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Accessible transport links are vital for providing Kent's residents with access to facilities and services across the county and beyond. This includes connecting businesses and communities, as well as reducing social isolation. However, there are negative impacts associated with transport too. Road transport contributes to 44% of Kent's CO<sub>2</sub> emissions and pollutants have a negative impact on air quality, human health and the natural environment, as well as transport increasing noise pollution.

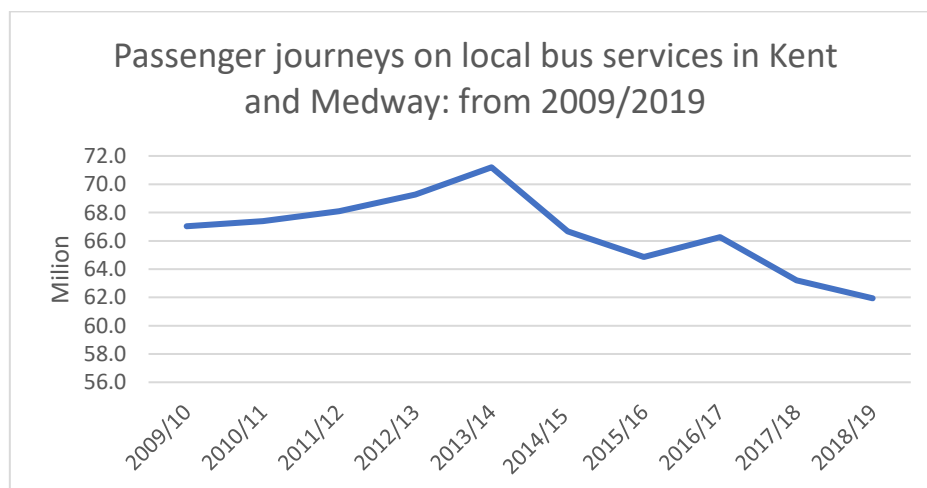
Kent and Medway are facing increased congestion on both rail and road links, and this is looking to be mitigated through various strategies that have been implemented to address these challenges. Such as the Active Travel Strategy – which aims to make walking and cycling an attractive and realistic choice for short journeys.

## Key facts

### Travel

As of 2019, 60.5% of primary school children, and 33.7% of secondary school children actively travel to school, and therefore it looks positive that the 2021 targets will be met (66% of primary school, and 33% of secondary school children actively traveling to school). Data will become available for active travel to work after the next census in 2021 – but the hope is that 40% of people working within 5km of their home will be actively travelling to work.

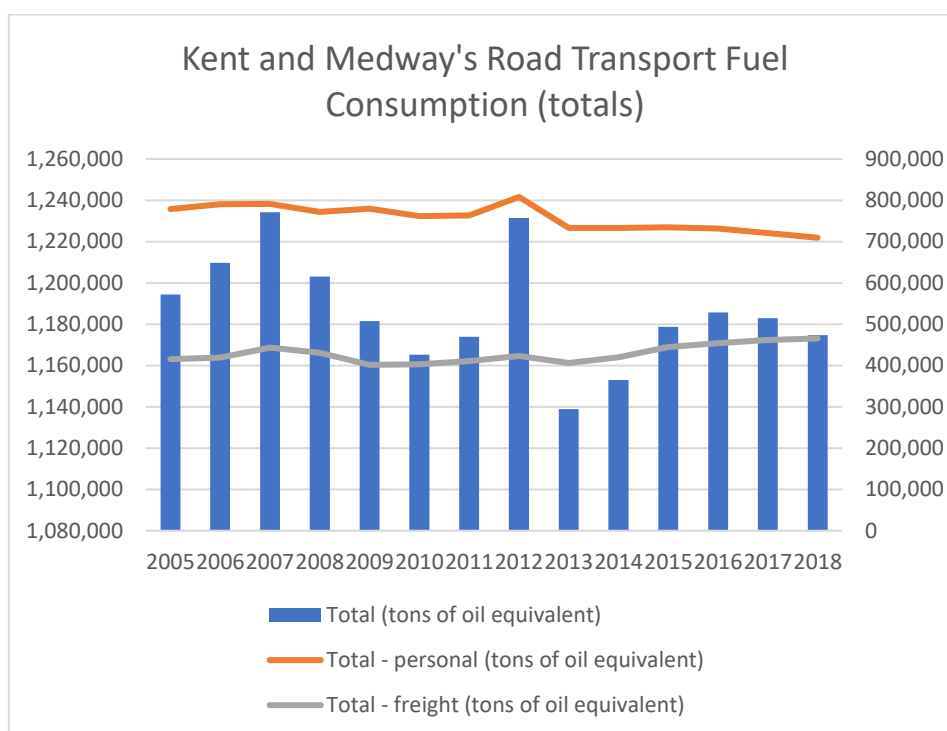
In addition to measuring active travel, swapping car journeys for public transport is another way to reduce emissions. The number of passengers on Kent and Medway's buses peaked in 2013/14 with 71.2 million passengers, however the in 2018/19 this number had fallen to 61.9 million.



## Transport

Higher levels of congestion are bad for efficiency and emissions, and between 2015 and 2019 there has been a decrease in the average speed of vehicles (miles per hour) by -0.4% in Kent and Medway. Looking at delays in journey times (measured in seconds per vehicle per mile – spvpm), the reduction is ahead of this at -2% across Kent & Medway combined.

Between 2005 and 2018 the consumption of energy for road transportation has fallen by -2% from 1,194,337 tonnes (of oil equivalent) to 1,174,655. Whilst personal consumption has been falling since 2013, energy use for freight transport has been increasing since 2013.



## Further reading

Local Transport Plan 4 – Growth without Gridlock 2016-2031 <https://www.kent.gov.uk/about-the-council/strategies-and-policies/transport-and-highways-policies/local-transport-plan>

Countryside and Coastal Access Improvement Plan <https://www.kent.gov.uk/about-the-council/strategies-and-policies/environment-waste-and-planning-policies/countryside-policies-and-reports/public-rights-of-way-improvement-plan>

Active Travel Strategy <https://www.kent.gov.uk/about-the-council/strategies-and-policies/transport-and-highways-policies/active-travel-strategy>

## Data sources

Average speed, delay and reliability of travel times, DfT <https://www.gov.uk/government/statistical-data-sets/average-speed-delay-and-reliability-of-travel-times-cgn>

Bus Statistics, Table BUS0109a – Passenger journeys on local bus services by local authority: England from 2009/10, DfT <https://www.gov.uk/government/collections/bus-statistics>

UK local authority and regional carbon dioxide emissions national statistics  
<https://www.gov.uk/government/collections/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics>

Sub-national road transport fuel consumption 2005-2017, BEIS  
<https://www.gov.uk/government/statistical-data-sets/road-transport-energy-consumption-at-regional-and-local-authority-level>