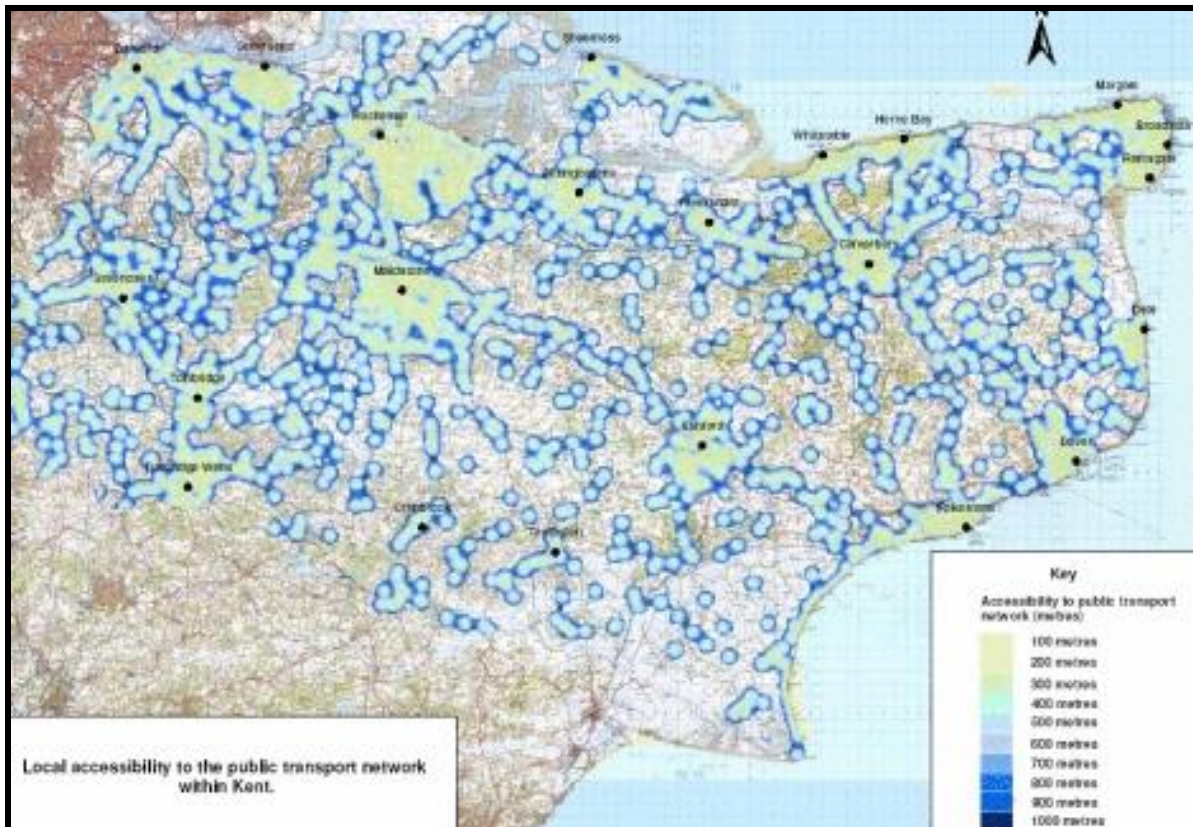
Kent's local transport objectives

- The **Local Transport Plan (LTP)** for Kent sets out four “shared priority” objectives:
 - Improve **accessibility** to key services by sustainable modes of transport.
 - Tackle **congestion**, particularly in recognised congestion hot spots.
 - Improve **road safety** by reducing casualties.
 - Improve local **air quality**, particularly in designated Air Quality Management Areas (AQMAs) by reducing vehicle emissions.
- The shared priority objectives also form the basis of Kent's mandatory and local LTP targets.



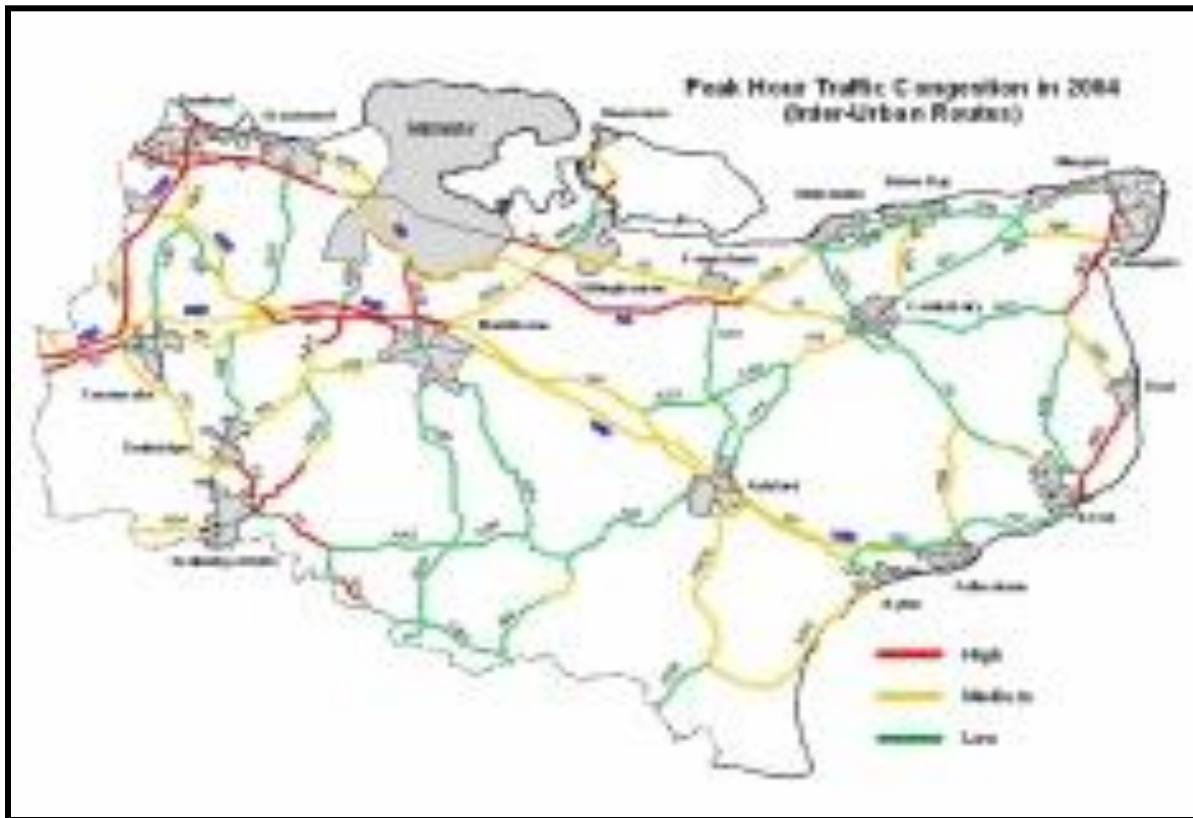


Kent's local transport objectives - Accessibility



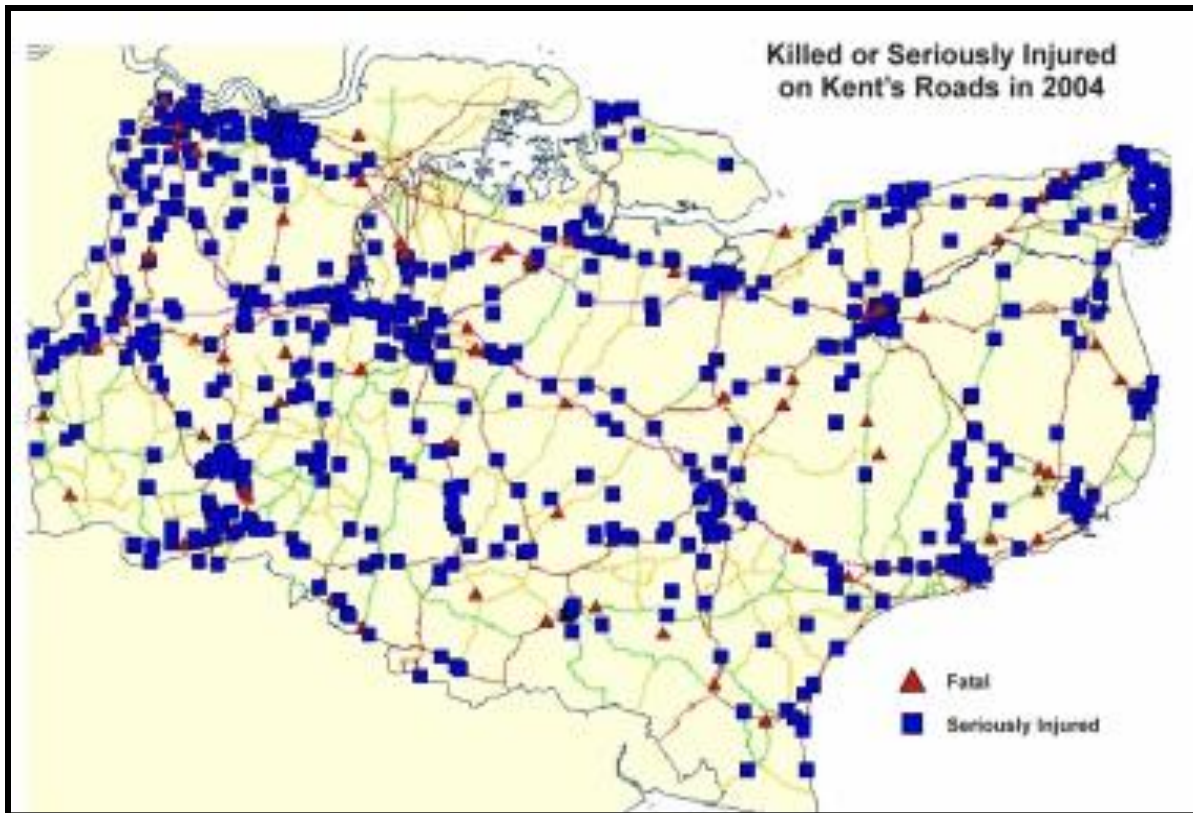


Kent's local transport objectives - Congestion



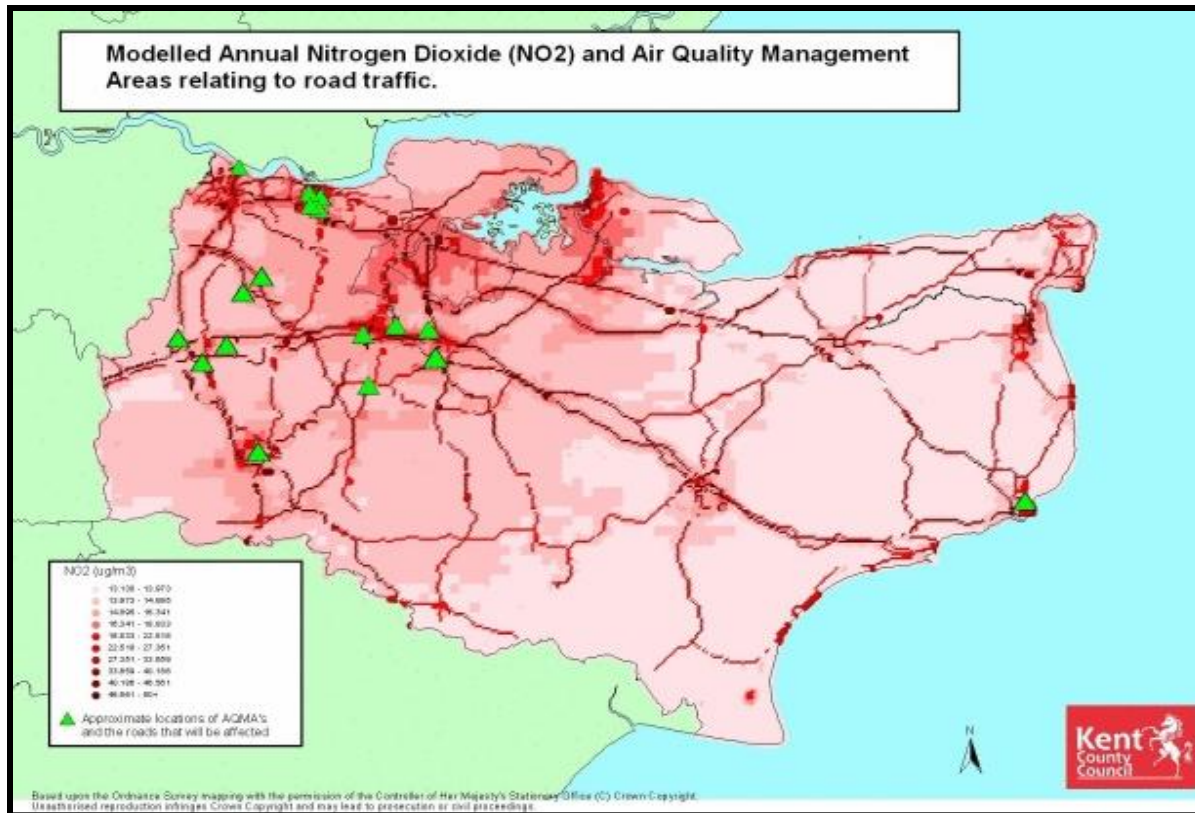


Kent's local transport objectives – Road Safety





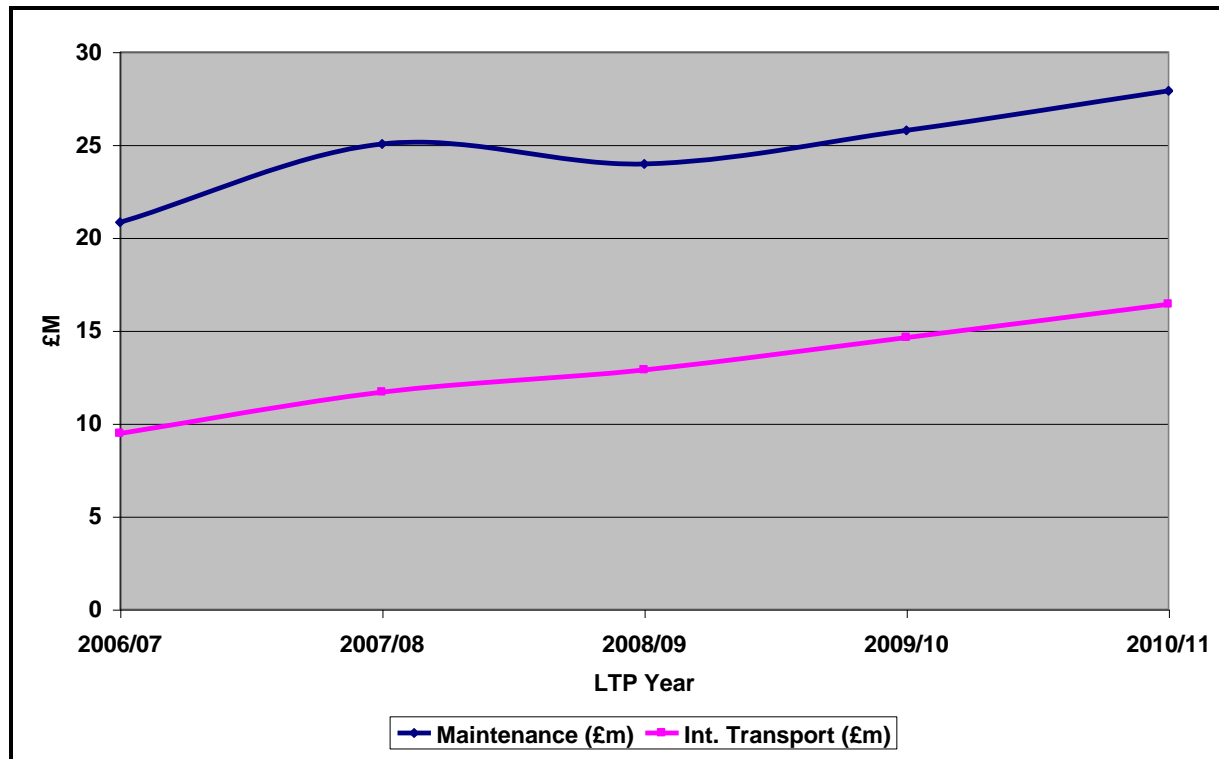
Kent's local transport objectives – Air Quality





Kent's local transport funding

- The **Local Transport Plan (LTP)** provides capital funding to assist local authorities to deliver their LTPs:





LTP investment programmes

- DfT's guidance on LTP delivery states:
 - Local authorities **must** aim to achieve the best value for money for their investment.
 - Investment programmes must remain focused on supporting the implementation of policies, achieving agreed objectives and assisting in achieving national and local transport targets.
 - Investment programmes must reflect the objectives of the LTP at a local level in order to address local need.
 - Evidence based investment.
 - Local investment programmes must be derived in conjunction with local community groups and key stakeholders.
- LTP funding is a finite resource with a significant demand placed upon it.
- Prioritisation of schemes is crucial to the successful delivery of Kent's LTP and to ensuring VFM.
- Prioritisation must be undertaken using a robust and consistent methodology.

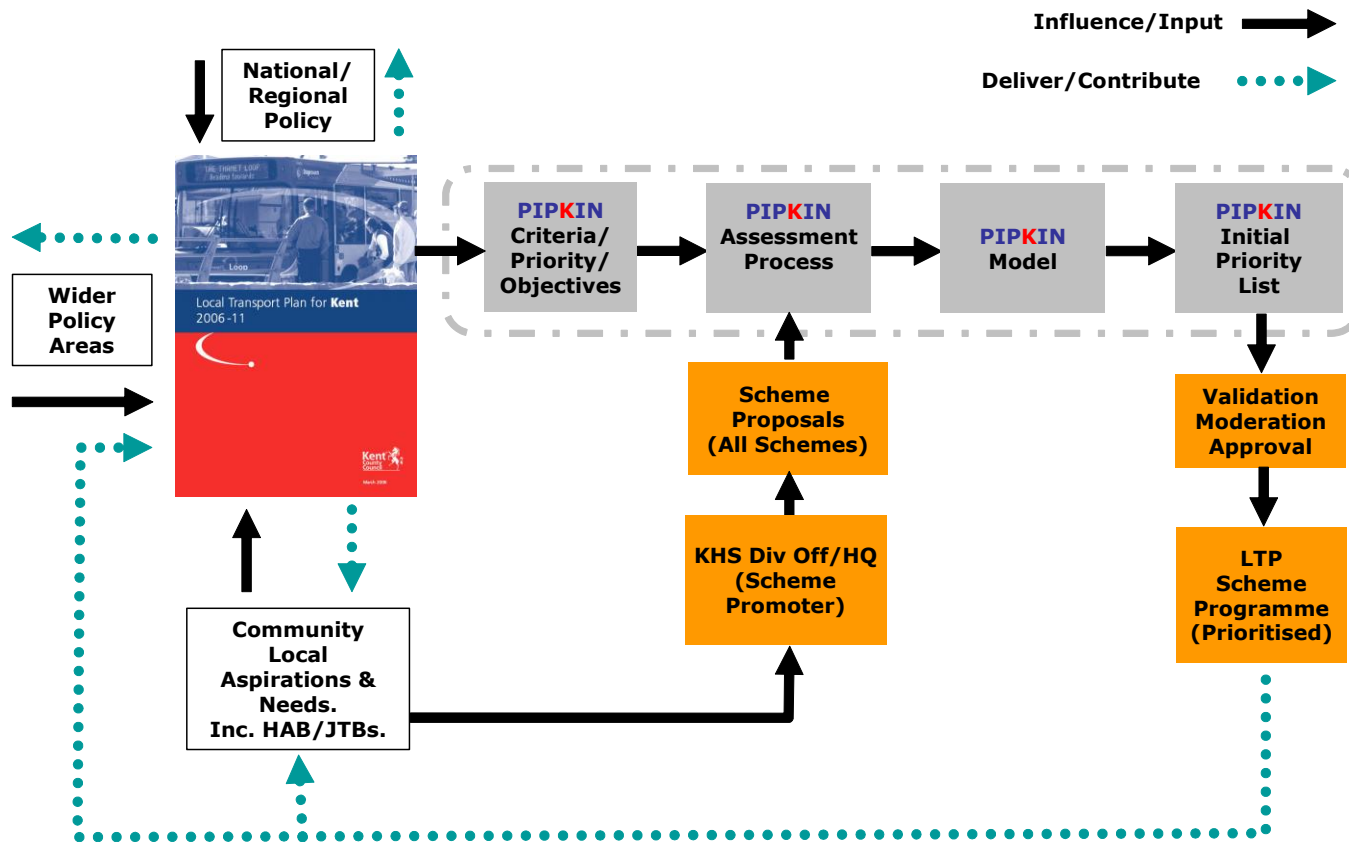


Scheme Prioritisation - PIPKIN

- Prioritising Investment Programmes on the **K**ent Integrated **N**etwork (PIP**K**IN).
- Key objectives of PIPKIN are:
 - **Assist** in identifying schemes that can potentially make the greatest contribution towards delivering national, regional and local transport policies, objectives and targets as set out in the LTP.
 - Provide objective **guidance** on which schemes should be prioritised in Kent's Integrated Transport Programme.
- PIPKIN has been adopted as Kent's countywide standard.
- Approved by the Cabinet Member in July 2006.
- Revised PIPKIN model (PIPKIN vii) was approved in November 2007.
- PIPKIN must be used to assess all integrated transport schemes; walking (inc.PROW), cycling, public transport, traffic management, road safety and intelligent transport systems.
- PIPKIN is a **single** stage in the wider Integrated Transport Planning process.



Scheme Prioritisation - PIPKIN





Scheme Prioritisation – PIPKIN – 2008/09 Programme.

- Integrated Transport Programme 2007/08.
- 286 schemes, equating to £20M of investment against a budget of £9.1M* (*at time of assessment).
- Scheme Identification – February to April 2007.
- PIPKIN Validation Exercise – April/May 2007.
 - Undertaken to check the accuracy and consistency of individual scheme assessments. Addressing subjectivity.
 - Analysis and interpretation of outputs.
- PIPKIN Moderation Exercise – May 2007.
 - Identification of “low” deliverable schemes.
 - Suitability of the model’s output.
- Formulation of proposed Integrated Transport Programme for 2008/09 – June 2007.
- Presentation of results to Cabinet Member – June 2007.
- Presentation of proposed ITP to Highways Advisory Board (HAB) – September 2007. Approval thereafter.



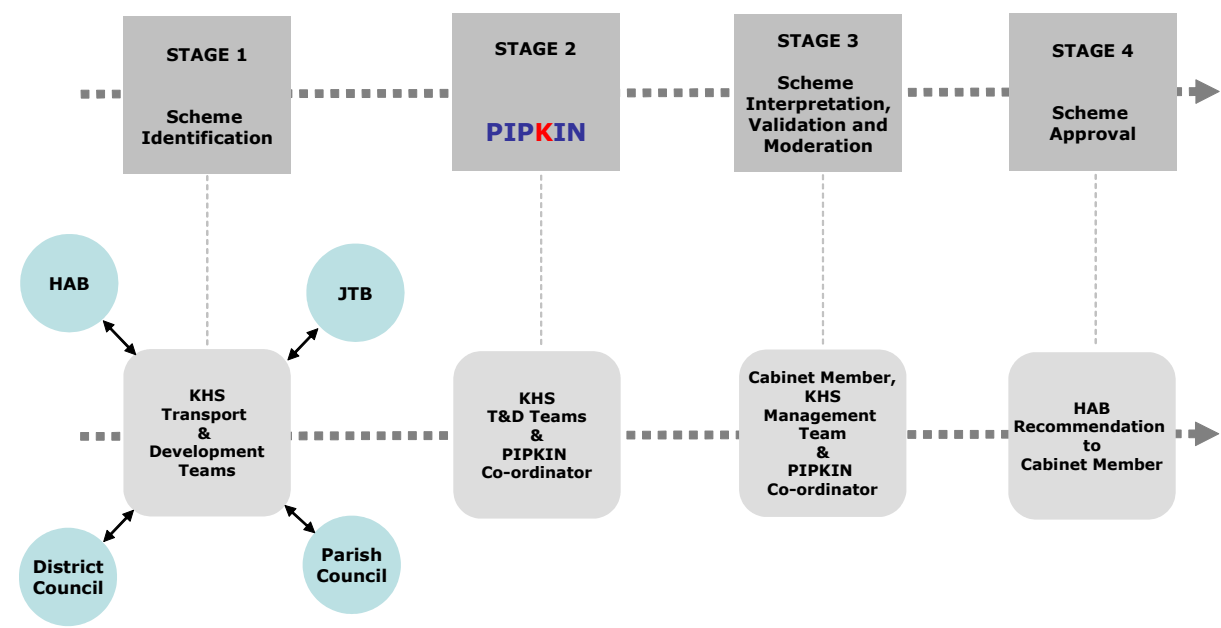
Scheme Prioritisation – PIPKIN Development

- PIPKIN Development Project – June 2007.
 - review of how PIPKIN was implemented (2008/09 ITP)
 - assess whether PIPKIN achieved its objectives.
 - opportunity for users to make recommendations to improve the process.
- Development of PIPKIN (vii). Launch – December 2007.
 - Assessment process enhanced to provide greater sensitivity.
 - Formulation of 33 assessment questions.
 - Emphasis on shared priorities; improving accessibility, reducing congestion, improving air quality and reducing casualties.
 - Development of “mini-PIPKIN” – more user friendly.
 - KCC Officer training sessions - November to December 2007.
 - Member’s Introductory Session – January 2008.
- Implementation of PIPKIN (vii).
 - 2009/10 integrated transport programme.
 - A single stage in a wider four stage process.
 - An inclusive approach, using a transparent system.



Scheme Prioritisation – PIPKIN - 2009/10 Programme

- Integrated Transport Programme – a four stage process.



- A significant role for local JTBA, the HAB, Parish and District Councils and other key stakeholders.



Scheme Prioritisation – PIPKIN Assessment Form

PIPKIN (v.11)			
Scheme Reference No. DOV01			
Section A. PIPKIN Scheme Assessment/Scheme Details			
<p>PIPKIN is Kent County Council's (KCC) Integrated Transport Programme (ITP) scheme prioritisation model. All schemes that are to be funded through Kent's Local Transport Plan (LTP) Integrated Transport Allocation must be recorded, assessed and prioritised using PIPKIN. The PIPKIN assessment process provides a robust framework for quantifying the impact of individual schemes across a range of national, regional and local transport policies, objectives and targets. The priority order established by PIPKIN reflects the relative impact of each scheme in order to ensure that those that make the greatest contribution towards delivering key transport objectives are prioritised for future funding. The use of PIPKIN is supported by the KCC Highways Advisory Board (HAB) and has been approved by the Cabinet Member. Please use grey boxes to input/select data.</p>			
A1.	<table border="1"> <tr> <td style="background-color: #ADD8E6;">Scheme Title</td> <td>A229 Royal Engineer's Road HOV Lane</td> </tr> </table>	Scheme Title	A229 Royal Engineer's Road HOV Lane
Scheme Title	A229 Royal Engineer's Road HOV Lane		
A2.	<table border="1"> <tr> <td style="background-color: #ADD8E6;">Scheme Description</td> <td>Installation of a High Occupancy Vehicle (HOV) Lane from Stacey Street roundabout to Running Horse roundabout. Provision to enhance road side information panels, including real time information displays.</td> </tr> </table>	Scheme Description	Installation of a High Occupancy Vehicle (HOV) Lane from Stacey Street roundabout to Running Horse roundabout. Provision to enhance road side information panels, including real time information displays.
Scheme Description	Installation of a High Occupancy Vehicle (HOV) Lane from Stacey Street roundabout to Running Horse roundabout. Provision to enhance road side information panels, including real time information displays.		
A3.	<table border="1"> <tr> <td style="background-color: #ADD8E6;">Scheme Street Location</td> <td>A229 Royal Engineer's Way, between Stacey Street roundabout and Running Horse roundabout.</td> </tr> </table>	Scheme Street Location	A229 Royal Engineer's Way, between Stacey Street roundabout and Running Horse roundabout.
Scheme Street Location	A229 Royal Engineer's Way, between Stacey Street roundabout and Running Horse roundabout.		
A4.	<table border="1"> <tr> <td style="background-color: #ADD8E6;">Scheme Ward Location</td> <td>Maidstone, North</td> </tr> </table>	Scheme Ward Location	Maidstone, North
Scheme Ward Location	Maidstone, North		
A5.	<table border="1"> <tr> <td style="background-color: #ADD8E6;">Estimated Scheme Cost (£K)</td> <td>350</td> </tr> </table>	Estimated Scheme Cost (£K)	350
Estimated Scheme Cost (£K)	350		
A6.	<table border="1"> <tr> <td style="background-color: #ADD8E6;">Other Funding/Contribution?</td> <td>No.</td> </tr> </table>	Other Funding/Contribution?	No.
Other Funding/Contribution?	No.		



Scheme Prioritisation – PIPKIN Assessment Form

Section E. Scheme Assessment

The PIPKIN Scheme Assessment is based on 33 Assessment Questions. Each question is linked to one or more key transport policies, objectives or targets. Questions are categorised under one of the four Shared Priority Objectives. The Shared Priority Objectives of Improving Access to Key Services, Tackling Congestion, Improving Road Safety and Improving Air Quality form the framework for Kent's local transport strategy the Local Transport Plan (LTP) and also support the delivery of regional and national transport objectives. Each of the Shared Priority objectives is weighted according to Kent's own priorities, however the number of questions assigned to each Shared Priority does not necessarily reflect this weighting. Furthermore, each of the 33 Assessment Questions is weighted, again reflecting Kent's own priorities. In determining the principal objective and quantifying the impact of each scheme, PIPKIN acknowledges that certain questions impact against more than one of the Shared Priority objectives. The wider impact of each Assessment Question is incorporated into the overall impact assessment. See PIPKIN Guidance page 8.

Improving Accessibility		Yes	No
E1.	Will this scheme seek to improve local public transport vehicles or associated infrastructure?		
E2.	Will this scheme seek to improve access to key services by sustainable modes of transport?		
E3.	Will this scheme seek to improve access to public transport services for socially excluded groups?		
E4.	Will this scheme seek to improve physical access to public transport vehicles for people with mobility impairment?		
E5.	Will this scheme seek to improve access to key services by sustainable modes of transport for rural communities?		
E6.	Will this scheme seek to improve the provision of public transport information?		
E7.	Will this scheme seek to improve the security or perception of safety for transport users?		
E8.	Will this scheme seek to support the development of road or rail links to improve inter or intra regional connectivity?		
E9.	Will this scheme seek to support the development of sustainable transport interchange at key ports, airports or railway stations?		
E10.	Will this scheme seek to improve the condition of an existing footway or cycleway?		
E11.	Will this scheme seek to deliver more efficient sustainable transport links with London and the rest of the UK?		

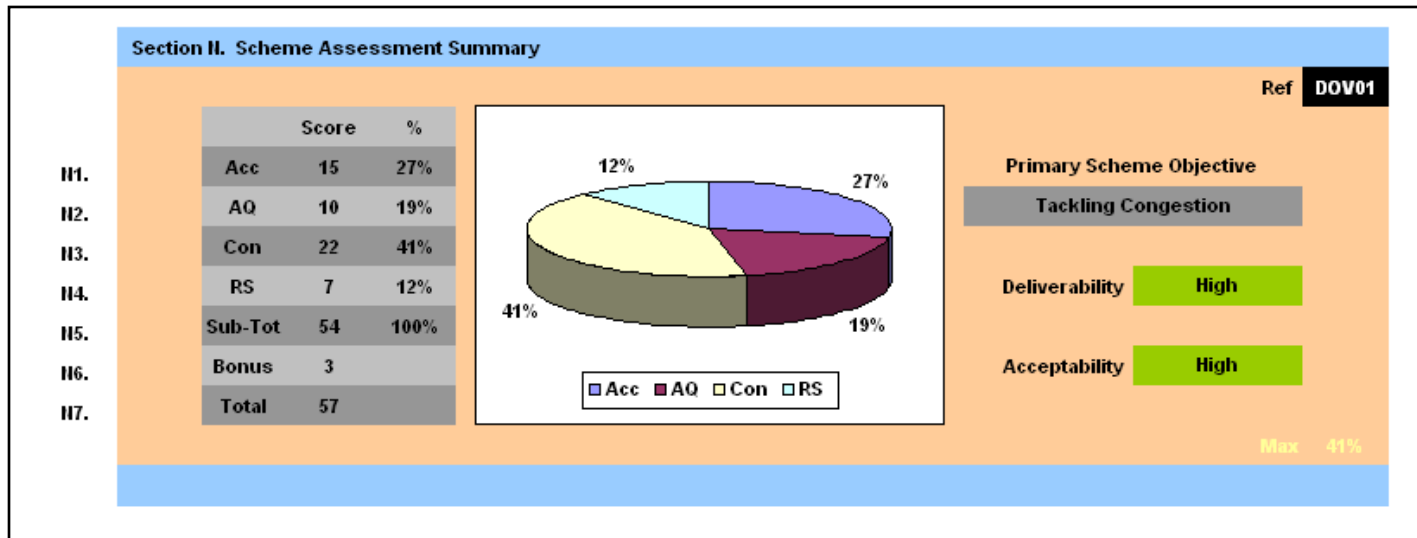
E6. Will this scheme seek to improve the provision of public transport information?

Guidance.
Public transport information in the form of real time improved timetable information, online/e-info, etc. Availability of information in other formats, including audio, large print, etc.

Primary Policy, Objective and Target.
LTP Shared Priority - Accessibility. LTP Target 10. LTP Target 11. LTP Target 12. LTP Target 13. LTP Target 14. LTP Target 15. LTP Target 16. LTP Target 17. LTP Target 18. LTP Target 19. LTP Target 20. LTP Target 21. LTP Target 22. LTP Target 23. LTP Target 24. LTP Target 25. LTP Target 26. LTP Target 27. LTP Target 28. LTP Target 29. LTP Target 30. LTP Target 31. LTP Target 32. LTP Target 33. LTP Target 34. LTP Target 35. LTP Target 36. LTP Target 37. LTP Target 38. LTP Target 39. LTP Target 40. LTP Target 41. LTP Target 42. LTP Target 43. LTP Target 44. LTP Target 45. LTP Target 46. LTP Target 47. LTP Target 48. LTP Target 49. LTP Target 50. LTP Target 51. LTP Target 52. LTP Target 53. LTP Target 54. LTP Target 55. LTP Target 56. LTP Target 57. LTP Target 58. LTP Target 59. LTP Target 60. LTP Target 61. LTP Target 62. LTP Target 63. LTP Target 64. LTP Target 65. LTP Target 66. LTP Target 67. LTP Target 68. LTP Target 69. LTP Target 70. LTP Target 71. LTP Target 72. LTP Target 73. LTP Target 74. LTP Target 75. LTP Target 76. LTP Target 77. LTP Target 78. LTP Target 79. LTP Target 80. LTP Target 81. LTP Target 82. LTP Target 83. LTP Target 84. LTP Target 85. LTP Target 86. LTP Target 87. LTP Target 88. LTP Target 89. LTP Target 90. LTP Target 91. LTP Target 92. LTP Target 93. LTP Target 94. LTP Target 95. LTP Target 96. LTP Target 97. LTP Target 98. LTP Target 99. LTP Target 100.



Scheme Prioritisation – PIPKIN Assessment Form





In summary...

- KCC is responsible for implementing the County's Integrated Transport Programme.
- The programme must reflect the policies, objectives and targets set out in the LTP at a local level.
- KCC will continue to lead in the identification of new schemes.
- New schemes must be identified in conjunction with local communities and through effective engagement with local Parish and District Councils, local Joint Transportation Boards (JTBs) and Highways Advisory Board (HAB).
- All Integrated Transport proposals must be assessed and prioritised using PIPKIN.
- PIPKIN provides a robust and consistent framework for assessing and prioritising scheme proposals.
- PIPKIN is an approved methodology for prioritising schemes. It is a tool and should be used accordingly.
- PIPKIN forms a single component of a wider Integrated Transport Planning process.
- The outputs of PIPKIN must be interpreted accurately and in the context of local circumstances.
- All programmes must be presented to the Highways Advisory Board (HAB) and are subject to approval by the Cabinet Member.