

Medway Local Transport Plan 2006-2011

Helping deliver Medway: a city of learning, culture, tourism, and high technology

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Section 1

AN INTRODUCTION TO MEDWAY

1.1 THE REGENERATION OF MEDWAY

1.1.1 We aim to be a city of learning, culture, tourism, and high technology at the heart of the Thames Gateway. We are already well in our way to reach our goal. There is much to do.

1.1.2 Regeneration is the top priority in Medway, the delivery of major development sites together with the rejuvenation of Chatham town centre are key during the life of this plan. Transport will make a significant contribution to the regeneration of Medway. For this reason the plan includes a local priority covering sustainable regeneration.

The council's vision:

To make Medway a city of learning culture, tourism, and high technology.

1.1.3 The LTP will be delivered across eight key objectives, with supporting regeneration, improving travel safety, movement in Medway and improving accessibility being of the highest importance.

1.1.4 This plan builds on the successes delivered during the first LTP period, including significantly reducing road casualties, the introduction of innovative public transport initiatives such as the 30 pence fare scheme for the elderly and people with disabilities, yellow bus scheme for schools, and improvements to conditions for pedestrians and cyclists. We still have the challenge of increased travel demand associated with the development of major regeneration sites in the area, particularly because Medway lies at the heart of the Thames Gateway. The increase in budget allocation by government through the changes to the integrated transport allocation formula is welcome and will assist with the increasing demands linked to other agendas of the council.

1.1.5 A number of major transport schemes are identified in Medway's LTP and these include:

- A major reconfiguration of the Chatham ring road
- Improvements to the A228 between Ropers Lane and Grain
- Transport for Medway short term and long term projects
- Public Transport Improvement schemes, and
- Installation of an Urban Traffic Management Control System

1.1.6 Every opportunity has been taken to show links between, national, regional and local agendas in this LTP to demonstrate the

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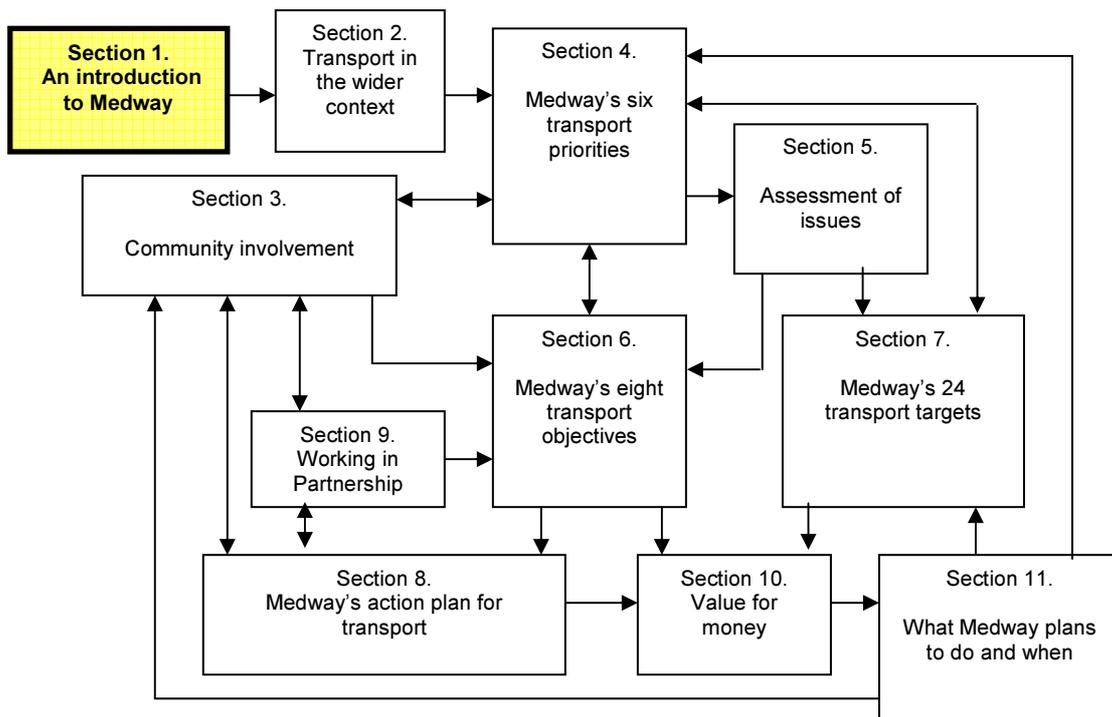
importance of integration and cross boundary working with council, health authorities and external key organisations so that there is a coordinated approach during the life of the plan. The LTP is seen as an Action Plan for implementing transport related schemes and also an integral part of the councils Community Plan.

1.2 CONTEXT

1.2.1 This section sets out the reasons for the document and describes the overriding aims of the LTP. The section provides an overview of Medway's characteristics, and mentions transport issues in the local context of regeneration and urban renaissance. Key challenges are raised together with the prospects for transport investment. The importance of stakeholder consultation is mentioned and how this has assisted in shaping the LTP.

1.2.2 This section links:

- forward to section 2 where the key challenges are expanded relating to regional, sub regional and local issues relating to Medway.



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1.3 THE TRANSPORT ACT 2000

1.3.1 The Transport Act 2000 requires the majority of local transport authorities in England, outside London, to produce and implement a Local Transport Plan, in a way that takes account of statutory guidance issued by the Secretary of State. The LTP system aims to encourage high quality planning and effective delivery of local transport and seeks to provide a basis for monitoring performance locally.

1.4 LTP GUIDANCE NOTES

1.4.1 The Department for Transport (DfT) produced full guidance notes to assist all Local Authorities in producing the second edition of their LTPs.

Medway's provisional LTP was produced in July 2005 for consultation purposes in advance of this finalised LTPs.

1.4.2 The overriding aim of the LTP guidance seeks:

- to enhance the quality of local transport planning
- to increase the effectiveness of the LTP system as a performance system
- to focus efforts on a small number of key priorities

1.4.3 The DfT now expects all transport authorities to: -

- focus on delivering a smaller set of key outcomes, reflecting the shared priorities agreed between central and local government
- improving access to jobs and services, particularly for those most in need, in ways that are sustainable
- improved public transport, reduced problems of congestion, pollution and safety

In order to meet the above objectives, the guidance notes have established four new key principles, which LTPs should meet.

1.4.4 The guidance requires LTP objectives that: -

- set transport in a wider context
- set locally relevant targets for outcome indicators
- identify the best value-for-money solutions to deliver those targets
- set trajectories for key targets, to enable greater transparency and rigour in assessing performance

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The guidance notes suggest that LTPs should also encompass other changes since the first round of LTPs. These include:-

- five-year 'Planning Guideline' budgets for the maintenance and integrated transport blocks, to inform LTP development
- a new requirement to produce accessibility strategies as part of the LTP
- the progressive incorporation of Air Quality Action Plans and Rights of Way Improvement Plans
- a Transport Asset Management Plan report
- a Strategic Environmental Assessment

1.5 MEDWAY IN CONTEXT

1.5.1 Medway is part of the Thames Gateway, a national priority area for regeneration and growth. At the centre of urban Medway are the five historic towns of Strood, Rochester, Chatham, Gillingham and Rainham with larger villages in the more rural parts of Medway including the Medway Valley villages of Cuxton and Halling and the isle of Grain. The River Medway is at the heart of this urban conurbation and provides a rich resource for commerce and tourism as well as a historical link for the area.

1.5.2 Medway is only 30 miles from London [to the west] and 40 miles from Dover [to the east] and is surrounded by the administrative area of Kent. Medway is characterised by a highly populated urban area situated around the River Medway estuary, to the north and west of which lie substantial rural areas. It is the largest urban conurbation in the South East outside London.

1.5.3 Today, the river is still shaping the area and its business, leisure and growth. Medway is recognised by the government as a major element of the developing Thames Gateway region which will play an increasing role on the European and global stage. It is situated in Kent in the South East of England just 45 minutes from the centre of London, the Channel Tunnel and ports. The area has excellent access to the national motorway and rail networks.

1.5.4 Medway Council is a unitary authority, providing all local government services to the people of Medway. The population of Medway is around 250,000. Being within the Thames Gateway Medway is under pressure to provide more residential and commercial development with a population expected to grow from around 250,000 to about 300,000 by 2020. This growth needs to be handled in a controlled and sustainable way.

1.5.5 In Medway the percentage of 16 to 74 year olds in employment is 64.5%; this is above the average percentage for the whole of

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England which is 60.6%. The population age distribution places Medway at an average of 36.5 years and this ranks the authority 7th youngest in the south east region. This average compares to mean ages of 39.1 regionally and 38.7 nationally. Therefore Medway has a younger than average population, older people in the area are living longer and more independently than 10 years ago. This means there will be an increasing demand for health and social care for older people in the next ten years and at the same time high demand for services to children and young people compared to other areas. This increased demand for services will result in further demands for travel.

- 1.5.6 Single person households now make up almost a third of total households in Medway, reflecting the increase in family breakdown and the numbers of older people living on their own. Conversely, the proportion of traditional family households has declined to 50%; although this is higher than the rest of the South East.
- 1.5.7 Ethnic groups in Medway make up 5.4% of the population compared with 8.7% nationally. The ethnic minority communities in Medway are diverse and include several groups whose first language is not English. The Indian community is the single largest in Medway at 2% of the population.
- 1.5.8 Unemployment levels, as in the rest of the South East are now low at about 2.5%. Although employment levels in Medway are higher than national averages, employment is more likely to be in the lower pay areas of employment and in lower skilled jobs than in other parts of the south east. It is also noted that there is a high out commuting percentage of those in the work force category of 41% indicating that Medway provides a significant workforce for London and other towns in Kent.
- 1.5.9 While the proportion of people with no qualifications in Medway is consistent with the national average, only 8.6% of people in Medway are educated to degree level or higher, compared to 14.4% nationally.
- 1.5.10 The area has an economically active full time students percentage of 2.3%. In 2001 there were 9,804 full-time students and schoolchildren aged 16 to 74 in Medway. Of these, 4,522 were aged 18 and over. This figure will increase over the period of the LTP due to the construction of Medway's multi-university campus for over 6,000 students as a phased development. It has already seen the refurbishment of Chatham Maritime's Drill Hall, turning it into Europe's longest learning resource centre and the University of Kent at Medway's new buildings, which incorporate state-of-the-art teaching space, student support specialists and access courses taught by Mid-Kent College.

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1.5.11 Together with the existing University of Greenwich buildings, the Canterbury Christ Church University facility in Pembroke Court, and a new site for Mid Kent College close by on the Lower Lines, a true Higher and Further education campus has been born. It will have its own distinctive features, academic specialities like pharmacy and sports, student societies and arts groups. It is estimated that the campus will add £10 million per year to the local economy and create an additional 600 jobs and offer real opportunities, not only to Medway's young people but also to adult learners who wish to take advantage of the opportunity to re-train by studying locally.

1.6.12 Medway is steeped in history and rich in culture alongside maritime and military links. Many of its major attractions are an insight of the area's military heritage from the Napoleonic period to the present day. Rochester Cathedral is England's second oldest cathedral established in 604AD and has become a place of pilgrimage for 1,400 years.

1.7 THE MEDWAY LOCAL STRATEGIC PARTNERSHIP

1.7.1 The Medway Local Strategic Partnership (LSP) comprising over 300 local organisations and brings together all the main organisations representing the community, including businesses, voluntary and community groups and public bodies such as the police, the health service and the council.

1.7.2 The improvements sought for Medway cannot be made by any one organisation working alone. That is the strength of a working partnership. Each member organisation will bring its own resources, be it money, time or staff skills and experience. There are new initiatives in Medway and work that needs to be undertaken to meet the needs of the community. The Medway Local Strategic Partnership, through its board, co-ordinates the activities of 10 lead partnerships, and monitors the progress of the Community Plan targets.

1.7.3 The lead partnerships are responsible for consulting widely before they develop their Community Plan Targets and are the key partners incorporated in the LTP. These targets are indications of the wider strategic agenda for Medway and will be taken forward by the board with its partners.

1.7.4 The LSP is responsible with the Council for the development of the Community Plan which draws on many strategies and plans produced by all its partners including the LTP, legislation and guidance from government, widespread consultation and the reality of providing services and developments within a finite resource. The Community Plan cannot contain all the detail of what is planned or happening within Medway, the detail is often contained within other documents held by partner organisations.

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1.7.5 In consultation with the people of Medway the Local Strategic Partnership has revised its aspirations to further improve transport in Medway and these include:

- To encourage investment in the North Kent Rail Line and ensure that new services are developed for the route and that CTRL domestic services meet the needs of Medway people.
- Encourage the railway industry to improve stations, accessibility and provide improvements in the service on existing lines, particularly on the Strood/Maidstone West line
- Oversee the implementation of the council's Public Transport Information Strategy
- Maintain, support and enhance the concessionary fares scheme operated by the council
- Contribute to an air quality action plan for Medway Council
- Actively participate in and implement the *Transport for Medway* project
- Support Medway Council's safer routes to school programme and initiatives
- In partnership develop a strategy to address the fear of crime associated with travelling in and around the area

1.7.6 Our Vision for Medway

The Medway LSP is committed to transforming Medway. It will help develop Medway into a fine and welcoming city: a city where people want to achieve in all aspects of their life, through work, leisure and learning. This reflects the main council vision:

By 2020 Medway will become a prosperous City of Learning, Culture, Tourism and High Technology.

1.7.7 Medway will be a healthy, safe and exciting place with a good environment and major cultural attractions, yet Medway's communities will be recognised for their care, fairness and vibrancy: where people work together to realise their needs and ambitions. The vision of Medway is based on sustainability principles. Sustainability is concerned with a better quality of life for everyone now and for future generations and requires the integration of social, economic and environmental targets.

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- 1.7.8 Headings within the vision include:
- A Community involved and informed
 - A safe and secure Medway
 - A Healthy Medway
 - Learning for life in Medway
 - A prosperous Medway
 - Medway on the move
 - Medway a place built for the future
 - A young Medway

Each heading has been expanded in the following paragraphs.

1.7.9 A Community involved and informed

As more people become involved in and know of the community planning process and the work of the Medway LSP the vision will develop and change and the actions of the partnership will reflect those changes.

1.7.10 A safe and secure Medway

Our communities need to feel safe. The Community Safety Partnership works for a safer Medway, detailing its priorities and targets in the Community Safety Plan. Transport plays a key role in this agenda through reduction of road traffic accidents, ensuring safe public transport, and walking / cycling routes.

1.7.11 A Healthy Medway

The population of Medway is increasing, with a growing number of older people. The Health Partnership works to increase life expectancy and improve the quality of life for the people of Medway, as well as planning health services across Medway. Changing Face of Medway, Developing Health and social care 2003-2006 gives an overview of Medway's health improvement and modernisation plans. Transport is key to this in a number of ways ensuring an effective transport network: for people to access health services, promoting walking and cycling for its health benefits as a means of transport or combined with public transport, monitoring air quality in Medway and reducing traffic congestion to improve air quality.

1.7.12 Learning for life in Medway

Learning for all is the gateway to a better future. To meet the challenge of this the Learning Partnership will develop targets to increase the participation and achievement. Transport contributes to the agenda for the Learning Partnership in

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ensuring safe travel to schools through the Walking Bus, Yellow Bus Service and trying to address congestion around schools.

1.7.13 A prosperous Medway

Medway is developing into a vibrant and exciting place to live and work. Regeneration plans for areas of Medway are underway and the Medway Economic Partnership is helping to attract businesses to Medway to develop the vision. The partnership sees the development of a vibrant local economy with strong connections to the broader economies of Kent, the South East, and Europe as vital to the development of improved standards of living for the people of Medway. A revised economic strategy for Medway is being developed with transport networks key to attracting new businesses to Medway, as well as increasing travel plans for businesses to encourage reduced use of cars. At present Medway Council has produced a cultural statement.

1.7.14 Medway on the move

Transport is the key to transforming Medway, attracting businesses, visitors and for the people of Medway working, learning and taking part in leisure activities. A safer and sustainable transport system will also develop an evening economy vital to the regeneration of Medway. The Medway Transport Partnership is helping develop plans to enhance Medway's transport in all its forms as well as being instrumental in the development of the Local Transport Plan. Transport is also an important element of the Countryside and Open Spaces strategy as well as the Waste Strategy. Visiting the countryside can involve use of public transport or the car. Waste is collected by specialised vehicles that add to the percentage of HGVs on the network. With the river adjacent there is potential for river use in the transportation of waste.

1.7.15 Medway a place built for the future

Medway has exciting regeneration taking place. The Medway Renaissance Partnership aims to ensure that the scale and form of the new development is sustainable, taking into account the needs of future generations and all sections of the communities of Medway. The partnership wants to ensure that development decisions strike a sensitive balance between the need to protect the natural environment while at the same time meeting the needs of the local communities. The *Transport for Medway* study has identified a number of issues that are reflected in the study that arise as a result of major development pressures and has suggested a way forward

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1.7.16 A young Medway

Medway has a population younger than the national average. Young people are important in realising the vision of Medway. The Medway Children and Young People's Partnership value the views and involvement of young people in planning for services they are involved in, and ensuring their well-being. It also values their involvement in planning for the future.

The Medway LSP will help take the vision of Medway forward. It will do this by developing detailed targets for each lead partnership and by developing themes for action across the whole partnership and development of the children and young peoples plan.

1.8 **MEDWAY'S CORE VALUES**

1.8.1 Medway Council adopted its core values, following consultation with the residents of Medway on what was important to them for their council's values. The core values underpin all the council's work and its delivery of services to the people of Medway.

1.8.2 The core values are:-

- Improving the environment
- Giving value for money
- Promoting economic, physical and social regeneration
- Realising everyone's potential
- Working for equal opportunities and access
- Fostering citizenship

1.8.3 More details on how Medway's LTP can contribute to its core values is in section 4.12.

1.9 **MEDWAY'S TRANSPORT IN CONTEXT**

1.9.1 Transport movements in Medway have historically been restricted by the topography of the area and the significant increase in car ownership in recent years. It is vital that Medway's transport system can be maintained and improved to meet the expected regeneration and levels of development over the medium to long term. With the planned economic growth in Medway it is of paramount importance that the Medway conurbation does not suffer from increased congestion, and that transport movements are sustainable.

1.9.2 The River Medway follows a tortuous course dividing up the urban area and creating steep dip slopes. This results in severely restricted route options and river crossings for road and rail.

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1.9.3 Bus

The bus network extends through the urban and rural area with a major terminal at Chatham. The network also extends to neighbouring towns of Gravesend, Sittingbourne and Maidstone, and the Bluewater shopping complex at Greenhithe. The majority of services are local urban routes with a length of under 5 miles from the principal core area to the outer suburbs, operating at a frequency of between 2 and 8 buses per hour between 07.00 and 19.00 hours. More infrequent services extend into the rural areas of Medway in particularly the Grain peninsula.

The principle bus operator is Arriva Southern Counties, although other operators do operate on more peripheral routes, for example Nu-Venture operate a circular route between Hempstead Valley and Chatham via Luton, and provide services between Medway Maritime Hospital and Maidstone, and from Chatham to Wainscott and Hoo on the Hoo peninsula. Services from rural areas to Medway Valley Park, services through the Medway Valley, and a Chatham to Earl Estate, Strood link are provided by other operators. Rural services link to key hospitals, schools and the Medway City Estate.

In June 2004, Arriva launched *Operation Overdrive* in the Medway area. 61 new buses were introduced, all of which featured low-floor, easy access to help those with restricted mobility and parents with young children. 5 key routes also saw frequency improvements, which accommodate 10-minute frequencies.

In November 2005, Medway Council was successful in a bid and was awarded £581,000 spread over three years from the DfT's *Kickstart* fund to improve the frequency of buses on the 176 bus route which links key areas such as lower Gillingham and Chatham to Medway Maritime Hospital. It is envisaged that once the "pump priming" money has come to an end the increased service will be financially viable.

1.9.4 Coach Travel

A number of private companies provide commuter coach services from Medway to London, the predominate operators being Kings Ferry, Chalkwell and Clarkes and primarily serve the southern peripheral areas of the Medway conurbation close to the M2.

An hourly National Express Service runs from Dover to London and stops at the Hempstead Valley Shopping Centre on route.

1.9.5 Rail

The rail network is centred around the north Kent line, which serves Rainham, Gillingham, Chatham, Rochester and Strood. This provides services to the main London terminals of Victoria, Charing Cross, Waterloo, Cannon Street and London Bridge. There is also a secondary rail line through the Medway Valley serving Cuxton and Halling and through to Maidstone West. On 1 April 2006 the Integrated Kent Franchise (IKF) will be taken over by London & South Eastern Railway (LSER) Ltd. LSER is a wholly owned subsidiary of Govia.

The draft South East Plan makes several observations regarding the rail network in and affecting Medway including the network, capacity problems at Rochester Bridge junction. The document states:

*"The majority of people who travel to work in central London do so by rail, despite relatively slow rail journeys from much of north and east Kent. Consultants for the regional assembly believe there will be 25,000 more people commuting from Kent to London by 2016.... Peak period rail services are limited by terminal and track capacity in London, by the track between Dartford and Slade Green and by the rail junction at Rochester Bridge."*¹

The document proposes that the following projects are considered critical:-

- Channel Tunnel Rail Link (CTRL) domestic services:- In 2009 it is expected that high speed domestic rail services will travel from Kent to St Pancras using the CTRL. Services are proposed from Ebbsfleet, Ashford, Medway, Canterbury, Thanet, Folkestone and possibly Dover. Because of this it is envisaged by the Strategic Rail Authority (SRA) that services on some existing routes will reduce. However the response from Medway Council and Kent County Council is that services on existing lines should be maintained and improved.
- Increased capacity at Rochester Bridge junction:- The existing capacity at the Rochester Bridge junction limits the number of peak rail services from Medway and stations to the east, but there are no proposals to remove this

¹ 1.7.5 Consultation Document: South East Plan: Employment, Housing and Infrastructure in Kent- A consultation on the planning advice to be given by Kent County Council and Medway Council to the South East Regional Assembly- September/October 2005
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bottleneck. The IKF in fact proposed reduced services through Medway from 2009 in order to improve reliability. Both Medway Council and Kent County Council consider that the capacity of Rochester rail junction should be increased and services maintained.

A Medway Valley Line Community Rail Partnership was established in 2005, which includes Medway Council, Kent County Council and other key partnerships. Discussions between all parties will continue with regard to establishing the line as a community rail initiative in its 150th anniversary year.

1.9.6 Cycling Facilities

Medway Council is continually looking to expand its cycle network, with both on road and off road lanes. Many of the primary road routes in Medway have cycle facilities, and a series of other routes are proposed to increase take up of cycling. Cycling is encouraged at new developments by provision of facilities for cyclists such as cycle parking, improving connections and shower facilities along with improved signing.

1.9.7 Walking

Schemes continue to be implemented to improve pedestrian facilities, including disabled access. Issues of improved pedestrian accessibility form one of the eight objectives. We have put extra resources into improving our footways in the current year.

1.9.8 Road

Medway has important business and commerce centres with major business parks at Gillingham and Medway City Estate, together with major tourist attractions. Traffic patterns will also significantly change by a number of major regeneration areas that will commence during the life of the plan and be completed during future plans. Traffic growth that arises from regeneration sites will be in addition to background growth in traffic. From traffic counts at 4 key principle routes within Medway between 1999 and 2004 there has been an increase of traffic by 9% compared to a national average of 6.8%. The A2 Rochester Bridge a central point in Medway carries over 34,000 vehicle movements a day. From the 2001 census total (private) vehicle ownership indicated a 24.3% increase since the 1991 census.

The A228 is a major north/south link through Medway from the authority's southern boundary at Snodland through to the north at Thamesport on the Isle of Grain. Although currently the Isle of Grain is a predominantly rural area, the Grain site does provide a number of significant regeneration opportunities on brownfield sites. During

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the life of the first LTP major upgrade has taken place on the route between Main Road and Ropers Lane, however, there are other locations in need of significant upgrade along its route to increase carrying capacity and road safety.

1.10 WIDER INTER-CONNECTIVITY

1.10.1 Medway has a strategically important position at the heart of the Thames Gateway as the sole unitary authority in the southern spine of the Gateway area, and forms the midway point between London and the continent, along the M2/A2 corridor incorporating interurban movements from the wider area.

The area suffers from a perceived lack of accessibility, which hinders future economic development. Also, transport demands will increase from ongoing regeneration across the whole of the Thames Gateway and projects associated with the 2012 Olympics.

It is imperative therefore that Medway is able to be connected into the rest of the South East, London, the UK, and the continent.

The motorway and trunk road network in north Kent have limited spare capacity. On the rail side, the links to London are already running to capacity and Medway suffers from poor public transport links to other major Kent towns, with inadequate links into Chatham which is designated in the Regional Transport Strategy as a transport hub. Rail travel to other parts of Britain depends on travelling through London, for both passengers and freight.

Medway has a number of significant redevelopment sites, including the Isle of Grain. This represents one of the important long-term regeneration opportunities in the Thames Gateway and its redevelopment can be regarded of being of regional and national importance.

1.11 TRANSPORT FOR MEDWAY STUDY – THE STRATEGY

1.11.1 Transport is recognised as a key factor in the plans for Medway's future prosperity. As a result, Medway Council and the Office of the Deputy Prime Minister commissioned the *Transport for Medway* study. Its purpose is to consider both the short and long-term transport needs of the built up area of Medway in the light of the proposed programme of regeneration.

1.11.2 The aim of the strategy has been to identify a transport system which facilitates regeneration while at the same time maintaining the quality of the natural and built environment.

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1.11.3 More detail associated with *Transport for Medway* is contained in various *Transport for Medway* reports prepared by consultants and additional references are made throughout the LTP.

1.11.4 The key actions arising from the *Transport for Medway* study in the short term are:-

- A2 strategic transport corridor
- Park and Ride (P&R) scheme
- Enhancements to, and a review of the bus network

1.11.5 The *Transport for Medway* study also identified a number of long-term projects beyond the life of the plan, which include:

Enhancements to rail stations including:

- reconstruction of Rochester Railway station
- reconstruction and reconfiguration of Chatham Railway Station, to improve linkage to the city centre

1.12 PROSPECTS FOR TRANSPORT INVESTMENT

1.12.1 In the short and medium term timescale the DfT has stated that there will be reduced funding from a Government level for large scale transport infrastructure, and instead efforts will be concentrated on making best use of existing infrastructure in the most cost effective and sustainable way.

Medway will seek to do this in all areas of the LTP ensuring the principle of “Value for Money” is followed.

1.12.2 With all developments, Medway will seek to ensure that maximum funding within planning guidelines can be accrued from developers via Section 106 agreements. This is primarily utilised where improvements can be made to the transport infrastructure surrounding developments, and encompass LTP targets.

1.12.3 With its prime position in the Thames Gateway, Medway has benefited from funding from the ODPM via its Sustainable Communities Plan. Sustainable communities are defined as places where people want to live and work, now and in the future. They meet the diverse needs of existing and future residents, are sensitive to their environment, and contribute to a high quality of life. They are safe and inclusive, well planned, built and run, and offer equality of opportunity and good services for all.

1.12.4 With Medway’s population set to increase by 50,000 to 300,000 over the longer term, and the associated regeneration of the area, this will undoubtedly result in the increased travel demand with the likelihood of increased congestion. The *Transport for Medway*

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study has looked at ways to tackle this issue, and to take the relevant opportunities for funding in the longer term.

1.13 CROSS BOUNDARY ISSUES

1.13.1 Medway Council as a Unitary Authority assumes full control of all activities in its administrative area. However there are occasions where it is essential that other bodies and partnerships are involved in negotiations and decision-making processes.

1.13.2 Partnership working forms an essential part of daily exchange with Medway's neighbouring authorities, Kent County Council at the county level and at the district level Maidstone, Tonbridge & Malling, Gravesham, and Swale Borough Councils. It also covers working with other strategic authorities such as the Government Office of the South East, ODPM, Highways Agency, The Strategic Rail Authority, DfT Port Authority, Health Authority, Department of Work & Pensions through local job centres, together with the various business communities so that the area can develop to its full potential.

1.13.3 There are particular transport issues where Medway has liaison with other neighbouring authorities for example:-

- Peters Village development, near Halling. The residential development is in the Tonbridge & Malling administrative area, but a bridge to the site on to the existing A228 is in Medway. Discussions have been ongoing between Medway, Tonbridge & Malling, Kent County Council, and the Highway Agency regarding the transport aspects of the development.
- Provision of subsidised bus services. Medway works in association with Kent County Council in subsidising off peak bus services such as the 151 to West Malling.
- Medway Council works with Kent County Council, and the district councils in countywide concessionary fares scheme. This provides travel for the elderly and people with disabilities for 30p anywhere in Medway, and for half price throughout the rest of Kent. From April 2006 this will be extended to free travel in line with government guidance as announced by the Chancellor of the Exchequer in 2005.
- Medway shares transport data with Kent County Council, including receiving data from the annual Kent Travel Report produced for Kent County Council, which includes details of cross boundary traffic flows.
- Medway is an active partner in the Kent and Medway Safety Camera Partnership with Medway's Traffic Manager being

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chair of the partnership. The Partnership is committed to influencing, educating and encouraging motorists on the roads in Kent and Medway to slow down, stay within the speed limit and help reduce the number of speed-related crashes and casualties through the combination of education, publicity and enforcement

- Officers from Medway Council and Kent County Council are in close working arrangement over the “Kent and Medway Structure Plan” – the document that provides a strategic planning framework for the county. The latest document was published in 2003, and more details are included in section 2.6.6
- Offices from Medway Council have provided a detailed input into the “Kent Design Guide” including dealing with issues of estate layout and accessibility. The Kent Design Guide seeks to provide a starting point for good design for new development while retaining scope for creative, individual approaches to different buildings and different areas. It aims to assist designers and others achieve high standards of design and construction by promoting a common approach to the main principles for assessing planning applications. It also seeks to ensure that the best of Kent 's places are conserved to enrich the environment for future generations. The Guide has been produced by the Kent Design Initiative, a partnership of Kent's local authorities, developers, builders, communities and interest groups. It updates and reviews 'Kent Design - a Guide to Sustainable Development (2000)'. The new guide is intended to be formally adopted in 2006.
- Medway Council have lobbied the government and the Strategic Rail Authority to ensure (domestic) CTRL trains stop in Medway, but not at the detriment of existing domestic service to Victoria and Cannon Street. Joint lobbying has been made with Kent County Council, Kent's district councils, the Passenger Rail Council, and the North Kent Rail Users Group.
- Medway Council is a key partner in the Local Improvement Finance Trust (LIFT) project delivering improved health services to Medway. LIFT is a project with Medway Primary Care Trust to improve accessibility to community based health and social care services by providing new local health centres in key locations, including Rainham, Lordswood and Rochester, with others proposed in Gillingham, and Twydall.

1.13.4 Other types of partnership working with other bodies are covered in section 9 of the document.

Underlining denotes additional text compared to provisional plan

1.14 ACCESSIBILITY

1.14.1 Accessibility targets covered in the accessibility strategy are being established. A pilot partnership project based on a sexual health initiative took place with the Local Primary Care Trust during December 2005 and January 2006. The project involving Primary Care Trust, Medway Council's health promotion team together with public transport and taxis operators centred on the nightclub culture. The project is mentioned in more detail within the accessibility strategy. Further projects are currently being formulated with the new Rail Franchise and further projects with the Primary Care Trust.

1.15 SUSTAINABILITY APPRAISAL AND STRATEGIC ENVIRONMENTAL ASSESSMENT

1.15.1 The sustainability appraisal and strategic environmental assessment on the provisional LTP (July 2005) was carried out for the purposes of the European Union SEA Directive. However, because much of the topic areas overlapped with the necessary focus on sustainability requirements for the LTP, the focus was expanded to incorporate other aspects, notably economic and social sustainability. The report was published for consultation alongside the provisional LTP. The report forms the basis for developing the Council's environmental awareness in implementing the projects and programmes arising from the LTP and in monitoring them. It has been developed in close liaison with environmental assessment of the *Transport for Medway* study and the new Local Development Framework. Further detail is contained in Section 4 paragraphs 4.4.1 to 4.1.13

1.15.2 The main implications were that the overall affect of the provisional LTP policies will depend significantly on the priority accorded to the strategic objectives, and that design and implementation of programmes must be integrated to optimise their combined effect. Clear prioritisation and integration should also improve the value for money performance of the overall LTP strategy.

1.15.3 In conclusion the report sets out recommendations on:

- using the findings of assessing the LTP for developing the programmes and projects to focus on environmental and community sustainability
- taking an appropriate approach to mitigate any negative effects within implementation
- establishing a system for monitoring the environmental and sustainability impact of implementation.

Underlining denotes additional text compared to provisional plan

1.16 COMMUNITY INVOLVEMENT

- 1.16.1 Medway Council continues to give the highest importance to ensuring that consultation on the development of the LTP offers a genuine opportunity for local communities and interested parties to influence and improve the development of LTP policies, targets, programmes and schemes.
- 1.16.2 Medway has a good record in engaging local community involvement and feedback. Medway's Citizens Panel engaged during the first LTP, and their views were sought during the provisional LTP consultation.
- 1.16.3 The Medway Local Strategic Partnership brings together all the main organisations representing the community of Medway. A co-ordinated consultation programme within the LTP process and the TfM study was carried out. More details on stakeholder involvement are included in section 3 and partnerships in section 9.
- 1.16.4 Details of the community involvement in preparing the LTP are contained in section 3.

1.17 TARGETS

- 1.17.1 The government and the Local Government Association agreed a set of seven shared priorities for local government. The four-shared priorities for transport are to:
- reduce congestion
 - improve accessibility
 - improve road safety
 - improve better air quality and reduce environmental impacts
- 1.17.2 Medway's consultation with key stakeholders on the second round of LTPs has established that equal weight should be given to all four shared priorities for implementation locally, as no single shared priority emerged as most important.

Locally priorities were also identified through consultations with key stakeholders, for example the local Primary Health Care Trust, and taking into account the role Medway plays in the regeneration of the Thames Gateway. The additional local priorities were identified as:

- sustainable regeneration
- improving health

Underlining denotes additional text compared to provisional plan

1.17.3 Both national and local priorities are discussed in Section 4 - Overarching priorities.

1.17.4 Alongside the above national and shared priorities developed as a result of consultation, 10 issues have been identified that produce challenges to the delivery of these priorities, which are discussed in more detail as part of Section 5.

1.18 INDICATORS AND TRAJECTORIES

1.18.1 National guidance for the second LTP aims to facilitate improved local transport achieved through enhancing the quality of local transport planning. The LTP will be used as a performance management tool focusing on a number of key priorities that are realistic and relevant.

1.18.2 The approach adopted over the life of the first LTP and the formulation of indicators for the second plan has been very much based on consultation.

1.18.3 The types of indicators and trajectories are explained in more detail in Section 7 of this document.

1.19 OUTCOMES AND MEASURES

1.19.1 Principles used to determine the outcomes have been developed through consultation with stakeholders and the community. The importance of the targets are based on Best Value Performance Indicators (BVPI) and LTP guidance. The purpose of Best Value is to establish a culture of achieving high standards and delivery of efficient and effective schemes that meet users' needs.

1.19.2 The status of targets will be measured against the following hierarchy and classification of targets and associated indicators as follows: -

- Level 1: Targets for key outcome indicators
- Level 2: Targets for intermediate outcomes
- Level 3: Targets for contributory output indicators
- Level 4: Targets for any other outcome or output indicators

1.19.3 An explanation on the targets hierarchy can be found in Section 7 of this document.

1.20 VALUE FOR MONEY

- 1.20.1 It is a requirement for all LTPs to demonstrate “Value for Money”. The document will demonstrate how schemes link to the shared and local priorities. Section 10 covers details on value for money and section 11 indicates the funding allocation based on the indicative allocation.
- 1.20.2 Section 8 details the schemes and initiatives that Medway is proposing throughout this LTP period and the link to other agendas of the council and partners.
- 1.20.3 Each scheme proposal and individual outcomes from the *Transport for Medway* study are linked to the priorities, objectives and targets of the plan. Non-monetised benefits such as environmental impacts and quality of life improvements are assessed in section10 Assessment. Within sections 8, and 10 will be given to a risk of not achieving the projects and targets in the stated timescales.
- 1.20.4 Medway will demonstrate why the targets chosen represent the best achievable performance. The council has introduced new management processes to seek to ensure that all stated LTP projects are closely linked to the overriding challenges by quarterly management reports and closer integration between transport policy and procurement.