

This Report will be made public on 12 September 2023

Report Number **C/23/33**

**To:** Cabinet  
**Date:** 20 September 2023  
**Status:** Non key  
**Responsible Officers:** James Hammond, Strategy & Policy Senior Specialist  
Adrian Tofts, Strategy, Policy & Performance Lead Specialist  
**Cabinet Members:** Councillor Jim Martin, Cabinet Member for Otterpool Park and Planning Policy  
Councillor Polly Blakemore, Cabinet Member for Transport, Regulatory Services and Building Control

**SUBJECT:** CONSULTATION FROM KENT COUNTY COUNCIL ON LOCAL TRANSPORT PLAN 5 'TURNING THE CURVE TOWARDS NET ZERO' – PROPOSED DISTRICT COUNCIL RESPONSE

**SUMMARY:**

Kent County Council has published a consultation draft of its fifth Local Transport Plan (LTP5), titled 'Turning the Curve Towards Net Zero'. LTP5 sets out the county council's plans for delivering infrastructure to electrify vehicles, increase public transport use and make walking and cycling attractive. The plan aims to maintain the highways network and deliver the county council's Vision Zero road safety strategy. The report sets out comments which, if agreed by Cabinet, will be submitted to the county council as the district council's response to the consultation.

**REASONS FOR RECOMMENDATIONS:**

So that the views of the district council can be taken into account by Kent County Council in drafting the next version of LTP5 to be consulted on in 2024.

**RECOMMENDATIONS:**

1. To receive and note report C/23/33.
2. To approve the draft comments set out in Appendix 2 for submission to Kent County Council as the district council's response to the consultation.

## **1. BACKGROUND**

- 1.1. Kent County Council (KCC) is consulting on its fifth Local Transport Plan (LTP5), 'Turning the Curve Towards Net Zero'. The document can be accessed on the county council's website (<https://letstalk.kent.gov.uk/local-transport-plan-5>). The plan is accompanied by evidence which examines socio-economic, health, environmental and transport data. It also considers carbon emissions and options for reducing the carbon impact of transport.
- 1.2. The consultation will close on 18 September 2023; however, KCC officers have agreed to accept draft district council comments on the 18 September, followed by any amendments arising from Cabinet on 20 September.

## **2. EMERGING LOCAL TRANSPORT PLAN - SUMMARY**

- 2.1. The consultation document is framed around nine challenges and nine policy outcomes. The draft does not set out infrastructure proposals or spending commitments; these will be provided in the full draft local transport plan which will be consulted on next year.
- 2.2. When finalised, LTP5 will replace the fourth Local Transport Plan (LTP4), 'Delivering Growth without Gridlock (2016-2031)'.
- 2.3. KCC has been successful in securing £400m of funding to deliver projects with partners through the existing local transport plan, LTP4. However, there are growing challenges that necessitate a revision now, including public health, climate change and low economic growth and productivity. Another change has been the increase in working from home following the pandemic, and the plan highlights KCC's work to deliver the government's Project Gigabit infrastructure upgrade. The government has also instructed local transport authorities to prepare new local transport plans by the end of 2024. There is an additional requirement to consider the impact of the local transport plan's policies on lowering carbon emissions to help reach the government's target for net zero emissions by 2050.
- 2.4. The plan sets out nine challenges to address:
  - 1 The declining state of highways assets and reducing resilience to new pressures.
  - 2 A recent rise in the number of injuries and fatalities on the roads.
  - 3 Congestion and poor air quality resulting from traffic congestion.
  - 4 The travel choices of the existing population and businesses, as well as the pressures of new development.
  - 5 Worsening obesity and life expectancy.
  - 6 Cost pressures and changing demands reducing the viability of public transport.
  - 7 The impacts from Kent's position as a gateway to Europe and how these impacts affect local communities and businesses.

- 8 The challenge of reducing carbon dioxide emissions from transport fast enough to meet national targets.
  - 9 Lack of funding and uncertainty in funding arrangements.
- 2.5. The plan outlines likely trends in carbon emissions over the period to 2050. It warns that, if activity on the transport network continues as usual, by around 2033 Kent will have exceeded the whole carbon budget available to 2050. The plan states that major changes to the road network designed to add capacity are likely to lead to new vehicle trips that could increase emissions. However, this version of the plan does not set out specific proposals to tackle transport emissions, stating: *“As we develop the rest of the plan, our consideration of carbon emissions will enable us to understand what other measures our Council and the Government may need to ensure that carbon emissions can, overall, be lowered.”*
- 2.6. The plan sets out the county council’s ambition as follows:
- “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 to electrify vehicles, increase public transport use and make walking and cycling 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.”*
- 2.7. The plan then lists nine policy outcomes and additional policy objectives to address the challenges (see **Appendix 1**). These outcomes are:
- 1 **The condition of the transport network is kept to satisfactory levels, helping to maintain safe and accessible travel** – The plan highlights that extreme weather events and a shift towards heavier electric vehicles is likely to damage the county’s transport infrastructure. Achieving necessary funding to maintain the network is a key policy objective, focussed on the most intensively used roads.
  - 2 **Deliver our Vision Zero road safety strategy** – The Vision Zero target is to get as close as possible to net zero deaths on Kent’s roads by 2050 (there were 36 fatalities in 2019), focusing on road design, road maintenance and behavioural change.
  - 3 **International travel becomes a positive part of Kent’s economy with the negative effects of international haulage traffic decreased** – The plan recognises that haulage vehicles diverting off the M20 to find quicker ways to reach Dover cause damage to local roads and buildings and result in anti-social activity. Operation Brock is not sufficient to address the worst levels of disruption and more than a hundred miles of

the county's road network can be affected during the worst incidents. The plan aims to:

- (a) Add holding capacity for HGV parking equivalent in capacity to Operation Brock.
- (b) Increase resilience of the road network serving the Port of Dover through a bifurcation strategy, including improvements to the M2/A2 corridor and links to the M20 and new Lower Thames Crossing.

4 **International rail travel returns to Kent and there are improved public transport connections to international hubs** – The plan highlights the continued lack of stopping services in Kent for international travel, caused by increased border controls and the decision of Eurostar International to focus on capital-to-capital routes. The plan states that the county council will use its influence to:

- (a) Ensure that international rail travel returns to Ashford International and Ebbsfleet International stations.
- (b) Reduce the time it takes to reach international travel hubs by public transport compared to the 2023 situation.

5 **Deliver a resilient transport network, aiming for an 'infrastructure-first' approach to new development** – The county council is using new powers under the Traffic Management Act to enforce compliance with traffic rules, and KCC is considering wider use of these powers to address traffic congestion. Some county councils have retained powers to enforce local parking rules; in Kent these powers have been delegated to the district authorities. The plan states that this arrangement will be kept under review and the county will *"return the responsibility to ourselves where we consider it is the best approach"*. The plan aims to:

- (a) Ensure that traffic moves freely by using new enforcement powers and keep on-street parking enforcement powers, delegated to districts, under review.
- (b) Reduce the amount of forecast congestion by securing funding and delivery of LTP5. The plan cites the county council's delivery of the Dover Fastrack scheme at Whitfield as a successful example of its 'infrastructure-first' policy for new development.
- (c) Continue to trial innovative transport schemes, such as ArrivaClick Demand Responsive Transport and electric scooter trials in Canterbury.

6 **Journeys to access Kent's historic and natural environments are improved** – The plan highlights the importance of good access to Kent's historic and natural environment for people's wellbeing and education and for tourism. The local transport plan will assess proposals for how they will improve access to historic and natural environment destinations.

- 7 Road-side air quality improves through the decarbonisation of travel, contributing towards net zero emissions by 2050** – The county council can assist people to make low or zero carbon trips through its statutory role and its partnerships with other transport providers, such as National Highways, Network Rail and bus operators. The plan aims to:
- (a) Reduce carbon emissions from transport on the road network by an amount greater than the forecast ‘business as usual’ scenario (a reduction of greater than 9 per cent by 2027, 19 per cent by 2032 and 29 per cent by 2037).
  - (b) Ensure that every area in Kent has access to electric vehicle charging infrastructure, particularly historic neighbourhoods where off-street parking is limited.
  - (c) Assess proposals for their contribution to reducing emissions in Air Quality Management Areas (AQMAs). There are increased duties on county councils to support lower-tier authorities in securing air quality improvements where problems are related to emissions from transport. There are currently 29 AQMAs across Kent (there are none in Folkestone & Hythe district). The existing AQMAs relate to nitrogen dioxide emissions; however, the government will set targets on small particulate emissions, produced by vehicle brakes and tyres, which may lead to new areas being designated in the future.
- 8 A growing public transport infrastructure will help operators to invest in and provide better services** – The plan recognises the pressures that bus operators face with reduced bus usage, rising costs and staff shortages. Rail services face similar pressures. However, the plan argues that decline is not inevitable; the Fastrack bus network, for example, has led to higher and more stable levels of demand for bus services. The county council has developed a Bus Service Improvement Plan (BSIP), updated annually, which sets out improvements to encourage greater use of the network. LTP5 aims to:
- (a) Attract further funding for bus service improvements.
  - (b) Identify and support improvements to railway station accessibility and improvements to routes serving railway stations.
- 9 Increasing numbers of people use a growing cycling and pedestrian network, making a positive contribution to public health** – The plan highlights rising obesity and falling life expectancy as key health issues. Transport can influence public health by encouraging people to be active and by improving access to public services. Active Travel England, which oversees delivery of national policy on walking and cycling, has the challenging target of reaching 50 per cent of trips in urban areas by walking and cycling by 2030. The plan also highlights the impacts of aircraft noise on residents’ quality of life, particularly in parts of Kent under flight paths serving Gatwick Airport. The plan aims to:

- (a) Deliver walking and cycling improvements to help meet Active Travel England’s target; these will be set out in a Kent Cycling and Walking Infrastructure Plan.
- (b) Protect Kent residents from the impact of noise disturbance from new and expanded airports, including maintaining KCC’s opposition to a second runway at Gatwick, and arguing for a reduction in night flights.

### 3. NEXT STEPS

- 3.1 As outlined, the draft LTP5 is an emerging plan that will be developed further after the current consultation. A full draft local transport plan will be prepared and consulted on in 2024.
- 3.2 KCC has provided a consultation form that asks for views on possible proposals to meet the policy objectives outlined above. The plan states: *“If we are successful in securing levels of funding similar to those that we had for our last Local Transport Plan, then your feedback will help us determine the best way to invest hundreds of millions of pounds over the coming years.”*
- 3.3 Relevant sections from the consultation form are included as **Appendix 2** to this report. The appendix includes draft district council comments for Cabinet to consider.
- 3.4 The consultation will close on 18 September 2023; however, KCC officers have agreed to accept draft district council comments by the deadline, followed by any amendments arising from Cabinet on 20 September.

### 4. RISK MANAGEMENT ISSUES

- 4.1 A summary of the perceived risks follows:

Perceived risk	Seriousness	Likelihood	Preventative action
That the comments submitted by Folkestone & Hythe District Council are not taken into account by Kent County Council in shaping transport policy.	High	Low	The district council has a good working relationship with the county council and there is continuing dialogue regarding transport issues. The district council will have an opportunity to comment on the detailed transport plan in 2024 and can make further

			comments during that consultation.
--	--	--	------------------------------------

## 5. LEGAL/FINANCIAL AND OTHER CONTROLS/POLICY MATTERS

### 5.1. Legal Officer's Comments (NM)

There are no legal implications arising directly from this report.

### 5.2. Finance Officer's Comments (LK)

This report summarises consultation from Kent County Council on the emerging local transport plan. The plan is at an early stage and so there are no financial implications arising directly from this report.

### 5.3. Diversities and Equalities Implications (GE)

There are no equality and diversity implications directly arising from this report. A full draft local transport plan will be prepared and consulted on in 2024. This will be accompanied by a full Equalities Impact Assessment.

### 5.4. Climate Change Implications (AT)

There are no direct implications arising from this report. The final Local Transport Plan will put in place measures to reduce the carbon emissions resulting from transport within the county. This will be subject to a separate consultation in 2024.

## 6. CONTACT OFFICERS AND BACKGROUND DOCUMENTS

Councillors with any questions arising out of this report should contact the following officer prior to the meeting:

James Hammond, Strategy & Policy Senior Specialist

Telephone:

Email: [james.hammond@folkestone-hythe.gov.uk](mailto:james.hammond@folkestone-hythe.gov.uk)

Adrian Tofts, Strategy, Policy & Performance Lead Specialist

Telephone:

Email: [adrian.tofts@folkestone-hythe.gov.uk](mailto:adrian.tofts@folkestone-hythe.gov.uk)

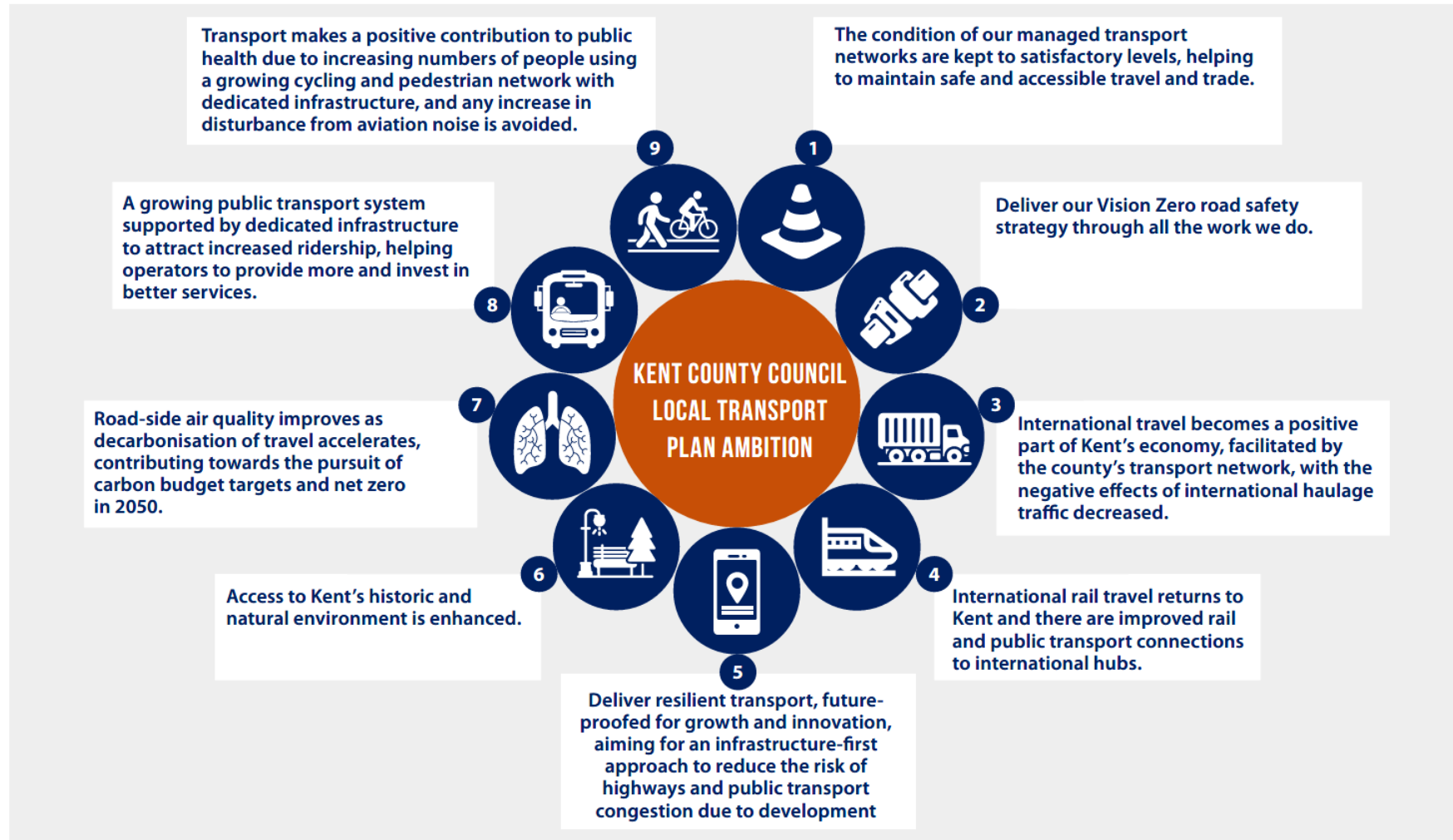
### Appendices:

Appendix 1: Extract from Local Transport Plan – Proposed Policy Outcomes Diagram

Appendix 2: Extract from Local Transport Plan - Consultation Form with Proposed District Council Responses

## APPENDIX 1: EXTRACTS FROM LOCAL TRANSPORT PLAN – PROPOSED POLICY OUTCOMES DIAGRAM

Figure 1 – Proposed policy outcomes from our draft Local Transport Plan





## APPENDIX 2: EXTRACT FROM LOCAL TRANSPORT PLAN - CONSULTATION FORM WITH PROPOSED DISTRICT COUNCIL RESPONSES

### 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?**

Select **one** option.

<input checked="" type="checkbox"/>	Yes
<input type="checkbox"/>	Partly
<input type="checkbox"/>	No
<input type="checkbox"/>	Don't know

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

Proposed FHDC response:

FHDC very much supports the new ambition in general terms but wishes to single out the need for a clear strategy for investment to increase public transport use in the context of recent service cuts.

Expanding further, the House of Lords Built Environment Committee published its report on public transport in towns and cities on 9 November 2022. The committee concluded people in urban areas of England outside London had not had access to “regular, reliable and high quality” public transport. It noted the government had committed to improving public transport across England as part of its levelling up agenda. However, it also said the country was currently in what it described as a period of “severe budgetary uncertainty”. It argued the government should not neglect bus services when deciding how to allocate funding, saying doing so would have a negative impact on both passengers and public finances.

The committee argued the government needed to address factors inhibiting the delivery of high-quality public transport services. Of the recommendations made those that are most strongly endorsed by FHDC are as follows (emphasis added):

- Local and central government should assess the effectiveness of different approaches to local transport provision. Under the national bus strategy, local transport authorities are required to either adopt an enhanced partnership or produce a plan to establish a franchising scheme. The committee recommended that implementation of both of these options should be assessed for value for money. Enhanced partnerships are statutory partnerships whereby local transport authorities agree to provide certain facilities and measures. At the same time, local operators agree to deliver certain service standards.
- The government should formally link local transport plans with local plans. The committee found that local and transport planning was often insufficiently integrated. For example, the committee said homes were being built without access to public transport.

The Foreword to LTP 5 clarifies that the emerging LTP is not a completed full Local Transport Plan. Moreover, the point is clearly made that the emerging LTP does not present corresponding detail of initiatives or proposals for local transport improvements for places across the county, and that those details will be part of a draft full Local Transport Plan next year. Accordingly, FHDC considers it is crucial that KCC, as the local transport authority, advances work to either adopt an enhanced partnership or produce a plan to establish a franchising scheme for consideration and consultation as part of the advancement of LTP 5.

**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.**

*Select one option per challenge/row.*

Challenges	Agree	Disagree	Don't know
1. Our highways assets are in a phase of managed decline which in turn makes them less resilient to new pressures.	X		
2. Following a decline in the number of injuries and fatalities on Kent's roads, these levels have risen in 2021.	X		
3. Traffic is causing congestion, poor air quality and impacting Kent's economy.	X		
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.	X		
5. Some indicators of public health, such as obesity and life expectancy, are worsening.	X		
6. The financial viability of the public transport service has declined due to cost pressures and changes in passenger demand.	X		
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.	X		
8. Carbon dioxide (CO <sub>2</sub> e) 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.	X		
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.	X		

**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.*

Proposed FHDC response:

The District Council strongly agrees with the comments made under challenge 7, that “*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.*” The District Council supports Kent County Council in its efforts to reduce the impacts and highlight the issue to government.

The District Council’s Overview and Scrutiny Committee hosted a meeting with key stakeholders in February 2023. Local businesses and partners highlighted a number of impacts affecting the area:

- There is a perception that the area becomes gridlocked when Operation Brock is in operation which leads to a loss of business for existing enterprises and makes new businesses hesitant to locate to the area.
- The disruption may have impacts on the emergency services’ abilities to respond to calls, and this could put people’s health at risk.
- When roads are blocked, people cannot get to work, school, hospital or shops. Stagecoach advised that they were typically one hour late in delivering children to school and around 90 minutes late dropping children home after school.
- There is a need to add more resilience to the system, although it was recognised that the Kent Resilience Forum did a great job at managing events with the resources at their disposal.
- Although attention is focused on mitigating disruption in and around Dover, the impact of disruption in Folkestone & Hythe also needs to be recognised.

Stakeholders agreed that we need a shared voice to give a strong message to government about the negative impact the disruption has on East Kent. The Kent & Medway Economic Partnership undertook a survey of businesses in July 2022 to assess the scale of the impact of Operation Brock on the economy, which could form part of the evidence base for LTP5.

**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?**

*Select **one** option.*

X

Very important


Slightly important

Neutral

Low importance

Not at all important

Don't know

**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 which 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.*

X	Provide on-street electric vehicle charging points in residential areas and town centres.
X	Provide rapid charging hubs to help with using electric cars or vans for longer distance journeys in Kent.
X	Provide access to more car club vehicles that are electric and zero emission.
X	Run more events like Maidstone Cycle Fest, to help people experience walking, cycling, and taking public transport around town
X	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.
X	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.
X	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.
X	Reduce speed limits in towns to make roads safer to help people walk and cycle and help cars journeys produce less emissions.
X	Reduce traffic around schools where appropriate to make walking and cycling more popular, safer, and easier.
X	Reduce air pollution and emissions from deliveries in urban areas by supporting deliveries by electric cargo bikes.
	No actions should be taken.
	Other, write your suggestions in box below:

**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?**

*Select **one** option for each policy outcome/row.*

<b>Policy Outcomes</b>	<b>Support</b>	<b>Oppose</b>	<b>Don't know</b>
<b>1.</b> The condition of our managed transport network is kept to satisfactory levels, helping to maintain safe and accessible travel and trade.	X		
<b>2.</b> Deliver our Vision Zero Road Safety Strategy through all the work we do.	X		
<b>3.</b> 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.	X		
<b>4.</b> International rail travel returns to Kent and there are improved public transport connections to international hubs.	X		
<b>5.</b> 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.	X		
<b>6.</b> Journeys to access and experience Kent's historic and natural environments are improved.	X		
<b>7.</b> Road-side air quality improves as decarbonisation of travel accelerates, contributing towards the pursuit of carbon budget targets and net zero in 2050.	X		
<b>8.</b> A growing public transport system supported by dedicated infrastructure to attract increased ridership, helping operators to invest in and provide better services.	X		
<b>9.</b> 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.	X		

**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.*

Proposed FHDC response:

The District Council strongly supports the policy outcomes listed above but would like to make the following additional points.

The District Council strongly supports policy outcome 3 to increase the resilience of the road network and reduce disruption associated with Operation Brock and would like to see this given prominence in the next version of the plan.

Beyond the county-wide impacts highlighted in LTP5, the problem is damaging the wider economy. As a nation we are reliant on highly efficient and effective cross-Chanel services, and the short straits' crossings from Dover and Folkestone remain the first choice for domestic and international travellers and hauliers. Investment is needed in Kent's road network alongside additional border facilities, lorry parks, 'smart' travel corridors and new technology at borders and improved access and capacity for rail freight and high-speed passenger trains. Until this infrastructure is in place, the government must provide greater resources to the Kent Resilience Forum and its partners so that they can more effectively manage disruption on the county's roads and provide additional welfare facilities.

Policy outcome 7 links together air quality and the delivery of net zero. While we can appreciate the link between these two policy areas, we consider that the delivery of net zero is of such importance that it needs to feature more prominently in the plan. Government figures for carbon emissions within the scope of local authorities to influence indicate that, for the most up-to-date 2021 monitoring year, road transport accounted for about 32 per cent of all emissions for Folkestone & Hythe district, second only to domestic emissions. For the county as a whole, transport (excluding motorways and railways) accounted for 33 per cent of all emissions.

The wording of policy outcome number 9 is rather confusing, as the ambition of transport to make a positive contribution to public health due to increasing numbers of people using a growing cycling and pedestrian network with dedicated infrastructure is grouped with consideration of avoiding any increase in disturbance from aviation noise.

The District Council's ambitions to increase the numbers of people using a growing cycling and pedestrian network with dedicated infrastructure is strongly rooted in associated documents, to include the LCWIP 2019 alongside the Folkestone Place Plan and the objectives that are to be delivered through Folkestone: A Brighter Future. Given the clear demonstration of the Council's commitment to seeking funding opportunities to bring about significant investment in walking and cycling infrastructure, it is misplaced for disturbance from aviation noise to be coupled with this ambition, which somewhat dilutes its meaning and intention. A distinction between the two is made under question 10, which is logical. The wording of the strategy needs to decouple the two issues.



**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.**

	1. The condition of our managed transport network is kept to satisfactory levels, helping to maintain safe and accessible travel and trade.
	2. Deliver our Vision Zero road safety strategy through all the work we do.
	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.
	4. International rail travel returns to Kent and there are improved public transport connections to international hubs.
X	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.
	6. Journeys to access and experience Kent's historic and natural environments are improved.
X	7. Road-side air quality improves as decarbonisation of travel accelerates, contributing towards the pursuit of carbon budget targets and net zero in 2050.
	8. A growing public transport system supported by dedicated infrastructure to attract increased ridership, helping operators to invest in and provide better services.
X	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.

**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?**

*Select **one** option for each policy objective/row.*

<b>Policy Objectives</b>	<b>Support</b>	<b>Oppose</b>	<b>Don't know</b>
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.	X		
2A). Achieve a fall over time in the volume of people killed or very seriously (life-changing) injured occurring on KCC's	X		

Policy Objectives	Support	Oppose	Don't know
managed road network, working towards the trajectory to reach zero by 2050.			
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.	X		
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.	X		
4A). International rail travel returns to Ashford International and Ebbsfleet International stations, supported by the infrastructure investment needed at Kent's stations wherever necessary.	X		
4B). A fall in the time it takes by public transport to reach international travel hubs compared to conditions in 2023.	X		
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.	X		
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.	X		
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.	X		
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.	X		
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	X		

Policy Objectives	Support	Oppose	Don't know
currently forecast of 9% by 2027, 19% by 2032 and 29% by 2037.			
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.	X		
7C). Proposals are clearly evidenced in terms of their contribution in providing lower emissions from transport in Air Quality Management Areas in the county.	X		
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.	X		
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.	X		
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.	X		
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.	X		

**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.*

Proposed FHDC response:

With regard to the overall aim of Policy Objective 5A, the district council supports proposals for the expeditious movement of traffic through the county council's moving traffic enforcement powers.

However, with regard to returning responsibility for parking enforcement to the county, we believe an integrated on- and off-street parking enforcement within the Decriminalised Parking Enforcement regime is essential. It makes it easier for the public to understand local parking arrangements and provide a single point of contact for parking activities. Parking legislation also places significant emphasis on district involvement in parking enforcement activity in two-tier areas and effectively endorses the type of arrangement currently operated in Kent.

The wording of policy objective 9A sets out the aims 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. FHDC is strongly of the opinion that now is the opportune time to go beyond this rather cautious level of ambition by seeking to consider the overall balance between on-street car parking provision and the intention to provide dedicated walking and cycling connections in urban centres. It is commonplace for the desire to retain all existing on-street car parking provision, particularly in areas of housing stock where domestic off-street car parking is low or absent, and this often hinders the ability for investment in new walking and cycling infrastructure to deliver the optimum solution. There is a better need for compromise going forward, as improved walking and cycling connections could legitimately lead to car owners deciding that their everyday needs do not require access to a private vehicle, or the number of cars owned by a household may fall. This is against a backdrop of lowering levels of car ownership amongst the youth, meaning there is scope to proactively act upon this trend by offering genuine opportunities for increased participation in walking and cycling, particularly for short and medium journeys. Part of the challenge will be investing in secure cycle storage solutions at both the start and end of everyday journeys. The health and wellbeing benefits that could be derived from a shift in focus to walking and cycling are also a key consideration to endorse greater investment in necessary infrastructure.

**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.*

Proposed FHDC response:

Local authorities have a statutory responsibility to produce a Local Transport Plan. The government is to issue new LTP Guidance Considering that shall herald a step-change in national transport policy. New Local Transport Plans should be produced that are consistent with this guidance, once published.

The forthcoming guidance has been delayed and has not been published at the time of writing (August 2023). The Department for Transport (DfT) has indicated that local authorities that do not have a compliant Local Transport Plan will not be eligible for funding for transport investment from central government funding sources. Any authority that does not have a new Local Transport Plan embodying the guidance will be at a competitive disadvantage against other authorities that do. DfT has indicated that authorities should have new Local Transport Plans in place by the end of 2024, subject to the release of the guidance being on time. The stated timescale will need to be revised in line with an updated programme once the guidance has been published.

FHDC would strongly advise that LTP5 is progressed in a manner that enables it to effectively and proactively respond to new Government LTP guidance, once published, in order to ensure compliance and to maximise opportunities for funding transport investment from central government.

The necessity to ensure LTP5 is prepared in compliance with awaited Government LTP guidance is a reflection of the anticipated changes that will come into effect requiring LTPs to focus on a framework of priority outcomes for local transport; making existing model plans, Bus Service Improvement Plans (BSIPs) and Local Cycling and Walking Infrastructure Plans (LCWIPs) part of a suite of support documents to the LTP. These would include a requirement for an EV charging strategy to be published as a detailed supporting document to the LTP itself; and to incorporate decarbonisation into the planning process, known as Quantifiable Carbon Reduction (QCR). As outlined under question 8(a), carbon dioxide emissions from transport, within the scope of local authorities to influence, amount to around a third of all emissions, second only to domestic emissions.

It is acknowledged that the Foreword to LTP 5 clarifies that the emerging LTP is not a completed full Local Transport Plan. Moreover, the point is clearly made that the emerging LTP does not present corresponding detail of initiatives or proposals for local transport improvements for places across the county, and that those details will be part of a draft full Local Transport Plan next year. FHDC would stress the point that KCC must look to seize the ambition of a broader suite of initiatives such as EV charging and the incorporation of decarbonisation into the planning process.

The emerging draft Local Transport Plan will also need to make appropriate reference to significant infrastructure improvements that have been secured that will be delivered into the future. Relevant examples include planned improvements to the walking and cycling infrastructure to be implemented through Levelling Up Funding awarded to the Folkestone: A Brighter Future proposal. Similarly, phase 5 of the Cinque Ports cycle network has recently been completed following the award of Active Travel Fund monies. We request that the next version of LPT5 has a continued focus on seeking further investment in the district's infrastructure through the identification of new proposals to enhance the walking and cycling network that will benefit both the resident and visitor population into the future. For example, the provision of an enhanced cycling network across the Romney Marsh area might be given greater consideration as part of the evidence base work.

Progress is currently being made by KCC on preparation of a Kent-wide Walking and Cycling Infrastructure Plan which should provide a strategic overview of those parts of the network that could be constructed or enhanced to maximise accessibility by walking and cycling modes. A refresh of the Local Walking and Cycling Infrastructure Plan is also under preparation that will provide a more locally-focused appraisal of where and how these networks could be expanded.

Finally, the resolution to grant planning permission for a new Garden Settlement at Otterpool Park will be the subject of a number of planning conditions and heads of terms within the S106 agreement (once signed) that will result in the implementation of a multitude of on-site and off-site highway and transportation improvements over a significant period of time into the future. We appreciate the considerable inputs of officers at KCC into the drafting of planning conditions and S106 heads of terms. A critical point to be made is that certain off-site improvements will appropriately mitigate the impact of development at Otterpool Park in accordance with the relevant legal tests, for example the agreed mitigation at the Alkham Valley interchange. However, as the local highway authority, KCC will need to maintain a strategic appreciation of the scale of improvement required at the Alkham Valley interchange to cater for planned growth across multiple local authority areas, to include Folkestone & Hythe District, Dover District and Canterbury. Given that work on new Local Plans continues to emerge in a cyclical manner, so we request that KCC maintains a degree of foresight as to the scale of highway improvement(s) that could be required on the local highway network to appropriately cater for future growth, whilst also appreciating the role that cross-channel movements have on the M20 corridor and the local road network that closely interacts with the M20 corridor. There will be a continued role for KCC to play in engaging with National Highways to ensure that investment in the highway network adequately caters for the specific set of circumstances that persist in east Kent.

Finally, we request that the next version of the LTP5 gives consideration to Mobility as a Service (Maas). Regarding the new garden settlement at Otterpool Park, the integration of the public transport and other modes provided in the mobility hubs of the new garden settlement could be facilitated by the implementation of a Maas Strategy. The implementation of Maas to the existing public transport operators in the vicinity of the garden settlement can provide the best value proposition, by helping the scheme's residents meet their mobility needs and solve the inconvenient parts of individual journeys as well as the entire system of mobility

services. A successful MaaS service also brings new business models and ways to organise and operate the various transport options, with advantages for transport operators including access to improved user and demand information and new opportunities to serve unmet demand. The introduction of MaaS could bring a step change in modal shift away from private car ownership, and KCC's support in developing and implementing such a proposition would be welcomed. It is also consistent with the requirements of Folkestone & Hythe District Council's local plan (Core Strategy Review Policy SS9 (2)) which supports the incorporation of smart infrastructure to provide real-time and mobile-enabled public transport information in accordance with smart town principles.