

# **Strategic Planning Policy & Overview Committee**

## **Transport with a 25-30 Year time line**

**A Select Committee report**

**Chairman: Mr. Frank Gibson O.B.E.**

**April 2005**



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## FOREWORD

Transport is vital to the Kent economy and the quality of life of present and future generations. As the population increases as predicted and the demand for goods grows with an accompanying increase in passenger travel and freight movements, Kent will need a transport network tailored to meet the challenges.

It is widely recognised that transport requires long term planning. It is essential that planning for a coherent system and its management must be undertaken now.

Whilst it is not envisaged that major new roads or railways will be required in the county, nor be affordable, it is imperative that both key transport modes are upgraded and improved. To enable free flow of traffic between towns and relieve congestion and environmental damage within the towns and historic villages, improvements in traffic management exploiting the potential of new technology must be promoted.

No less important is the need to harness fiscal policies and revenues from nationalised road pricing, charging, enforcement penalties, fuel duties and cabotage through hypothecation into government or local authority transport schemes.

In recent years major investments have been put into increasing the road network in Kent to meet both local and international growth in transport. At the same time innovative schemes have been introduced in parking, pedestrianisation of town centres, park and ride and bus priorities, speed controls, quiet lanes and home zones, all valuable quality of life schemes.

Regrettably, and I believe, dangerously the maintenance of this huge asset has been inadequately funded and a backlog of at least £190m<sup>1</sup> of work is urgently required if the network is to be safeguarded.

The revival of passenger rail traffic and the substantial improvement in track signalling and rolling stock, with through ticketing and station improvements have been contributory factors, however much more remains to be done to provide a safe, reliable and comfortable journey properly integrated with feeder transport modes. High-speed rail travel from CTRL International and Domestic services and interconnecting services will add to these attractions for passengers. Capacity constraints are a serious handicap and a greater priority must be given to the elimination of these bottlenecks.

Freight on rail, although widely recognised as a priority to relieve road congestion and environmental dis-benefits, remains a poor relation. The witnesses provided the Committee with clear indications of what needs to be done.

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<sup>1</sup> Local Transport Plan Summary 2001/2-2005/6

Air and waterborne transport needs to be better integrated with Kent's transport infrastructure and given better accessibility, but the Committee has not examined in detail how this should be achieved, although further research and evidence will be required.

The next few months and coming years will shed more light on the traffic problems and seek their solutions. These will need to be examined by this Select Committee's successors, but a very useful start has been made by the Committee in the limited time made available.

I wish to express my appreciation to the witnesses who provided evidence on different topics, my Committee colleagues and the KCC officers who assisted us.

**Frank Gibson OBE**  
**Chairman**

## **EXECUTIVE SUMMARY**

As transport is so vital to Kent economy and the quality of life of Kent residents, this Select Committee reviewed what is already known about what life and work in Kent will be like in 2030. It questioned how that life can be improved by decisions that need to be taken now. Transport infrastructure needs a ten to fifteen year planning and construction time before it is in place.

Over the next 25 – 30 years, the population will naturally increase. In Kent and Medway, our population will increase even more because of our two accelerated growth areas in Ashford and Thames Gateway. Decisions are being made now about exactly how many new houses there will be and where they will be built. We need to ensure that planning starts now to give those new Kent residents the local transport links they need.

We already know well the transport systems we have inherited in Kent and what needs to be done to improve them. We need to identify the obstacles that stand in the way of improved transport links within Kent, across the South East region, and with our neighbours in Essex, London and across the Channel. It is only by overcoming these obstacles that business can grow and Kent residents can enjoy pleasant lives and rewarding jobs.

As demands for goods grow with an accompanying increase in travel and freight movements Kent will have to transform the network to meet the challenges. Kent has a unique position as the Gateway to Europe, and so the Committee considers that our transport systems should be robust enough to withstand the extra demands placed on them by this traffic. Expert witnesses shared with the Committee their own 30 year plans for the future and these detailed visions paint a vibrant picture of the Kent of 2030.

This interim report identifies the obstacles to be overcome in long term transport planning and the work that the Committee would like to see explored in the final report to follow later in the year. It puts the building blocks in place for a further more detailed report in areas identified by the Committee as needing more research, investigation and further consultation with expert witnesses, our colleagues in Kent District Councils and our neighbouring local authorities.

# 1. INTRODUCTION – OVERVIEW & SCRUTINY

## 1.1. SELECT COMMITTEE

The Select Committee is composed of seven Members of the County Council, four Conservative, two Labour and one Liberal Democrat. They are:

Mr. Frank Gibson O.B.E. (Chairman)  
Mr. Terry Birkett  
Mr. Roy Bullock M.B.E.  
Mr. Bob Christian

Mr. Dan Daley  
Mr. Roger Manning  
Mr. Graham Weston

In November 2004 a Select Committee was established by the Strategic Planning Policy Overview Committee to consider transport policy for Kent for the next 25 to 30 years. As part of this review the Committee have consulted with a range of key stakeholders. They present this interim report to the County Council Cabinet in March 2005, outlining Kent's transport needs and the obstacles to fulfilling these needs, and will present a final report at a later date to complete the study.

The Select Committee's Terms of Reference are:

To consider transport policy for Kent for 25 to 30 years. The aims are to:-

- a) Identify the issues surrounding present transport networks. future needs, opportunities and obstacles;
- b) Inform the County Council's long term transport strategy with reference to, inter alia :
  - the Government's post 2010 Ten Year Plan
  - Regional Transport and spatial strategies
  - Kent's Local Transport Plan 2006 – 2011 and beyond
  - growth and regeneration projects;
- c) Identify future needs, opportunities and obstacles with a view to:-
  - (i) promote best use of transport technological developments (e.g. rail freight carriers and loading equipment)
  - (ii) promote improved travelling and transport within the county of Kent;
  - (iii) promote improved travelling and transport connections with Medway, London, neighbouring counties and the European Continent; and
  - (iv) Present an interim report to the Cabinet Member for Regeneration by 31 March 2005.

The second part of the report, using the new local transport plan and the regional planning assessments available later in 2005, will suggest some solutions.

## Recommendations

**1. To meet the anticipated challenges of Kent's growing population and economy:**

- It is of paramount importance that planning for a coherent transport network and its effective management must be undertaken now.
- Kent's policies can not be taken forward in a vacuum and must take account of policies at all levels.

**2. The Committee supports the principle of road pricing as a priority as soon as a national system has been agreed, and if supported by evidence of benefit.**

**3. The Committee supports measures to improve traffic management where appropriate to achieve free flowing roads.**

**4. The current method of national funding of transport, especially highways schemes, needs reviewing urgently.**

**5. It is recognised that when planning major improvements to transport infrastructure it will be necessary to have a constructive dialogue with neighbouring local authorities.**

**6. There will be a need to achieve more modal shift away from the private car\***

*\*The Committee identified that if congestion is not to overcome Kent's roads, it is essential to encourage and persuade people to use transport means other than the private car. The move towards using public transport, cycling or walking is called modal shift.*

**7. The Committee recognises that more use must be made of public transport that is cheap, safe, reliable, available and accessible, and to achieve that will need high levels of investment by the public and private sector.**

**8. All modes of public transport must be improved and integrated.**

**9. The Committee supports the extension of high-speed train links across Europe and the United Kingdom, which should be re-examined to maximise the benefits to Kent.**

**10. Where possible, local domestic services must be integrated with high speed rail lines.**

**11. Transport links for passengers and freight to Manston Airport must be improved.**

**12. If in this time period of 25-30 years Lydd airport is up-graded, it is essential that transport links to it are improved.**

**13. Foreign heavy goods vehicles must be charged for using UK roads.**

**14. In order to ensure that more freight moves from road to rail, there must be sufficient investment in infrastructure.**

**15. Freight distribution systems must be re-examined to eliminate unnecessary travel, which is environmentally unfriendly.**

**16. All Kent ports must be better integrated into the road and rail system.**



## 1.2. The strategic context

Over the next thirty years, the main influences over transport development will be:

- **Government policy** must be the greatest influence as most transport infrastructure is publicly funded.
- **Kent County Council Policy** aims are a main influence on transport provision. The introduction of Local Transport Plans has meant that Kent and Medway, and the District and Borough Councils, have the chance to set out, after consultation, the transport needs of local people and how they should be met.
- **Regional Policy** must be reflected in our future view as increasingly, Kent and Medway are seen as part of the South East Region, with planning decisions and transport decisions taken at regional level.
- **European policy.** As part of the European Economic Community, the United Kingdom is subject to its law and policies, contributes towards its funds and is a recipient for European grants.
- **Business and personal needs** are strong influences which have been explored, and the unique role of
- **Kent as a Gateway** to Europe – Kent’s strategic position because of its geographic location.

### 1.2.1. Government Policy influences

In 1997, the Department of Environment, Transport and the Regions published the Government’s white paper on the Future of Transport. ‘*A New Deal for Transport: Better for Everyone*’ laid down the framework for an integrated transport policy<sup>2</sup>. Its aims were wide ranging: - to introduce, primarily:

<b>Better places to live</b>	<b>Better safety and personal security</b>
<b>Better buses</b>	<b>Moving goods sustainably</b>
<b>Better trains</b>	<b>Sharing decisions and modernising local democracy</b>
<b>Better protection for the environment</b>	<b>Everyone doing their bit delivering the New Deal for Transport.</b>

This report recognised that that the UK needed to improve public transport and reduce dependence on the car. It was claimed that businesses, unions,

<sup>2</sup> Physical integration - the principle of ensuring transport modes operate in conjunction with one another, is one vital element of the bigger transport picture. The Commission for Integrated Transport provides expert advice supported by independent research.

environmental organisations and individuals throughout Britain shared that analysis.

This report introduced and began the implementation of:

- **Local Transport Plans (LTPs)**, to be submitted by local authorities,
- The Commission for Integrated Transport
- Strategic Rail authority.

Local Transport Plans (LTPs) set out an integrated transport strategy for a local authority area and covered all forms of surface transport. An Informal Member Group (IMG) exists to review KCC's LTP process.

'A New Deal for Transport' also set up the Commission for Integrated Transport to advise on integration at a national level and the Strategic Rail authority to provide strategic vision for the rail industry. National Road Traffic Forecasts were published in 1997 calculating the anticipated growth in traffic until 2031. The concept of quality partnerships was introduced between local authorities and bus companies to improve the service.

The New Deal for Transport was followed by the production of '**Transport 2010**' published in July 2000. The first submission of local transport plans enabled the government detailed outlines of how the money allocated was to be spent. The Ten-year plan (TYP) promised £180bn to be spent nationally over the ten years, a mixture of capital and revenue expenditure and public and private investment.

The strategy is to tackle congestion and pollution by improving all types of transport, based on integrated transport, working with government and the private sector more closely together, and introducing new projects to modernise the transport network.

The 10 year plan was followed by a detailed progress report '**Delivering Better transport: progress report**'. The rail accident at Hatfield in October 2000 had revealed wider problems with track maintenance, leading to the replacement of Railtrack by Network Rail with responsibilities for track maintenance and safety. The Channel Tunnel Rail Link (CTRL) recovered from its funding crisis and Phase 1 was on time and budget, with new rolling stock coming into operation on Kent's classic lines.

By 2003, when the Commission for Integrated Transport assessed the outcomes of the ten year plan, they reported that some of the early ambitious targets had not been met. (Appendix 1)

'**The Future of Transport – a network for 2030**' the next major white paper, was published in July 2004. As an aid to longer term planning, its strategy is built around three key themes:

- Sustained investment over the long term, raising the amount of planned spending and committing the increases up to 2015
- Improvements in transport management to get better value for public spending on rail, and to ease congestion on the roads

- Planning ahead – there was an acceptance that *‘We cannot build our way out of the problems we face’*<sup>3</sup> to explore road pricing and to ensure that transport decisions are integrated with housing and economic growth plans.

This White Paper also changes previous decisions; the brief for the Commission for Integrated Transport (CIT) has changed and the Strategic Rail Authority is to be disbanded.

CIT will lose its independence to monitor the progress of the ten year plan, but will be able divert its budget to its future policy advice role. The work of the Strategic Rail Authority is to be done by Government – with the strategic work done by the Department for Transport, and the operational and franchising work done by Network Rail.

*‘The Government will take charge of setting the strategy for the railways’*<sup>4</sup>

### **1.2.2. Highway maintenance responsibilities**

Strategic Highways are managed and maintained by the Highways Agency, an executive agency of the Department for Transport (DfT). The Kent Strategic Highways are shown on the map (Figure 1.) The rest of Kent’s roads<sup>5</sup> are the responsibility of Kent County Council, the Highways Authority, who has now assumed responsibility for full maintenance of roads from District and Borough Councils following a change in partnership arrangements.

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<sup>3</sup> The Future of Transport – a network for 2030, Department for Transport

<sup>4</sup> The Future of Transport – A network for 2030 – Department for Transport 2004

<sup>5</sup> Excluding Medway’s road network



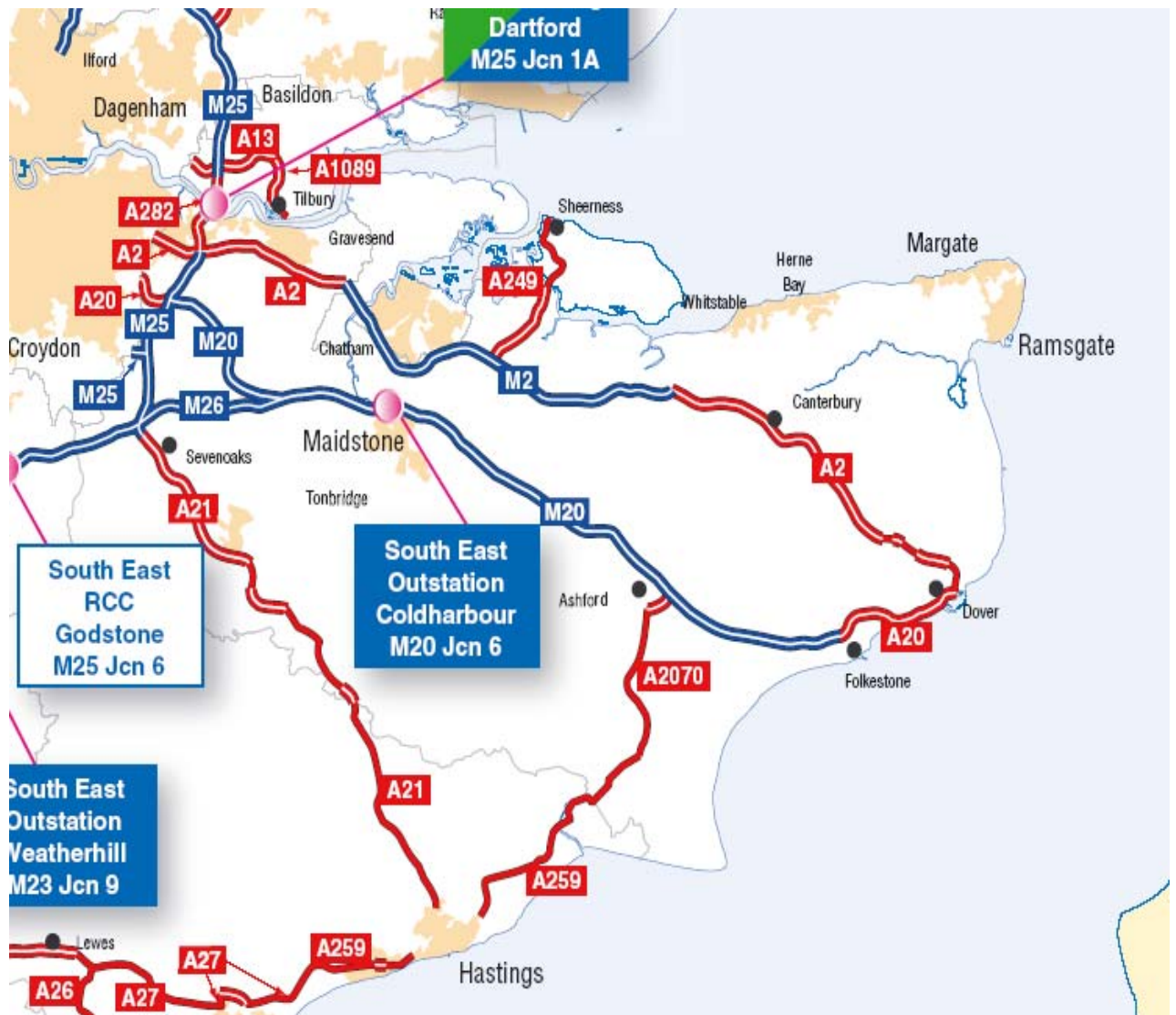


Figure 1 –

- SE Regional Control Centre, Godstone, staffed by Highways Agency Traffic Officers
- South East Outstation Coldharbour – base for Kent Traffic police co-located with Highways Agency personnel and vehicles.
- South East Outstation Weatherhill – base for Highways Personnel

Responsibility for the design and contracting of new roads and maintenance work is carried out through private contractors. Major road construction schemes of over £5m are funded by government grant or authorised borrowing, but restricted to a single scheme, or two, in the five year LTP. No separate government funding is available for schemes costing less than £5m, but authorised borrowing may be granted.<sup>6</sup>

<sup>6</sup> The government makes only one financial definition for different schemes – above £5m and below. The latter could be funded from the block allocation for integrated schemes and maintenance (Supplementary Credit Approval). The spending of this allocation is entirely at KCC's discretion. There is also opportunity for one-off bids for funds such as the Community Infrastructure Fund, Transport Innovation Fund or from private sector contributions.

The Department for Transport researched transport needs as part of its longer term planning goal, commissioning a project named '**Vision 2030**' for the Highways Agency to investigate into the long-term challenges and opportunities for the UK's strategic highway network. The project assesses the impact of three policy scenarios to help the organisation look ahead into an uncertain future. There has been a large body of work available from the '**Smarter Choices**' research, commissioned by the Department of Transport, reviewing the range of initiatives described as 'soft' transport policy measures. These help people choose to reduce their car use while enhancing the attractiveness of alternative modes of transport.

**Summary of Government Policy influences:**

- **Longer term planning and investment has begun**
- **Some major decisions have been made - it is clear that there must be alternative solutions to congestion rather than building more roads.**
- **Keeping to longer term targets is not easy, and transport plans are very vulnerable to slipping over time scales**
- **There is an increasing body of research work about how these solutions will work.**
- **There is an increasing awareness of the huge cost, and long lead-in time, of any transport infrastructure and how it is important to achieve value for money for this investment.**

**1.2.3. Kent policy influences**

After submitting their first Local Transport Plan, which covers 2001/2 to 2005/06, Kent is now consulting on the issues that should be addressed in the second plan, covering 2006-11. A number of key themes have emerged through consultation with local stakeholders and Committee meetings with Members, and these can be adopted as proxy indicators for the next 25 years:

**Summary of Kent Policy Influences:**

- **Accessibility:** to promote independence and enable all Kent residents to access employment, education and key services at a reasonable cost, in a reasonable time and with reasonable ease
- **Demand Management** - to influence and manage the demand for transport both within and through Kent
- **Environment, Heritage and Communities** - to reduce the adverse effect of transport and its infrastructure on the natural and built environment and on local communities
- **Integration** to encourage integration for all transport modes, widening choice for Kent residents
- **UK Connections:** to press for more efficient transport links with London and the rest of the UK

- **Keep Kent Moving:** to manage and maintain the local highway network to maximise the safe and efficient use of road space and provide reliable journey times
- **Road Safety:** to provide a safe and secure transport system for all users throughout the County
- **Sustainable Regeneration:** to promote development that reduces the need to travel while supporting the local economy
- **UK Gateway:** to support international traffic through Kent whilst ensuring minimal damage and disruption to its landscape and communities

Additionally, in the wider world of Kent policies, Kent's Community Strategy – the Vision for Kent, published in 2002, promised to address a variety of pressing transport issues and a summary of these are shown in Appendix 4.

#### **1.2.4. Regional Policy Influences**

The Regional Development Agency Act (1998) created a Regional Assembly in each region, and in the South East this is the South East England Regional Assembly (SEERA). Each County, District or Unitary Council sends one representative to the Assembly, with other members drawn from business and interest groups. The South East region extends from Oxfordshire in the North to Hampshire in the South and Kent in the East.

The County Structure Plan is tailored to Kent's needs and was formerly based on land use strategies. The Kent and Medway Structure Plan is the updated strategy for Kent to 2021, produced jointly by KCC and Medway Council. The current strategy covers all aspects of economic, social and quality of life issues. It has been through statutory consultation and is being used for development plan purposes. It is expected to be endorsed by government at the end of 2005.

Currently SEERA is consulting on its regional plan which will cover spatial planning needs, supplementing the structure plan, including transport and a variety of Local Development Plans.

The Regional Transport Strategy ('From Crisis to Cutting Edge') was published in July 2004, and has been incorporated into the South East Plan

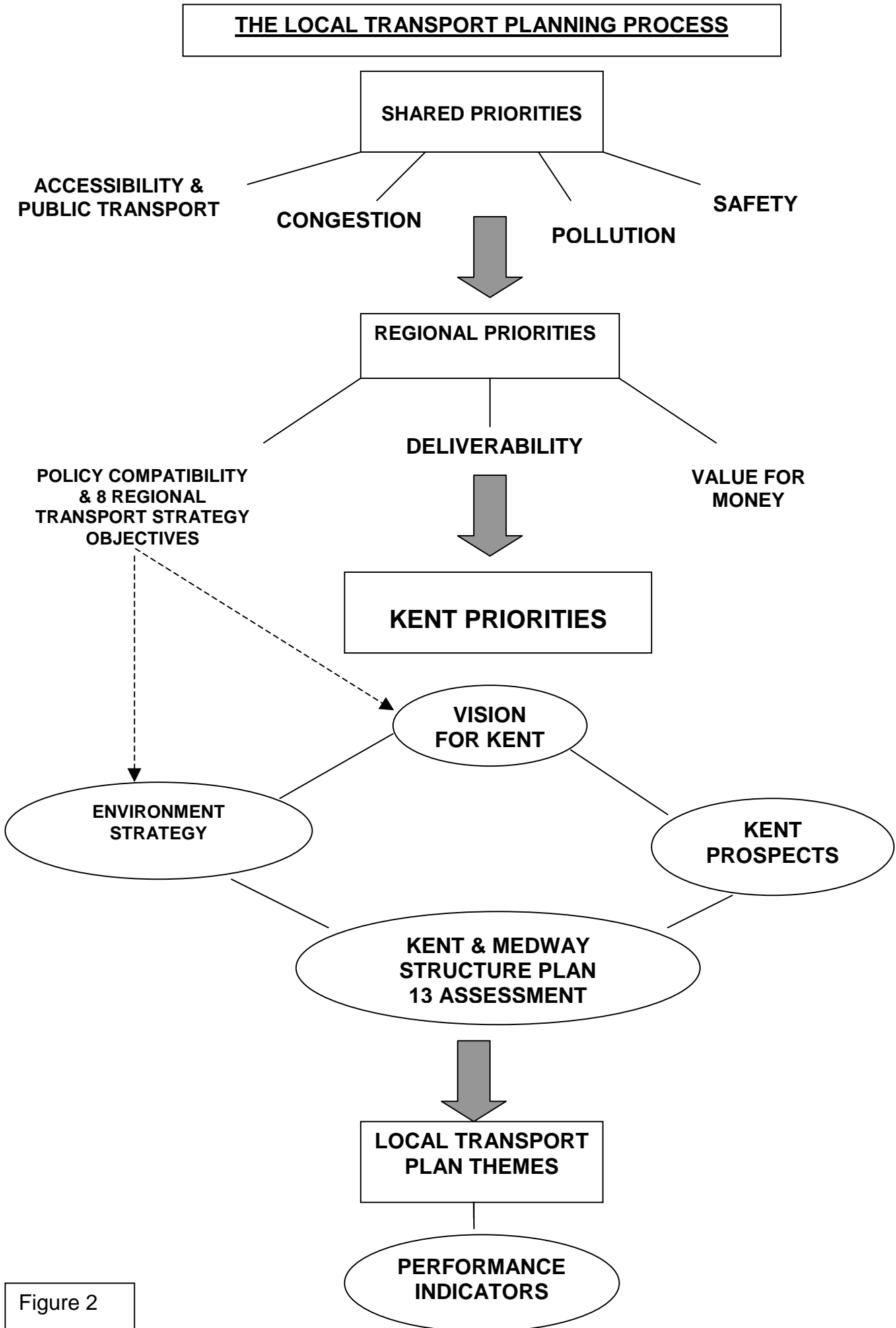


Figure 2



#### **Summary of Regional Policy Influences:**

- **Sets investment priorities for improving transport**
- **Reviews the number of new houses needed in the region each year**
- **Sets new targets for recycling waste to reduce the need for landfill**
- **Recommends ways to improve health and the environment.**

Figure 2 shows how all these plans and processes fit together to feed into the LTP process. It has been assumed by the Committee that this Local, Regional and National Planning process will continue over the next thirty years.

#### **1.2.5. European Policy**

As the nearest county to continental Europe, Kent needs to have a greater awareness of current and imminent EEC legislation than any other county.

An expert witness told the Committee that the European Commission's policy document "**Time to decide**" (2001) had painted a bleak picture of European transport, pointing out that transport inefficiency cost the EU economy 1% of its Gross Domestic Product. The document focussed on the modal split between roads and other modes of transport, implications for stability across the EU and highlighted the imbalance in costs and safety issues (particularly on the roads). The Commission proposed a mixture of 60 measures that were politically acceptable and reasonable to address these issues. These measures were aimed at:-

- Attempting to assess the actual costs of road travel to achieve a proper competitive balance between roads and rail;
- Revitalising railways;
- Linking up various modes of transport by investing in existing infrastructure as well as missing road and rail links and short sea shipping routes; and
- Placing users at the heart of policy by, for example, road pricing and pricing across all transport modes. This would also factor in environmental and other external costs.

To achieve the aims of 'Time to Decide' the EEC has published a series of legislative Packages, with the ones on rail operation commonly known as the 'Railway Packages'. The first railway Package aims to open up railway paths to competition, by separating the operation of the track from the operation of the trains, and became operational in 2003. The second railway Package opens up the whole European rail network to international freight. This can only be done when standards are harmonised, and eventually Europe will have a fully integrated rail system. National legislation must be adopted by 2006.

**Summary of European Economic Union Policy Influences:**

- Encourages rail and sea transport rather than road and air
- Revitalisation of railways
- Link up trans-European routes
- Introduce road pricing to reflect environmental and safety costs.

The Committee asked all its expert witnesses to share their view of what Kent would be like in 2030. They also used the technical working papers completed as part of the Kent and Medway Structure plan which predicts what the future will hold for the residents of Kent and Medway. For the business and personal needs of Kent residents, and to review Kent's role as a gateway, it is worthwhile painting a picture of the best guess of what life will be like in 2025-30

## **2. Transport needs by 2025-30**

### **2.1. Life in Kent 2025-30**

#### **Living in Kent 2030**

What will Kent be like by 2030? The Kent and Medway Structure plan has calculated population change up to 2021, and these can be used to give an indication:<sup>7</sup>.

- The population will be larger by at least 7.4%
- Three quarters (75%) of these will be 65+
- There will be many more people living to 65+
- Births will remain steady so there will be a natural positive increase
- There will be an even steeper rise in the number of households.
- There will be a rise in employment growth with the highest rises affecting people living in Dartford
- Because of the increase in the number of jobs, more people will remain at work for longer
- Even more women will work
- The rate of increase in the number of students may slow because of increasing costs – or this will be equalled by an increase in part time working.
- The accelerated development areas of Ashford and Kent Thames side account for nearly all the net increase in the workforce

Although the population will be 7.4% larger overall, the increases will be concentrated in Ashford and Thames Gateway Kent, specifically in Gravesham, Dartford, Medway Towns and Swale, areas of accelerated growth. (Figure 3) As well as the planned population growth in the Kent and Medway area, natural demographic changes will produce a positive effect right up to 2021, as the population lives longer, and births stay steady. The number of 65+ people in the community will have increased over the whole of the Kent and Medway area by 31.8% by 2021, and in fact three quarters of

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<sup>7</sup> All figures from Kent and Medway Structure Plan working papers – other scenarios are covered.

the increase will be in the 65+ age group. The margin between births and deaths will narrow towards the end of the time scale as the post war 'baby boomer' generation reaches 70 + and begins to decline in numbers. At the same time, it is predicted that the number of households will continue to grow even faster, by 16.2% on average over the whole of Kent and Medway.

### **Working in Kent 2030**

An analysis of workforce forecasts based on housing policy means that Ashford and Dartford account for nearly all of the net increase in workforce in Kent by 2021.



**Table 5): Policy Population Forecasts: Kent, Districts and Medway**

V19 2004	POPULATION					Change					
	2001	2006	2011	2016	2021	01 to 11		01 to 16		01 to 21	
	no.	no.	no.	no.	no.	no.	%	no.	%	no.	%
Ashford	103,000	109,400	119,100	129,500	141,200	16,100	15.5	26,500	25.5	38,200	36.7
Canterbury	135,400	134,500	134,200	133,500	132,000	-1,200	-0.9	-1,900	-1.4	-3,300	-2.5
Dartford	86,000	93,900	101,500	110,200	115,800	15,500	18.1	24,200	28.2	29,900	34.7
Dover	104,600	105,300	105,900	105,800	105,900	1,300	1.2	1,200	1.1	1,200	1.2
Gravesham	95,800	97,900	100,100	102,300	103,800	4,300	4.5	6,500	6.8	8,000	8.3
Maidstone	139,100	140,700	142,200	143,100	144,400	3,100	2.2	4,000	2.9	5,300	3.8
Sevenoaks	109,200	108,000	107,100	106,500	106,600	-2,200	-2.0	-2,800	-2.5	-2,600	-2.4
Shepway	96,300	98,400	99,300	100,400	101,500	3,000	3.1	4,000	4.2	5,100	5.3
Swale	123,100	125,400	127,900	130,900	133,400	4,800	3.9	7,800	6.3	10,300	8.3
Thanet	126,800	128,100	129,700	131,200	132,300	2,900	2.3	4,500	3.5	5,600	4.4
Tonbridge & Malling	107,800	110,400	112,700	114,900	117,000	4,900	4.6	7,100	6.6	9,200	8.5
Tunbridge Wells	104,000	105,400	106,600	106,500	106,200	2,500	2.4	2,500	2.4	2,200	2.1
<b>KCC Area</b>	<b>1,331,200</b>	<b>1,357,300</b>	<b>1,386,300</b>	<b>1,414,800</b>	<b>1,440,100</b>	<b>55,100</b>	<b>4.1</b>	<b>83,600</b>	<b>6.3</b>	<b>108,900</b>	<b>8.2</b>
Medway	249,700	251,100	253,200	257,300	262,000	3,500	1.4	7,600	3.1	12,300	4.9
<b>Kent</b>	<b>1,580,900</b>	<b>1,608,400</b>	<b>1,639,500</b>	<b>1,672,200</b>	<b>1,702,100</b>	<b>58,600</b>	<b>3.7</b>	<b>91,300</b>	<b>5.8</b>	<b>121,200</b>	<b>7.7</b>
North Kent	554,600	568,200	582,700	600,700	614,900	28,100	5.1	46,100	8.3	60,300	10.9
East Kent Triangle	366,800	367,900	369,800	370,500	370,200	3,000	0.8	3,700	1.0	3,500	0.9
Channel Corridor	338,500	348,500	360,600	373,000	387,100	8,600	2.5	10,500	3.1	12,600	3.7
West Kent	321,100	323,800	326,400	327,900	329,800	5,300	1.6	6,900	2.1	8,800	2.7

Expert witnesses from industry told the Committee how they thought employment would change over the next thirty years. The economy was becoming organic, in that industry was able to change direction. For instance the aerospace industry had now moved on to running courses for graduates on the maintenance of aircraft, rather than aircraft design. There is a continuing movement of jobs away from manufacturing to the service industries.

There was a beginning of a realisation that long hours do not increase productivity, but smarter working practices do. In the future there is likely to be an increased polarisation of jobs between skilled and low skilled jobs and that semi-skilled jobs will drop away. Low skilled jobs which attract low pay are not sustainable in the long term for a person's whole career and naturally end in a high turnover of labour.

Migrant workers are tending to be both skilled and low skilled, and where skilled workers are not available in the UK, firms will attract the skills they need from continental Europe. Because of Kent's closeness to the Pas de Calais there will be a growing trend of cross border working. Changing needs require lifelong learning and retraining, and firms will need to enhance and improve jobs to improve retention and motivation.

The CBI believed that people were working longer in their lives and more flexibly. More recently there was evidence of working from home as part of a regular working week. In Kent, there appears to be a reduction in the numbers of land based and manufacturing jobs. Young people coming into the work force will grow up with different skills and existing workers will need to be retrained. There will be more service industries, particularly health workers, and far more 'back office' operations as can be seen at Kings Hill. Manufacturing, where it still exists, will be high technology. Standard manufacturing will be done in India, China, and Vietnam. Over the next thirty years the price differential will decrease between the Far East labour market and the UK, but the area where manufacturing can be done most cheaply constantly moves and evolves and this process will continue. Many services industries are being done in India as they had the required skilled workers, and this trend will continue.

### **Traffic in 2030**

A prediction can be made for the amount of traffic on the roads by 2030, if no action is taken. The National Road Traffic Forecasts for Great Britain, published in 1997 to aid long term planning, show that on average, by 2031, there could be an increase of 184% of vehicles above those numbers in 1997. In fact, these figures have been recognised as being an underestimate, and are subject to revision reflecting the most recent growth figures.

**Figure 4: National Road Traffic Forecasts by Vehicle Type<sup>8</sup>**

	Cars			Light Goods Vehicles			Rigid Heavy Goods Vehicles			Articulated Heavy Goods Vehicles			Public Service Vehicles			Total Traffic		
	Low	<sup>1</sup> Cen	High	Low	<sup>1</sup> Cen	High	Low	<sup>1</sup> Cen	High	Low	<sup>1</sup> Cen	High	Low	<sup>1</sup> Cen	High	Low	<sup>1</sup> Cen	High
<b>A:</b> 1996 traffic (bn kms)	362.3			40.4			19.0			11.7			4.9			438.3		
<b>1996 = 100</b>	100			100			100			100			100			100		
2001	103	109	114	109	115	121	98	104	109	108	114	120	98	103	109	103	109	115
2006	110	118	126	120	129	138	100	108	115	120	129	138	100	107	114	110	119	127
2011	116	127	137	131	144	156	103	112	122	133	146	158	101	111	120	117	128	139
2016	122	136	149	145	161	177	106	117	129	148	165	181	104	115	127	124	138	151
2021	126	143	159	158	179	200	109	123	137	164	186	207	106	120	134	129	146	163
2026	128	148	167	172	198	225	112	129	146	180	208	235	109	126	143	132	153	173
2031	130	153	175	185	218	251	115	136	156	196	231	265	113	133	153	136	160	184

<sup>1</sup>Cen = central most-likely forecast

This is an average, and will cover areas in Great Britain that are not subject to as much predicted growth as Kent and Medway. Currently, **Gross Domestic Product (GDP)** – both as a measure of economic activity and the source of increasing real household incomes) **is the major driving force behind traffic growth.**

#### **How Kent life will change by 2030**

There is also a body of research which can predict how people will spend their time in the future. Even more households will own cars:

**Figure 5: Percentages of Households Owning Zero, One, or Two or More Cars<sup>9</sup>**

	1991	1996	2001	2006	2011	2016	2021	2026	2031
No Car	33.7	31.2	28.1	25.9	24.5	23.0	22.2	21.7	20.9
Only one car	43.3	44.2	45.0	45.3	45.2	45.5	45.9	46.3	47.1
Multi-	23.1	24.6	26.9	28.9	30.3	31.4	32.0	32.0	32.1

<sup>8</sup> National Road Traffic Forecasts (Great Britain) 1997

<sup>9</sup> National Road Traffic forecasts (Great Britain) 1997

car									
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There will be increased leisure travel, and a continued growth of imported goods. There will be a continued increase in internet shopping. An expert witness felt that the current problems caused by Internet shopping would be reduced during the next business cycle, and distribution rationalised. It is likely that continued, but gradual, environmental change will lead to more rain, storms, and hot summers with the need to build road and rail tracks which can cope with these conditions.

The Committee heard from expert witnesses about the likely advantages to be gained from advances in technology, and has made assumptions that these will be introduced where viable and possible in the time scale under review. They have not made the same assumptions about infrastructure projects, not already agreed, which would need huge amounts of capital investment, and this has led the Committee to paint this picture of the future:

### **What will be the same in 2030?**

- It is unlikely that some of the ‘far out’ technological advances will happen - automated road trains would be unlikely to get support from the road haulage industry.
- ‘Mag.lev’<sup>10</sup> trains, based on running at 300 miles per hour on magnetic tracks have the potential to change totally the economy of the UK. For the purposes of this report it has been assumed that this will not happen by 2030, because it is not forecast in policy predictions and the capital cost may be prohibitive.
- The increased thirst for leisure travel will continue even if international policies change and air travel becomes much more expensive. This is one genie which will not return into the bottle.
- There will be increased globalisation of trade; however this may be coupled with greater awareness of food sources and rationalisation of distribution lines.
- There will still be a need to travel to work for 70% of the Kent population – increased personal services mean people travelling to care for them, day centres, etc. Even though people are working longer in their lives, the Health services will become increasingly important, and travel will be need to more specialised, and less local, hospitals.
- Although there will be many technological advances in education, the Committee assumed that children will still need to go to school. The increasing numbers of working people will mean that all children will still go somewhere in the day for education and leisure. There will be a widening variety of child care and extended schools will be open for all day and into the evening.
- The pre-eminence of London will continue as a work venue for Kent and Medway residents, but there will be increasing numbers of jobs in the Thames Gateway and Ashford. The Committee looked at what transport links will be needed to attract business in these areas.

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<sup>10</sup> Magnetic Levitation



- There will be concentration on businesses which require higher skills as this is what we do best in the United Kingdom. To gear up for this, Kent and Medway people will need training and retraining throughout their lives with local higher and further education.
- There will continue to be budget constraints – United Kingdom governments are reluctant to increase taxes to fund transport services. European funding may help but this will be for international routes or research.
- No second Channel Tunnel - As the Committee found that the existing tunnel is operating significantly below capacity, they found it was unlikely that a second tunnel would be needed by 2030.
- No change in fuels – the Committee found no evidence of viable alternatives to aviation fuel, diesel, and petrol and no world wide move towards this. However pollution in UK will go down if congestion levels are kept down by other measures and push to develop vehicles with lower emissions and cleaner fuels continue. 80% of the world's energy needs to be met from fossil fuels, and this trend is expected to continue through to 2030. Further investigation into alternative fuels will be made in the second phase of this report.

## **2.2. Kent's transport needs**

What transport will Kent residents need in 2030?

Kent is currently consulting on the Local Transport Plan for the period 2006-2011 (Chapter1) and these aims are likely to remain the same.

The Committee sought to discover how these aims could be achieved at the same time as there are more vehicles on the roads and already, the government's aims to reduce congestion are not being met. At the same time, expert witnesses emphasised how long transport projects took to develop – easily 10-15 years. It is clear that if KCC failed to develop an understanding of future problems now, the transport situation would eventually become intolerable. If we do not pay attention to planning now, there is a real danger that Kent will become a fume-filled urban sprawl, from which people would be unable to escape to the countryside. If that happened, KCC would have failed the people of Kent.

### **Recommendation:**

#### **1. To meet the anticipated challenges of Kent's growing population and economy:**

- **It is of paramount importance that planning for a coherent transport network and its effective management must be undertaken now.**
- **Kent's policies can not be taken forward in a vacuum and should take account of policies at all levels.**

### 3. Opportunities and Obstacles – Passenger Transport

Kent's position and its unique role as a gateway to Europe mean that as well as serving the 1.6m population, the passage of freight through Kent needs a separate investigation. For Kent residents, transport for their life and work needs are of most immediate importance, and the Committee addressed the needs of passengers through and within Kent.

#### 3.1 Roads

Current estimations of the rise in number of private cars could mean that congestion would rise unabated across the next thirty years.

There was a 17% increase in the average distance that people travel to work and a 5% increase in leisure travel over the 10 years 1989-1999. The Campaign for the Preservation of Rural England told the Committee that peak period traffic commuters would now travel an average of 30-50 miles to work each way. Expert witnesses told the Committee what could be done to counteract these trends.

Kent's geography as a largely rural area with medium sized towns and only a few urban areas means that private car use will remain necessary for many residents. This does not mean that private car use should continue to rise unabated. The solution to congestion most often suggested to the Committee was a form of **road pricing**. Forecasts from a model<sup>11</sup> developed suggested that a well targeted national road pricing scheme could achieve as much as £10bn worth of time savings a year. There would also be increased reliability of journey time.

##### 3.1.1. Road Pricing

A variety of road pricing systems could be introduced. Congestion charging is suitable for urban areas but is unlikely to be introduced in Kent, as there are no large cities. Medway Council told the Committee that they are not considering this, although they are in favour of road pricing.

Road pricing could work in the following way:

Every vehicle would contain a 'black box' which would signal to the Global Positioning System (GPS). This is a satellite-based navigation system made up of a network of satellites placed into orbit by the U.S. Department of Defence. Originally intended for military applications, in the 1980s, the government made the system available for civilian use. GPS works in any weather conditions, anywhere in the world, 24 hours a day. There are no subscription fees or setup charges to use GPS.

Global Positioning System (GPS) comprises of three parts:

- 24 satellites that orbit the Earth
- Ground control stations which monitor the satellites

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<sup>11</sup> The National Transport Model – Managing our roads - DfT

- GPS receivers can be attached to persons or animals, or mounted on an object, such as a vehicle

The satellites are synchronised to emit encoded signals giving the exact positioning and time. Any vehicle equipped with a GPS receiver will intercept these transmissions. The receiver is able to calculate its own longitude, latitude, velocity and even altitude. This information would be transmitted to a central dispatch or control location.

Since its implementation, GPS has also become an integral asset in numerous civilian applications and industries around the globe, including recreational uses (e.g. boating, aircraft, hiking), corporate vehicle fleet tracking, and surveying. As GPS employs 24 spacecraft orbiting the earth in circular orbits, the same technology which provides satellite navigation systems in cars can also provide information on where each vehicle has travelled and on which roads. The Department of Transport in its feasibility study of road pricing in the UK says:

*'A new system of road pricing would mean moving away from the current motoring taxation system, and introducing charges to use roads that vary depending on how congested they are;'<sup>12</sup>*

The Department of Transport estimates that the equipment necessary to deliver a full position based charging scheme using satellite technology will not be available in a mass market low cost form until at least 2014. The European Galileo Satellite radio positioning system will be launched in 2008. This will complement the existing GPS and enable accuracy to within one metre.

There is still uncertainty about what the results would be if road pricing were to be introduced, although some modelling has been done. However it appeared to the Committee that it was one strategy within a whole Package of measures to ease congestion. It is also one of the few strategies that will dampen the demand to use roads; in the past clearing congestion by building new roads has merely spurred road users to go further and do more journeys. Using road pricing in this way would enable Kent residents who live in remote areas where there is no likelihood of public transport to still make their necessary journeys. It would also support the use of the roads at off-peak times.

The introduction of road pricing is complex, and the Department of Transport is keen to support local authorities who wish to introduce congestion charging as a pre-cursor to a national system. However, this is not suitable for Kent with its 'polycentric'<sup>13</sup> nature. The Department of Transport has vowed to work closely across all levels of government and with stakeholders to share knowledge and consider how best to deliver the benefits of charging.

It is accepted that there is a long term strategy, but must be part of a wholly integrated transport strategy so it is viewed as a positive move forward to

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<sup>12</sup> Feasibility study of road pricing in the UK – Report – Department of Transport 2004

<sup>13</sup> Polycentric - having many centres, especially of authority or control:

alternative modes of transport or a different lifestyle rather than a restriction on people's freedom.

**Recommendation:**

**2. The Committee supports the principle of road pricing as a priority as soon as a national system has been agreed, and if supported by evidence of benefit.**

In the intervening years, it is essential that a whole range of alternative strategies are developed to ease road congestion.

### **3.1.2.Improved Traffic Management**

Kent Police advised the Committee that improved traffic management would ease congestion. The technology for these strategies is already in place. They suggested the use of High Occupancy Lanes, (HOVs), where one lane is reserved for cars with more than one person inside. The Highways Agency has completed feasibility studies on HOV lanes on motorways and concludes they are feasible, especially when combined with road widening schemes. They do not, however, readily lend themselves to automatic enforcement techniques, such as cameras. The existing local authority HOV lanes in Leeds & South Gloucestershire, being trialled, rely on the police for enforcement.

Kent Police also suggested much more use of existing information systems to enable drivers to avoid delays. Satellite Navigation systems are becoming increasingly available in new cars and some include congestion avoidance features. Broadband use is increasingly available, and already drivers can check road closures before they set out. This could be extended by the Police to include more details of which diversion routes were in place. Traffic congestion information is now increasingly available on mobile phone networks.

There is also availability on the Kent Car Share website where members of the public can operate a 'car share' system. However, it has been found that this is difficult to arrange across different employers.

Kent Police also favoured the increased use of tidal flows. The technology to move central reservations at crucial points is already in place. The capacity to restrict entry to the motorway as is used in some countries and this could be investigated, using the current CCTV system. One of the difficulties faced by Kent police was the lack of variable message signs, or matrix signs, to inform drivers of closures and hazards ahead. There were no matrix signs south of Gillingham on the M2. There is also a lack of suitable diversion routes for the M20, particularly at the western end.

Kent Police welcome the introduction of the new Highways Agency Traffic Officers. They will begin operating on motorways in the South East of

England in summer 2005. Already introduced in April 2004 in the West Midlands, Traffic Officers will help the police manage the traffic around accidents, and help reduce congestion. They will be working around the clock to manage minor incidents, and support the police and other emergency services in major incidents. Beginning with the southern M25, their work will extend in time to cover the M3, M27, M26, M2, M20 and certain trunk roads in the region. A Regional Control Centre is being built at Godstone, Surrey, to control and coordinate Traffic Officers with outstations across the region from which they will set out on patrol, and which will co-ordinate the work by Kent, Surrey and Sussex Police.

### **Recommendation:**

<p><b>3. The Committee supports measures to improve traffic management where appropriate to achieve free flowing roads.</b></p>
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### **3.1.3. Road Improvements**

The Local Transport Plan process puts forward bids for major capital schemes. However, there is also a need for improved circulation through villages, and the development of small schemes. The Campaign for the Preservation of Rural England made (CPRE) told the Committee that it is often difficult to find funding for small schemes which would make a difference in Kent's rural lanes. The present government's revised 10 year plan will increase the amount of public spending on transport and this is to be welcomed. Kent was able to report in the Annual Progress report (2003) of the Local Transport Plan that 79% of the schemes identified for that year had been completed. Progress towards completing the Department for Transport's 10 year plan has been slower than anticipated. The CBI wrote:

*'Progress in delivering transport improvements has been very disappointing.'*<sup>14</sup>

Thus it is essential that whoever is the Highways Authority, the completion of planned schemes should be urged as a priority.

One of the issues seen as a difficulty is difficulty in obtaining funding. Schemes of £5m and above qualify as on major schemes, and must be prioritised in the Local Transport Planning process. In the second LTP round the Department of Transport is likely to receive many more major scheme proposals than it can support. They will prioritise for funding those schemes that look likely to deliver the best value for money, based on their own appraisal criteria.

The Department maintains:

*The current £5m gross cost level that applies to all authorities will remain.*

<sup>15</sup>However, the Department recognised that some small LTP areas wishing to

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<sup>14</sup> Credibility on the line – Ten-year plan progress report CBI

pursue larger schemes costing under £5m faced difficulties in affording the scheme from block allocations i.e. the main LTP settlement. It is therefore willing to fund a number of capital maintenance schemes costing less than £5m, according to certain criteria; particularly favouring integrated transport improvement schemes. This of course, increases the strength of government control over road building schemes.

The Commission for Integrated Transport believes many authorities have been reluctant to devote a larger percentage of their allocation to implementing one medium sized scheme - "putting too many eggs in one basket" - and hence, schemes between £3m and £5m have been difficult to progress. The Committee found that the whole issue of funding highways developments was complex and there was no clear consensus about what needed to be done to improve it. A review of highways funding needed to be done in greater depth in the second part of this select Committee report.

**Recommendation:**

**4. The current method of national funding of transport, especially highways schemes, needs reviewing urgently.**

**3.1.4. Planning for Redevelopment**

The two areas of Accelerated Development, Thames Gateway and Ashford, will see huge numbers of new homes and increased population. It is essential that when detailed planning is complete of these areas, public transport should be integrated into the plans. This is supported by the Department for Transport's approval for Fastrack (See Chapter 3 - Buses) but there are also other areas in Kent where support is needed for public transport and not so easily obtained. Expert witnesses told the Committee that revenue grants to support Kent resident's use of public transport are not so easily available, even though these have been shown to be cost effective. Recent development areas – e.g. Kingshill – have been based on where land is available rather than planning the public transport infrastructure initially.

As well as planning within the accelerated development areas, it is important for planning authorities to work closely with Education and Health authorities to ensure that their establishments are easily accessible for public transport. A good example of this is the reversal of South Kent College's application to re-locate further from the centre of Canterbury. Instead they have extended the park and ride scheme and consolidated on their town centre site, accessible for rail services and bus services.

The overall strategy for planning in the Regions is now controlled by the South Eastern Regional Assembly (SEERA), and the South East Plan is now subject

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<sup>15</sup> Full guidance on local transport plans

to consultation. This plan will cover the period to 2026. The South Eastern Region does not fully reflect Kent's needs, as its nearest neighbours are not within the South Eastern Region. The map (figure 6) shows the proposals for 'hubs and spokes' for transport for the South East Region.

However the figure also shows the omissions which are Kent's nearest neighbours – Essex, London and continental Europe, as well as Surrey and Sussex.

**Recommendation:**

**5. It is recognised that when planning major improvements to transport infrastructure it will be necessary to have a constructive dialogue with neighbouring local authorities.**

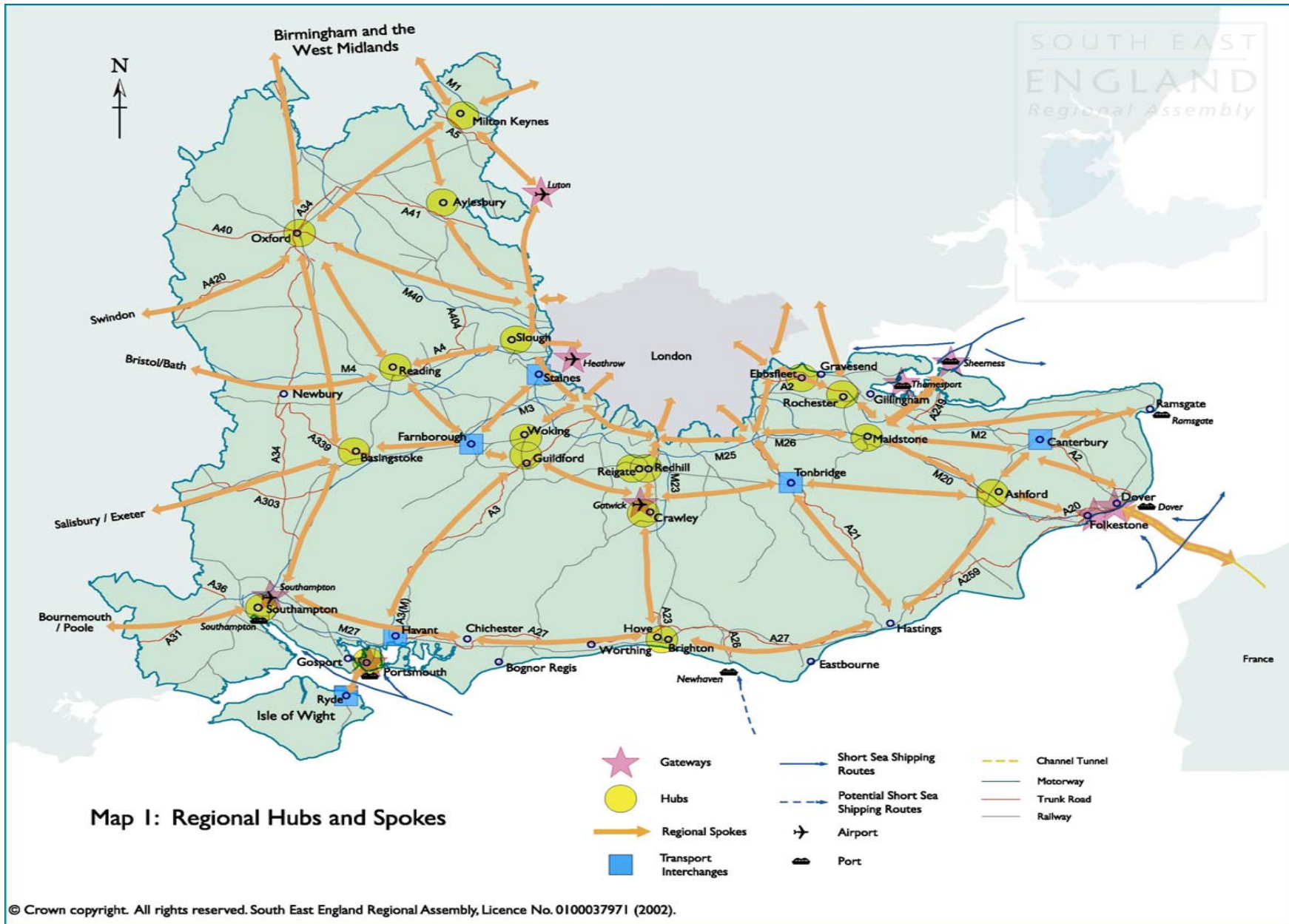


Figure 6



## **3.2. 'Soft' Factors**

'Soft' factors are other strategies, supplementary to improvements infrastructure, which encourage people to change their mode of transport. The project commissioned by the Department of Transport 'Smarter Choices' concluded that traffic reductions between 2.5% and 11% could be made.

(Figure 7 – Extract from Smarter Choices, Chapter 13) The South East Regional Transport Strategy (July 2004) stressed the importance of a whole raft of 'Mobility Management' strategies, and they are to form part of local transport plans. As can be seen from figure 7, each strategy alone only marginally affects traffic congestion, but with every strategy fully in place, there is an opportunity for a significant change.

The Committee discovered that although these strategies were good value for money, it was not always easy to fund them.

### **3.2.1. School Travel Plans**

The main aim of all School Travel Plans should be to reduce the number of car trips, improve safety on the journey to and from school and improve travel awareness. District and County Council officers – School Travel Advisers will advise on the compilation of plans, and there are capital grants available for schools to apply for to set up, for instance, safe bicycle storage. Expert witnesses told the Committee that school travel plans were essential to try to build the public transport habit in to the school ethos, and to tackle the congestion caused by the school run. In some cases, journeys must be by car as parents have to take their children to school before then continuing their journey, sometimes back across the same town, to go to work.

By 2030, school travel plans should be set up for every school, but witnesses told the Committee that including a school travel plan should be part of an Ofsted inspection. This would increase the speed of take up. School travel plans for primary schools often included the setting up of 'Walking Buses' which are set up and organised by parent volunteers. Kent County Council provides support; advice on routes, basic training for the adults and the loan of high visibility waistcoats for children and volunteers.

However much support schools receive, the compilation of a school travel plan is yet another task for a busy Headteacher and School governing body to organise. Although expert witnesses talked about the 'yellow school bus' scheme in US where designated buses pick children up from near their homes, trials in the UK are as yet inconclusive as to the merits and attractiveness of the system to persuade parent and children to use them.

The School Transport Bill, shortly to be made law, allows Local Authorities to use their Home to School Travel budget in more creative ways. At present the £28m<sup>16</sup> budget used on home to school transport funds pupils who have to travel more than two or three miles to the nearest appropriate school,

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<sup>16</sup> KCC budget 2005-6

depending on age. This will change, and KCC will be able to decide if this money could be used in different ways to benefit school pupils. An expert witness told the Committee that as school contracts had to be the cheapest option negotiable, the service provided was invariably the oldest, least reliable and poorest quality. However, no local authority had the funds to subsidise school buses everywhere within its boundaries. His view was to support quality buses in key congestion areas; but this does not help pupils in remote rural areas who will need more flexible public transport. The success of School Travel plans will depend on suitable public transport being available.

### **3.2.2. Work Travel Plans**

Work Travel plans have the potential to expand to all large firms in Kent. There are tax and national insurance incentives for businesses to adopt travel plans, in that benefits they pass on to the workers – such as breakfasts for cyclists – are not liable for tax and national insurance.

Pfizer have set up a number of initiatives to help encourage an individual's upward movement through the 'green travel' league including:

- public transport improvements
- better cycle and motor cycle facilities both on and off site
- introduction of a car sharing system
- working with local authorities on a range of road proposals to provide extra road space
- Parking cash-out system.<sup>17</sup>

Where there is a good public transport service there is a good chance of work travel plans being a success. However, all of the 'soft factors' depend on there being viable alternatives for the traveller to use. It is essential that KCC, Medway and all the District and Borough Councils work together to ensure that benefits which can be obtained from these strategies are maximised, as they are an essential part of successful transport in the future.

#### **Recommendation:**

<b>6. There will be a need to achieve modal shift away from the private car*</b>
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*\*The Committee identified that if congestion is not to overcome Kent's roads, it is essential to encourage and persuade people to use transport means other than the private car. The move towards using public transport, cycling or walking is called modal shift.*

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<sup>17</sup> Workers choose cash rather than a parking place.

**Table 13.14: Contribution made by each soft factor to overall traffic reduction figures, national average**

(with adjustment to avoid double-counting; columns are additive not multiplicative; no adjustments to allow for synergy of impact; assumption that there are 'just enough' supporting measures to lock in effects without enhancing them)

	High intensity scenario	Low intensity scenario
Measures targeting the journey to work, of which:	5.4%	1.4%
<i>Workplace travel plans</i>	1.2%	0.7%
<i>Car sharing</i>	2.0%	0.1%
<i>Teleworking</i>	2.2%	0.6%
Personalised travel planning	1.9%	0.4%
Teleconferencing	1.9%	0.3%
Travel awareness	0.7%	0.1%
Public transport information and marketing	0.5%	0.1%
Home shopping	0.3%	0.08%
School travel plans	0.2%	0.04%
Local collection points	0.06%	0.06%
Car clubs	0.02%	0.01%
<b>Total*</b>	<b>11%</b>	<b>2.5%</b>

\* Figures in this row may not match column totals, due to rounding

Figure 7 18

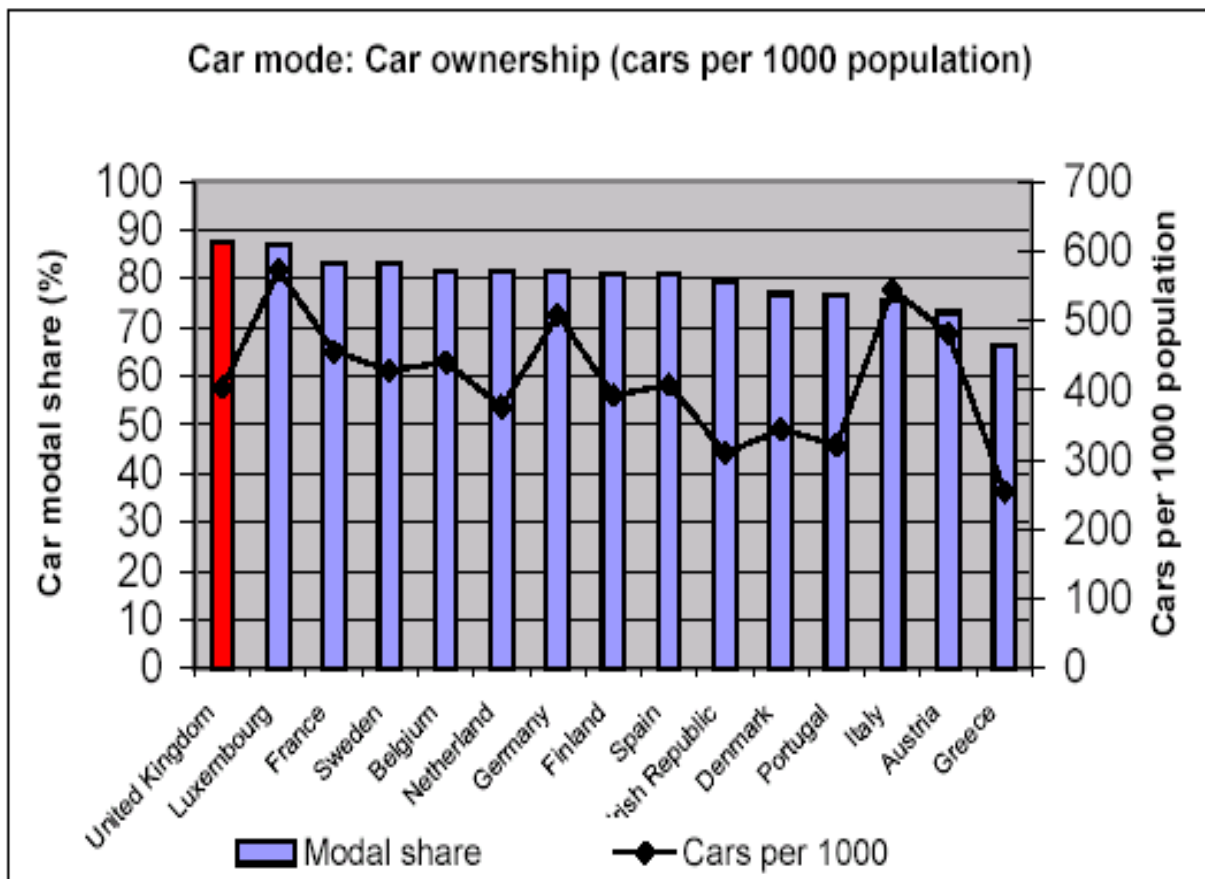
### 3.3 Public Transport - Buses

The Committee explored whether there would be more public transport or less during the review period. Expert witnesses explained how an enhanced public transport network was the only opportunity to deal with the increased need to travel across and through Kent in the future. In the UK, buses are most dominant form of public transport. In 2002/03 there were 4.4 bn. passenger journeys and 2 bn. journeys on all rail modes.<sup>19</sup>

Local bus journeys represent 45% of the total distance travelled by passenger transport services.

<sup>18</sup> Smarter Choices – Changing the Way we travel – Department for Transport

<sup>19</sup> Commission for Integrated Transport – *The Bus Industry: Encouraging Local Delivery*. (June 2004)



**Figure 8**

Measures to achieve patronage growth can improve the numbers by 7% with quality bus partnerships, and up to 15.4% with enhanced measures such as parking restraints. It is essential that every chance is taken to persuade people to change their mode of transport. (modal shift)

Although car ownership is set to rise and comparative car costs are set to fall to 2010, comparison with Europe shows this need not mean a drop in the use of public transport. Britain has the most extensive congestion in Europe, and the longest commuting time – although there are more cars per 1000 people in several European countries including Italy, France, Sweden, and Germany.<sup>20</sup> (Figure 8)

### Use of Technology

In many European countries there is a strong regional responsibility for transport integration, bringing together land use and transport planning. In the UK, a start has been made to do this to promote the change to public transport. Buses are the most common form of public transport, and the Committee heard what the future for buses services would be. Arriva explained how buses would run in the future:

- More efficient fuel would be available with less emissions
- Buses would look far more appealing than the square box that had first been introduced onto the roads 80 years ago.
- Ticketing would no longer be done on the buses, with tickets replaced by smart cards and other means of payment that did not involve cash handling. Tickets could be pre-paid or paid at the station.

<sup>20</sup> European Best Practice in Delivering Integrated Transport (Commission for Integrated Transport)

- Bus stops would move away from the old “flag on a lamp post” model and become stations giving real time information and selling tickets.

In the Thames Gateway accelerated growth area, segregated bus lanes such as the Fastrack scheme will provide over a phased period (to 2018) a complete service for the Thames Gateway from Dartford, via Bluewater and Ebbsfleet station to Gravesend, with opportunities to interchanges at the Railway stations. The Fastrack type of scheme shows a different way forward to make buses far more attractive. Some of the attributes of the Fastrack scheme could be partially be translated into other parts of the County – for instance bus stations on the A20 or a similar track led bus in Kings Hill. The Thanet Loop is an example of a bus service gaining passengers through running fast frequent buses across the Thanet towns.

One of the differences between Europe and UK has been the investment in transport as a percentage of Gross Domestic Product (GDP) over the years. This is now being addressed to some extent by the government latest expenditure plans.

### **3.3.1 Quality Bus Partnerships**

The transport act of 2000 enabled the establishment of Quality Bus Partnerships. This enabled local authorities to set up agreements with bus operators to quality standards; the local authority up-grades bus stops and provides priority services. Arriva explained to the Committee strategies that could be used to attract people away from cars on to buses. Working with local authorities, people require frequent reliable services with priority over cars as the best option. This could be done by installing bus lanes, and the use of Global Positioning Systems to alter traffic lights to enable the bus to travel swiftly through the traffic.

The Quality Bus Partnership in Maidstone has real time information attached to bus stops. Buses are able to stop and wait at both ends of their journey so that passengers are encouraged to use the service as they can always find a bus at the terminus. Dover District Council is initiating talks with Stagecoach with a view to setting up a Quality Bus Partnership to improve use of the buses there. In Medway, Operation Overdrive is a bold initiative by Arriva. It provides 60 new buses and refurbishes a further 49 for operation on five core routes with increased frequency. Starting with a very low base of patronage and overcoming a poor image, Medway is striving to become a beacon for partnership working. As their part of the agreement, Medway Council has built in commitments to enable bus prioritising through the traffic and a new bus station in Chatham, and working with Arriva to ensure improved weekend and night time services.

## **Recommendation:**

**7. The Committee recognises that more use must be made of public transport that is cheap, safe, reliable, available and accessible, and to achieve that will need high levels of investment by the public and private sector.**

There remains the problem for Kent of how to provide services in rural areas where frequent services are not practical. Arriva's view was that some rural services had been delivered for 30 years without being reviewed for efficiency. A radical review of rural bus services would pose the question whether increasing subsidies to these services represented value for money. Community transport services, including providing dial-a-ride schemes are being trialled, including in Deal, funded by the Rural Bus Challenge grant, Dover District Council and Kent County Council. Concessionary fares have been established for those over 60 and the Committee envisages that technology will enable these to be interchangeable across the UK, and extended to students aged 16-21. In the 2005 budget, free off-peak local area bus travel has been granted for all people over the age of 60 and disabled people in England from April 2006. Further investigation will be undertaken into the effects of concessionary or free public transport in the next phase of the Select Committee report.

If bus travel is to encourage people to abandon their cars, there must be fast reliable services integrated to airports, ports and rail stations. The need of Bus operators to make a profit must be reconciled with the need for people in a largely rural, polycentric<sup>21</sup> county to travel. The Bus companies are keen to engage with local authorities in Quality Bus contracts, as where the service is reliable, frequent, easy to know and understand, there will be areas of best growth. Bus companies are holding discussions with bidders for the Integrated Kent Franchise (IKF) to enable timetables to integrate better with rail, both physically and in terms of timetabling. Longer term strategies are needed, and this may come with the introduction of Quality bus networks which will bind bus companies into more formal agreements with local authorities. This will enable bus services to plan on a longer term basis and not subject the services to sudden disruption through economic failure of routes. The infrastructure of bus lanes and GPS is essential to support the newer buses that now form operators' fleets.

### **3.3.2 Park and Ride**

One of the most successful strategies for moving congestion away from town centres is Park and Ride, with notable successes in Maidstone and Canterbury. Compact town centres adapt best to this strategy, and there are other towns in Kent where it could be adapted. Long linear towns like Tonbridge could install a town centre loop bus. Park and Ride, to work well, needs bus priority systems, and disincentives to park private cars in town

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<sup>21</sup> Having many centres, especially of authority or control

centres, together with frequent modern buses at convenient close to the motorway sites.

**Recommendation:**

**8. All modes of public transport must be improved and integrated.**

### ***3.4 Rail passenger transport***

#### **3.4.1. Growth of High Speed Trains**

When considering trains, the Committee worked on the assumption that there would not be an alternative rail system (the Mag.lev – or magnetic levitation) train available in England by 2030, because of cost and policy decisions. If decisions were made to invest in this, with trains able to go at 300 miles per hour, the whole geography of England would be seen in a radically different way. It remains under test in Japan and China, and the only Mag.lev. in Britain – a small track at Birmingham airport – has recently been replaced. (See Section 2)

The Committee envisaged that by 2030, the Channel Tunnel Rail link will be fully functioning and integrated with local trains or efficient bus services to serve all parts of Kent. An expert witness from Eurotunnel told the Committee that because of its high cost, the high-speed line needed to attract a large amount of traffic in order to be viable. Its total 113km length is the only high speed line in the UK and will be plugged into 4,000km of European network. (Figure 9)

The UK line will grow by 39 Km (Phase 2) from 74 km (Phase 1) to a total of 113km to in length when phase 2 is completed by 2007. Traffic will grow because of this, but it is not expected that the rail network overall will be greatly expanded by 2020 because of the number of extra passengers per year needed to make a further high-speed link viable.

By 2020, all high-speed lines will have an international gauge and standard. Depending on the competition as well as the political and social environment, passenger traffic could either double or treble by 2030. Eurotunnel has the capacity to take 40m passengers each year and can also increase its capacity to accommodate double-decker trains.

In terms of the capacity of CTRL stations, St. Pancras can handle 16m passengers each year, whereas Ashford International can cater for 2m, and Ebbsfleet Station has enormous potential for growth. As the high-speed line can take trains at speeds of 186mph, there is a possibility that over the next 25 to 30 years the status of its stations may change in order to shorten travel times. Research suggests that there will be a huge growth in rail travel in the future, as rail is highly competitive for journeys up to 3 hours for business journeys, and is competitive for leisure journeys up to 4 ½ hours. In order to achieve its potential, rail needs a level playing field with its competitors.

It was unlikely that a second operator apart from Eurostar will be able to run on the high-speed lines, as an expert witness from Eurotunnel believed that 3m passengers are needed for a service to be viable. Making profits even when passengers surpass these numbers is more difficult. A second operator will entail doubling that number, and this is unlikely to be achieved in the next 30 years. Eurotunnel believes that services will be extended further into France, Amsterdam and Rotterdam in Holland, and Germany. Currently, Eurostar provides a London to Avignon service as well as a Ski Train in the winter, and these are likely to continue.

Eurotunnel estimate it would cost £5bn to open up the whole of the UK to standard international gauges<sup>22</sup>, because of the difference in height and width between continental trucks and the capacity of the Kent track. If new high speed lines were developed, Eurostar would become more attractive to potential passengers, but it can be seen from the map (Figure 9) this is likely only to extend to up-grading the west coast and east coast mainline routes.

A second channel tunnel would cost £5bn, and is unlikely to be funded, or needed within the next thirty years.

### **3.4.2. The Integrated Kent Franchise**

The Committee studied the future of the organisation of the railways, and made assumptions that current franchise agreements with private train operating companies would continue, reinforced by European policy in their rail Packages. Currently, Southeast Trains, a publicly owned company, operates the trains in Kent and Medway since Connex South East lost<sup>23</sup> the franchise. The Strategic Rail Authority is conducting franchise bidding arrangements with four preferred bidders for the Integrated Kent Franchise. This will cover the rail lines in figure 10.

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<sup>22</sup> UIC standards are set by UIC 912 - Union Internationale de Chemins de Fer 912 Protocol - A set of standard messages for international exchange of information between railways.

<sup>23</sup> The Strategic Rail Authority stripped Connex of its franchise in Kent and the South East, terminating 31 December 2003. The reasons given were a failure to:

- meet a detailed action programme of improvements
- provide short-term financial stability for the franchise, its passengers and staff during 2003.



Figure 9

## European High-Speed Network 2020

**2020**

**European High-Speed Network**

**Réseau Européen à Grande Vitesse**

**Europäisches Hochgeschwindigkeitsnetz**

	new lines
	lignes nouvelles
	Neubaustrecken
	upgraded lines
	lignes aménagées
	Ausbaustrecken



*High-Speed Division*



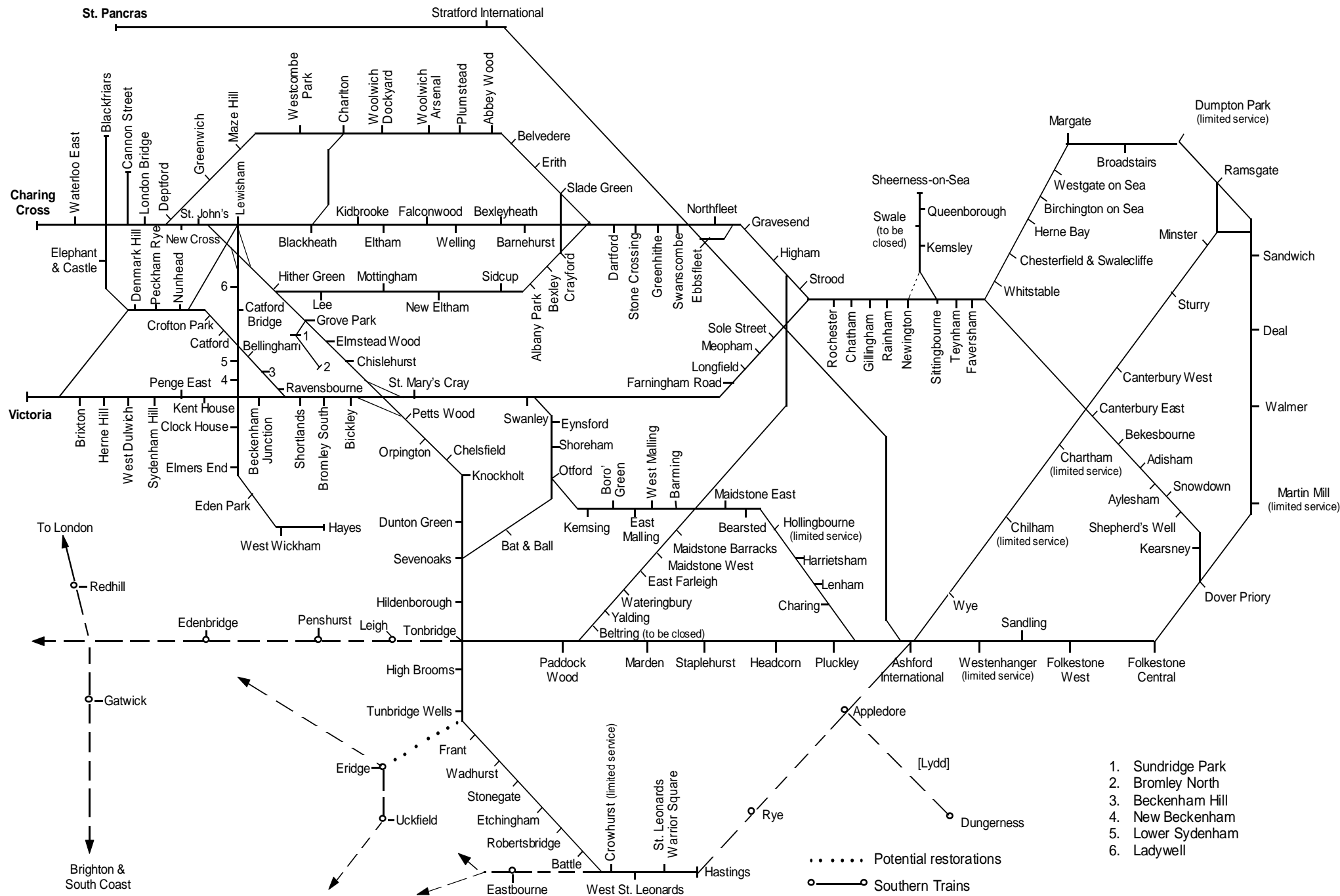


Figure 10

Eurotunnel has concerns about the Integrated Kent Franchise since, if it were not well run, it would have an impact on the Tunnel. Domestic services will not stop on the High-Speed line, so will not hold up Eurostar trains. However, the current plans include splitting trains. There is plenty of capacity for domestic growth and international trains on the high-speed lines. Currently rail was beating budget airlines for London to Paris and London to Brussels, and this trend will continue. Within the practical travelling time, a high speed York, or even Newcastle or Edinburgh, to Paris service will be possible. Eurotunnel retains the lease on the Tunnel until 2052.

Dover District Council and Medway Unitary authority both believe that it is essential that the CTRL domestic trains cover their areas. In Thanet, an expert witness believed that small Sprinter trains could connect those towns where the CTRL domestic trains did not go; thus still speeding up London-Thanet journey times to just over one hour.

**9. The Committee supports the extension of high-speed train links across Europe and the United Kingdom, which should be re-examined to maximise the benefits to Kent.**

### 3.4.3. 'Classic lines'

By 2007, Eurostar will vacate the North Kent lines in 2007, restoring capacity for classic services. This would be helpful.

It can be seen from figure 10 that apart from the high-speed rail lines, there are far more 'classic lines' in Kent. The numbers of train passengers have increased from most destinations. The ticket drop at Dover station is explained by the demise of Sealink, a Railway ferry link, where tickets across the Channel could be bought at Dover Station.

<b>Ticket Sales per year and year by year growth</b>			
<b>Station</b>			
<b>Number of journeys</b>	<b>1990</b>	<b>2003</b>	<b>% change</b>
<b>Origin Station2</b>			<b>1991-2003</b>
<b>ASHFORD INTL</b>	893173	1114451	23.68%
<b>CANTERBURY STNS</b>	950370	1176588	22.98%
<b>CHATHAM</b>	1493401	1429837	8.21%
<b>DARTFORD</b>	1252033	1405650	16.94%
<b>DOVER</b>	572276	438522	-31.93%
<b>FOLKESTONE STNS</b>	460338	468747	8.44%
<b>GILLINGHAM (KENT)</b>	996220	959647	16.09%
<b>GRAVESEND</b>	1190038	1093068	5.89%
<b>MAIDSTONE STNS</b>	996490	985016	-4.13%
<b>RAMSGATE</b>	329205	412000	26.21%
<b>SEVENOAKS</b>	1330281	1676027	25.13%
<b>TONBRIDGE</b>	1599925	1888314	18.69%
<b>TUNBRIDGE WELLS</b>	1217620	1520620	22.86%

Figure 11

The Committee heard from the Strategic Rail Authority (soon to be replaced by the Department for Transport) that they are totally demand led in their approach to development of rail lines. This shows a contradiction within government policy in that planning dictates that public transport infrastructure should be in place before development is completed. There are notable exceptions to this, and the Channel Tunnel Rail link, and Ebbsfleet Station are examples of developments aimed at bringing regeneration and serving accelerated growth areas.

# Change In Passenger Demand from Principal Kent Stations\* 1991-2003 Based On Ticket Sales

(\*includes groups of stations where a town has more than one station)

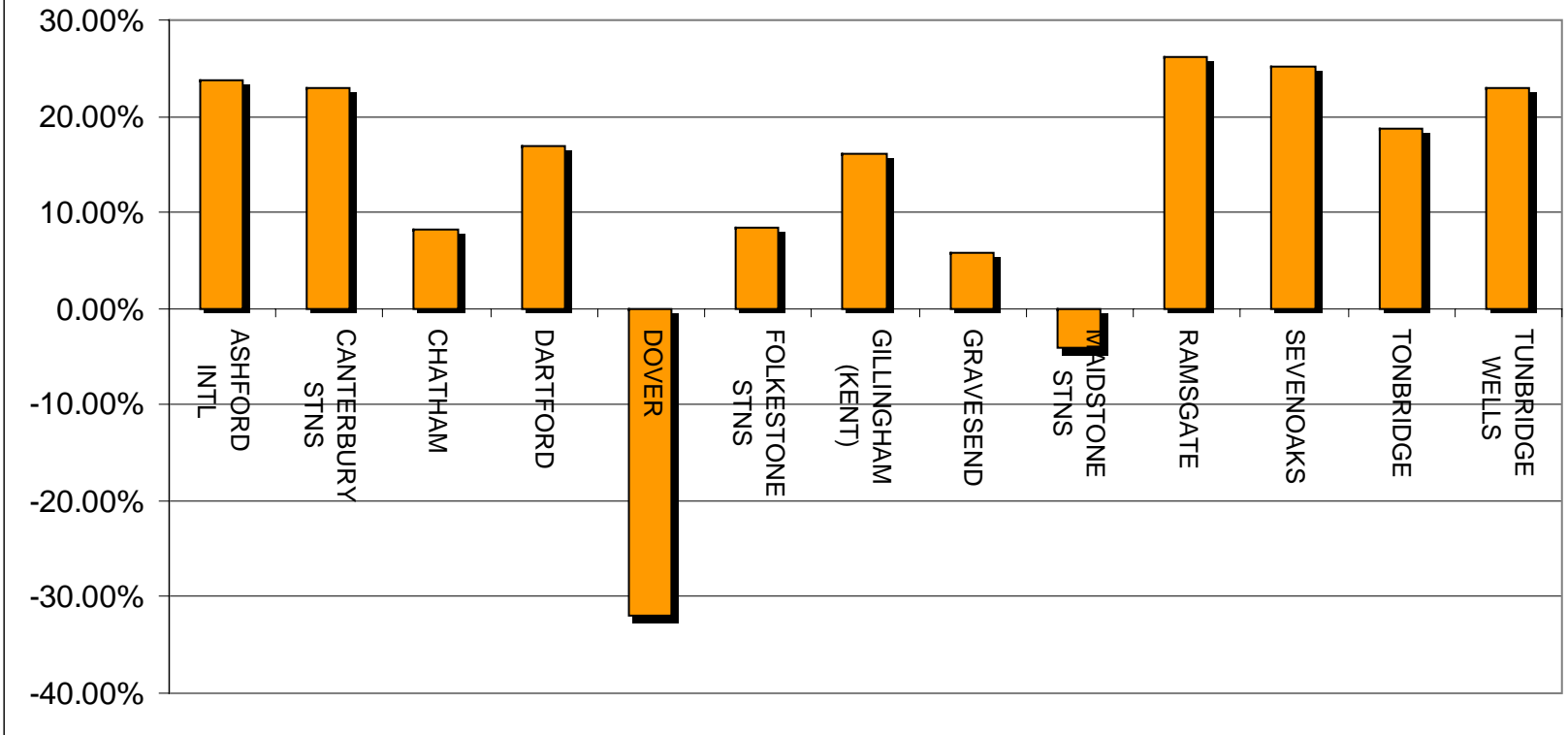


Figure 12

Classic lines need to be preserved for current commuters. All witnesses stressed to the Committee, that despite local jobs and the devolution of some jobs to the region, London will still dominate as an employment centre indefinitely into the future. For local commuters, Waterloo and Cannon Street remain popular destinations for jobs in the City. The CTRL move to St Pancras may mean that jobs may develop in the St Pancras area because of available labour.

## **Station Development**

To encourage passengers to travel by rail, stations needed to be bright and welcoming with good access facilities. London & Continental Railways Ltd. (LCR) own both Ebbsfleet and Ashford International Stations,<sup>24</sup> and thus the responsibility for improving the stations remains with them. Although it is the responsibility of local authorities to support and improve bus stations, the situation is not clear with regard to railway stations, and this has affected their development and the numbers of people prepared to use the train.

### **Ebbsfleet Station**

Ebbsfleet International Station will open in 2007. Roads to the station have been planned to be of sufficient capacity to meet the needs of 2 Eurostars and 8 domestic trains per hour travelling in each direction. Initially with 5,500 car parking spaces, developers will be able to undertake high density commercial development around the station by “lifting and shifting” car parks to make room for various stages in the Ebbsfleet development. No more car parking spaces would be needed for the two years until the CTRL domestic trains arrived, when the numbers will rise to 9,000 spaces. (2009)

Within the Kent Thameside Plan, which takes a broad view of the growth areas transport needs, the view was that, as Ebbsfleet becomes a centre for employment as well as for shopping and leisure, there will be “reverse commuting” from South East London and Medway to Ebbsfleet.

The success of Ebbsfleet will be determined by whether it fulfils its potential both as a station and as a point of regeneration. In 30 years’ time, Ebbsfleet is planned to be an efficient station with good, diverse businesses and housing development around it. Essential to the development of Ebbsfleet International is the completion of the Fastrack project, and the development of Fastrack is the only way that the existing highway plans will be sufficient. Currently the plans for Crossrail do not connect it to Ebbsfleet.

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<sup>24</sup> In 1996, following an international competition, London & Continental Railways Limited (LCR) was selected by the Government to build and operate the Channel Tunnel Rail Link (CTRL), and to own and operate Eurostar (UK)

## **Ashford International Station**

LCR are working closely with Ashford Futures<sup>25</sup> to bring regeneration to Ashford, but Ebbsfleet will ultimately attract more passengers and have a stronger appeal because of its proximity to London and the M25. However, when the journey time to Central London is reduced below 45 minutes running on CTRL Domestic Services, this will make Ashford more attractive as a place to live and do business.

LCR will not compile timetables for the International routes using this station until demand is known after the completion of the CTRL phase2. This demonstrates once again the problem of commercial operators needing to be demand led before services are provided, rather than there being the ability to pre-plan public transport services when new development occurs. LCR told the Committee that Eurostar trains would only stop either at Stratford, Ebbsfleet or Ashford, but not all three because this would jeopardise the high-speed rail service. Once demand is known, LCR plan to integrate their timetables with those trains from the rest of UK and Europe.

LCR believe that the development of Ashford as a commuting town could become a 'spark plug' for regeneration - increasing local demand, and thus becoming more appealing to businesses and generating even more passengers. LCR have calculated that High Speed rail will capture 70% of the potential long distance rail market, however there may be competing demands on the network between domestic and international travel. Although the CTRL line had been designed to cater for both international and domestic travel, the domestic trains needed to travel as fast as advertised to avoid holding up the high speed international trains.

Passenger modelling by LCR suggests that 1.2m passengers per year will come through Ebbsfleet on the Eurostar International service, increasing over the 30 year period. The CTRL domestic services would remain at 5 million per annum, (2 trains per hour travelling in both directions and carrying 700 passengers each) which was the designed capacity. The calculations assume that half of the 700 passengers on each train will travel to St Pancras and a further 335 would get off the train to work in the Thames Gateway area. There will be an average of 6,000 passengers at Ebbsfleet during the two peak morning hours, and road access had been designed to cope with this.

## **Other stations**

Although many witnesses told the Committee what was needed to develop other stations, it was difficult to pinpoint who was responsible for this. It appeared to be a mixture between Network Rail – still seeing their main responsibility to maintain the track – Train operators – trying to make a profit and keep the trains on time – the Strategic Rail authority – which had not had operational responsibilities in the past and will be dismantled. Stations

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<sup>25</sup> A team of representatives from regional and national agencies including English Partnerships, Ashford Borough Council, SEEDA and Kent County Council has been established under the name Ashford's Future to co-ordinate the development of the town in a sustainable way.



needed to be welcoming, safe, secure and manned where possible, with good facilities for the disabled and the elderly. The Rail Passenger Council told the Committee that South East Trains, through its agent Central Parking Services (CPS), had dramatically increased car parking charges across Kent, causing yet another burden on commuters. With the inevitable closure of little used stations, rural passengers will need to drive and park at stations with good parking facilities. These are essential if people are to be attracted to the use of rail – as is understood by the planners of Ebbsfleet.

One solution to the funding problem is for local authorities, charities, and private firms to adopt those lines that have been designated Community Lines community lines to improve the stations and improve usage. This does not help main line stations which support the ‘classic lines’ for commuters who will not be able to use the high-speed rail line.

Witnesses also told the Committee of the problem of integrating transport to stations, so that bus timetables offer information for connecting trains. The move to public transport will only work if it offers complementary not competing services, and these are presented to passengers in a simple way.

### **The future for Rail passengers**

The success of some rail franchises and the increase in ticket sales has shown that passengers want to use rail services. The Committee felt that the money earned from franchising should be re-invested in subsidies for the rail network.

The regional structure of the Rail Passengers Council has been dismantled and it has been recast as a national body. This may not provide the regional focus that has been successful in pointing out difficulties in the south east region. The current RPC have been able to raise issues of timetabling with the SRA, to reflect the needs of passengers, who had based their homes and employment on the network as it currently exists.

### **Recommendation**

<b>10. Where possible, local domestic services must be integrated with high speed rail lines.</b>
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### **Ports**

(Also see Freight)

Tourist trends for Ports over the next 30 years are less predictable than freight. This is partly due to uncertainty around current low cost air fares, which most expert witnesses agree are not sustainable in the long term, for both economic and environmental reasons. The tourist market competes for limited leisure time, whereas the freight market is expanding indefinitely as the economy grows. The Committee did not envisage a future of longer holidays – but rather an increased number of working people. Although the number of tourists crossing over to the Continent by Ferry is predicted to rise after falling

consistently since 1998, Dover Harbour estimates it will take time to reach the 1998 figure of 21m travellers per annum.

### **3.6 Passenger Air Services.**

The Department for Transport's review of Aviation, published on 16 December 2003, supported the building of two new runways in the South East in the period to 2030, one at Stansted (around 2011/2012) and the other at Heathrow, (2015-2020) or if environmental limits can not be met, at Gatwick (not before 2019) The two main Kent airports are Kent International Airport, at Manston in Thanet, and Lydd airport. We now know that there is to be no other new airport in the south east <sup>26</sup> and the option of a new airport at Cliffe has been abandoned.

#### **3.6.1. Kent International Airport**

(Also see Freight)

Planestation, the company which owns Manston airport and also EUjet, its only operator from Manston, has completed an ambitious plan covering the next thirty years.

However, there are still some uncertainties about some aspects of the aircraft industry. No one in the aviation industry knows:

- Whether the introduction of wider bodied jets with larger capacities will lead to a consolidation of capacity and routes.
- How the increase in 'point to point' travel (unlimited travel within two points for a fixed price) will affect both low cost airlines and the established major airlines.
- Whether the aviation industry be continued to be allowed to grow at present rates or whether there will be any accompanying fiscal regimes to penalise or support the industry – e.g. duty on aviation fuel.

However, it is clear, that even with higher prices, passenger air travel will increase to reflect the increasing globalisation of the economy and the thirst for leisure travel.

Planestation are expecting that within 30 years Kent international airport will be seeing 4-6m passengers per year, and 200,000 tons of freight. This will be in an environment in East Kent where they envisaged East Kent to be connected by a fast rail link and established as a key gateway. There will be a growth in employment through quality innovation in higher and further education. Pfizer will open up opportunities for research. Tourism will attract vast numbers to the area, to learn and explore the countryside, where the East Kent natural park will be complete. Along the coastline, the regeneration of Margate and Ramsgate will be complete, and the marina will be in place.

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<sup>26</sup> Aviation White Paper Summary, Dec. 2003

Planestation hopes to be able to exploit the channel tunnel rail link domestic service fast links, augmented with sprinter services to transport passengers to and from the airport. Small sprinter trains would act as feeders to the fast train, as well as providing a localised rail service which meets public need. They stressed the importance of maintaining one strong public transport link which was integrated with other modes, rather than trying to sustain other types of transport.

They expect passenger traffic to expand, over the three categories of leisure trips to traditional European 'sunshine' destinations, leisure City breaks – e.g. Prague and Dublin, and some business travel. Currently they are attracting customers from the SE London Boroughs, driving down the reliable transport links of the Thanet way which is less crowded than the approaches to Gatwick and Stansted. However, the large numbers of passengers predicted would need to use fast rail links, and this will be the secret in attracting further air operators after 2009 when CTRL domestic services begin.

Most passengers come to Kent International Airport by road, but the only public transport access is a bus from Ramsgate Station. By 2009-2010, passenger numbers and the opening of the CTRL domestic services will mean that there will be a need for a new station to serve KIA - Manston Parkway. Land has already been earmarked for this, off the A299, into Cliffsend, north of the Lord of the Manor area, and is 300 metres from the airport. It is planned that a people mover will connect Manston Parkway to the airport. The people mover could consist of a monorail buried in the ground, as at Gatwick. Until the station is built they will continue to bus passengers to and from Ramsgate Station. This bus movement will not be sustainable within Ramsgate as the passenger numbers rise.

The County Council and the three East Kent District Councils are all supportive of the building of Manston Parkway. The East Kent Access road phase 2 will take road improvements beyond Sandwich to the station, but there will also need to be a short length of rail line built from the Ramsgate/Minster line.

### **3.6.2. Lydd**

Lydd Airport, owned by London Ashford Airport Ltd, on Romney Marsh, also has ambitious plans for the future.

At the moment Lyddair operates daily flights to Le Touquet in small planes. With the advantage of approach paths over the sea, they too have an ambitious plan to process 2m passengers a year by 2010. Lydd has not got railway access and is remote from motorway links.

KCC reviewed both Manston and Lydd in the Select Committee report Rail, Airports and Ports in September 2002. These recommendations are shown in full in Appendix 3. The priority recommendations for Passenger airports are:

## Recommendation

**11. Transport links for passengers and freight to Manston Airport must be improved.**

**12. If in this time period of 25-30 years Lydd airport is up-graded, it is essential that transport links to it are improved.**

## **4. Freight Transport**

Witnesses were unanimous in their view that there will be a dominance of freight by heavy goods vehicles. Roads will continue to be pre-eminent –even with government/European action to move more freight on to railways and water. The Freight Transport Association told the Committee:

*‘Even if the tonnage of freight travelling to Europe was to double or triple in the period under consideration it would make relatively little difference to the number of road vehicles travelling to Folkestone and Dover, given the predicted growth in European road freight for the same period.’*

### **4.1 Road Freight**

There are two aspects to the road freight travelling on Kent roads. One is the delivery and distribution of goods within Kent for business, and the other is the freight brought into Kent ports and transported across England for distribution across England. As shown in figure 4, by 2031, articulated heavy goods vehicles are estimated to be 265% of the numbers transported nationally in 1996. The growth of road freight across the Channel is predicted to be higher than the national average.

If life in Kent is to remain environmentally healthy ways must be found to minimise the effects of this increase on the roads. There are several ways in which this can be done:

#### **4.1.1. Lorry Road User Charging**

One strategy already agreed and which will be fully in place by 2030 is Lorry Road User Charging. This charges lorries to travel over the roads of a country, and has already been introduced in Switzerland, Austria and Germany, although not using uniform systems.

The UK system will be tax neutral in that there will not be increases in the overall taxation burden on goods vehicle operators – Vehicle excise duty (VED) and fuel duty. Registration for Lorry Road User Charging will begin in 2006 and revenue collection and fuel duty repayment begins in 2007/8.

The Freight Transport Association (FTA) believes that the charge must be transparent, straightforward and based on a common protocol with Europe.

They also believe that any attempt to use the Lorry Road User Charge to manage demand by making it punitive, for instance, to travel long distances,

should only be introduced with a scheme for road pricing for all vehicles (see roads) The Lorry Road User charge will mean that foreign firms will begin to contribute towards UK taxes for the first time.

Expert witnesses told the Committee they were in favour of hypothecation<sup>27</sup>. This would mean that money from tolls and vehicle tax would support investment in roads and public transport. The Campaign for the Preservation of Rural England believed that the amount invested in public transport from each litre of fuel should be published at petrol pumps to broadcast the investment to the public. The feasibility of road pricing research undertaken by the Department for Transport found that the public were sympathetic for this; however how much investment people would expect to see as a result of paying road charges has not yet been determined.

Another important issue for road freight is the improvement of reliability of journey times. Car drivers may resent lorry traffic, but delays are expensive for freight hauliers and the firms they are serving. The FTA believes that the creation of priority vehicle lanes in urban centres can be achieved by working in partnership with bus companies. They are in favour of dedicated freight vehicle lanes on motorways only if lorries would still be able to overtake slower vehicles. Other improvements which would help delivery vehicles are better signage, especially during the construction of new areas, and a flexible attitude to delivery times in town centres, particularly at night to ease day time congestion. Improvements in technology to aid road safety that will be operational by 2030 will include:

- In-bumper cameras, able to halt the vehicle before it hits an obstruction
- Devices which alert the driver if the vehicle starts to drift from its lane
- Technology for vehicle spacing to keep vehicles a safe distance apart
- Curve warning systems which calculate safe cornering speeds and alert the driver.

Additionally, satellite navigation systems are becoming more widespread and will help drivers to avoid congestion. Satellite navigation systems which recognise speech are being developed. KCC has already developed lorry routes, and more could be done to ensure safe diversionary routes around Kent's roads. It is unlikely that lorry convoys or road trains will be developed in the UK in the time period under review.

There is also a continuing need for road improvements to be undertaken, addressing the regional trade routes and congestion pinch points relevant to Kent, which will be included in Kent's Local Transport Plans.

Expert witnesses agreed that the A20 between Dover and the M2, part of a Trans-European network, should be a priority for infrastructure investment (See Ports)

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<sup>27</sup> The channelling of funds towards specific expenditure

This was being reviewed by the Department for Transport at the time of review, so by 2030 the Committee would expect this to be improved sufficiently for the predicted extra traffic.

Despite these improvements, there is unlikely to be sufficient funding – and there is insufficient land available - for a system of toll roads or a transformation of the road system, although improvements to existing roads are essential. Some exponents of road pricing claim that congestion will decrease by 44%, and traffic levels will fall overall by 5%. This will easily be swallowed up within the projected increases in traffic, unless further measures are undertaken. The Committee found that existing distribution chains are often wasteful of ‘lorry miles’ – for instance Kent produce can be taken to Hemel Hempstead to be packed, sent back to distribution centres in Kent, and then delivered out to supermarkets. There is also increasing dependence on imported foods as they are cheaper than home grown, and the CBI believes that the move from land based industries will continue in the UK. If the environmental price could be calculated, the cost of these cheaper foods would be seen as illusory. The Committee found no planned government incentives to shorten the supply chain for food supplies in the time period under review. (But see ports)

#### **4.1.2. Cabotage**

Cabotage transport is defined as transport taking place on the territory of a country but performed by hauliers registered in another country.

Although the UK is the third most popular country for this to occur, after France and Germany, it represents only a very small percentage of trade<sup>28</sup>. The introduction of Lorry user road charging in 2007 will ensure that these lorries will contribute to the cost of maintaining roads.

#### **Recommendation:**

<b>13. Foreign heavy goods vehicles must be charged for using UK roads.</b>
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#### **4.2. Rail freight.**

European policy encourages the removal of freight from roads to rail and water. However even if the tonnage of rail freight travelling to Europe was to double or triple in the next thirty years, it would make little difference to the number of road vehicles travelling to Folkestone and Dover, given the predicted growth in European road freight for the same period. Nationally, rail freight increased its market share of the road and rail market from 8.3 per cent in 1994-95 to 10.7 per cent in 1999-2000.<sup>29</sup>

An expert witness from Eurotunnel explained that it was not a straightforward matter to transfer freight from road to rail. To be cost- effective, rail needs fairly long journeys (typically in excess of 200 miles) and critical mass of the goods to be moved. Over the past two years the rise in the amount of imports

<sup>28</sup> Eurostar – European statistics in focus – European commission 2003

<sup>29</sup> Hansard, evidence to Transport Committee by EWS

from Far East and particularly China, was over 10% p.a. Growth of traffic between the UK and the continent had slowed to around 3 to 4% p.a. Around 70% of all items sold through the Argos retail chain were now manufactured in China. At present some 5 million containers per year arrive in the UK, primarily from the Far East.

In contrast to Dover, road freight travelling through the Channel Tunnel has been declining over the last five years. In 2004 some 1.2 million lorries travelled through the Tunnel on the HGV shuttle (equating to about 14 million tonnes of cargo), while 1.8 million tonnes of cargo was conveyed on freight trains. Rail traffic tended to be cargoes that do not require a high degree of punctuality - such as bottled water, steel products and bulk paper; whereas products demanding a higher degree of punctuality travel by road. Furthermore, there was a significant imbalance of traffic between the UK and the continent so that over half of the trains travelling from the UK were empty, as the UK is a net importer.

Around 5 freight trains per day transit the Channel Tunnel whilst the capacity available was for 35 paths each way - significant potential for growth.

The witness felt that there were a number of barriers to growth: the main one being the loading gauge on routes through Kent was a major constraint and meant that the larger size of train, used on the continent, was unable to enter the UK.

Railtrack (now Network Rail) had suggested that the cost of enhancing the gauge could be in excess of £100 million but a full (and expensive) engineering study would need to be undertaken to make a full and accurate assessment. However, expert witnesses from the Strategic Rail Authority were not aware of this barrier to expansion. The Committee has concluded that it is essential that the loading gauge be enhanced to meet IUC standards so that they are compatible with European container sizes. (See Ports) Gauge enhancement has, hitherto, been funded by the State but there are indications that Government will seek significant contributions from other "beneficiaries" such as rail-served ports.

Eurotunnel was keen to see conventional freight trains operating on the high speed Channel Tunnel Rail link and discussions were proceeding with London & Continental Railways to explore opportunities. Up to 10 to 12 trains (each way) could run every night, through the Channel Tunnel, then between Folkestone and a terminal in East London, which would remove around 800 lorry journeys from the roads of Kent every day. Figure 13 shows that this would remove 9% of all lorry journeys from Kent roads.

Channel Tunnel freight statistics show that in 2004 1.2 million lorries travelled through the Tunnel on the HGV shuttle (equating to about 14 million tonnes of cargo). In 2004, 1.8 million tonnes of cargo was conveyed on freight trains travelling through the tunnel. There were also 1,980,662 lorry journeys through the port of Dover in 2004.

### Comparison of lorry journeys 2004

	Annual	Per day (365 in 2004)	%
Eurotunnel	1,200,000 <sup>30</sup>	5426,471	37.7
Port	1,980,662 <sup>31</sup>	3287,.671	62.3
Possible rail freight conversion	292,000	800	9
Total lorry journeys – port & tunnel	3,180,662		

Figure 13

Another very significant barrier to growth was that the freight train service tended to be very unreliable. In France, locomotives allocated to trains bound to and from the UK were frequently used for other purposes, which led to lengthy delays for freight trains, compounded as trains missed their allocated slots on the timetable. The 'second railway Package' from the EEC, which has opened railway paths to competition, should enable other operators than SNCF<sup>32</sup> under the EU's "open access" directive to operate freight trains. Eurotunnel has, itself, obtained a licence to operate locomotives in France.

UK retail and manufacturing facilities are not served with rail facilities so it is necessary to provide terminals where cargoes can be transferred from trains to lorries for the last part of their journeys to destination. The emphasis today has moved from the movement of traditional rail cargoes such as coal, iron ore and steel to fast moving consumer goods, which require very efficient service and delivery to modern, sophisticated distribution centres. The shortage of capacity was particularly acute in London and the South East, the only facility at present, being located in Willesden (North London) It is clear that if rail freight is to expand there will need to be rail head facilities on all sides of London. Although there are investors willing to develop these, planning delays have beset their development. Without such terminal facilities there can be no switch of freight from road to rail.

#### Sustainable Distribution Fund

The Sustainable Distribution Fund is a single pot for investments in England to move freight from roads to water and rail. However, the budget is not large, and pulls together several other schemes for supporting environmentally friendly transport. £22.6m is allocated for 2007-8 as an incentive - hauliers must prove value for money and savings on 'Sensitive lorry miles' which pays

<sup>30</sup> Evidence, Eurotunnel, 8 February

<sup>31</sup> DHB annual report 2004

<sup>32</sup> Société nationale des chemins de fer – French Railways



hauliers for each lorry mile removed from the road – particularly in urban areas.

**Recommendation:**

**14. In order to ensure that more freight moves road to rail, there must be sufficient investment in infrastructure.**

**15. Distribution systems must be re-examined to eliminate unnecessary journeys, which are environmentally unfriendly.**

### **4.3. Ports**

#### **4.3.1. Dover**

Dover Harbour, specialising in near European trade, estimates its growth of HGV-transported freight will be between 2 and 7% per annum over the next thirty years. The Transport Commission in Brussels takes the view that most likely figure is 5% per annum. In fact, the increase in road freight had been 11% in 2004. EU enlargement had stimulated this growth, and this is a trend that will continue over the next thirty years as more countries join. Also, the increase of the EU stimulates trade from just across the boundary. For these HGVs, the Ferry is a preferable option to Eurotunnel as they are able to take their statutory breaks on the ferry.

60% of UK freight enters Kent through Dover, with Eurotunnel taking 38% - the unique selling point of course, being the short crossing. Within 30 years, there will be constraints on the land side infrastructure, but expansion could continue into the Western Docks area if necessary. They also intended to carry on working in the cruise, aggregate and fruit and vegetable business.

Although there is no commercial case to justify rail ferries, (i.e. trains that travel inside ships) it will still be possible to carry rail freight that comes on to ferries on dummy bodies and then are moved onto rail wagons at a rail head in the Western docks. The cost of restoring sidings and providing points is estimated at £5m, and Dover Harbour Board is negotiating with Network Rail for the cost of the points. The current FINESSE Project ("Freight Intermodality and Exchange on Seas and Straits in Europe") is a trans-national partnership between ports and regional authorities in Belgium, France and the UK which focuses on the potential for shifting freight from road to rail. This Project will enable Dover Harbour Board to develop a strategy for rail freight.

However, Dover Harbour currently deals with 8,000 HGVs per day. Even if 3 freight train loads were taken on a daily basis, this would only reduce the number of HGVs by 120; the reduction will be scarcely perceptible.

European Enlargement has brought encouragement for rail freight to the port of Zeebrugge, as this is a more convenient port for eastern European countries. Freight was placed on to a wagon and driven on and off board, and this system will be part of the Harbour Board's strategy for taking rail freight in the future. There is a barrier to Port development, in that the current stance of the Department for Transport is that 'the beneficiary' – DHB – pays. It was ultra vires for the Port, even if they had the money, to pay to improve Shakespeare Tunnel through to Folkestone.

The Committee reviewed the problem of 'Operation Stack' along the M20 and considered that by 2030 this problem should have been solved by a package of measures. These would include improved traffic management in the UK, improved industrial relations in Calais, off-line parking areas, and the port of Calais compiling its own 30 year plan to tackle this.

Dover is the third largest deep-sea port for fruit and vegetables in the UK, (behind Sheerness in Kent and Portland, Dorset) using cold storage facilities in the Eastern Docks. The processing of fruit and vegetables could be a value-added activity developed in partnership with Manston, Sheerness and Ramsgate. Currently, fruit is imported through Dover, driven to London for packaging before returning to Dover again. Upgrading the A20 is a priority for the port, as well as the extension of CTRL domestic trains to Dover.

#### **4.3.2. Sheerness**

Sheerness specialises in the import of fruit and vegetables and is the largest importer in the UK of these. It also imports cars, and has the benefit of good rail connections, which must be sustained and improved. The Thames Gateway Plan says:

*'The area has the capacity to accommodate significant economic and housing growth and to diversify into knowledge-based industries. A more skilled resident workforce will drive up incomes and generate demand for improved leisure and social facilities.'*

This trade is destined to grow in the period under review and the area is destined to gain 12,000 jobs gain through being part of the Thames Gateway accelerated growth area.

#### **4.3.3. Other Ports**

Ramsgate and Folkestone have a regeneration agenda which concentrates on town development rather than the docks, but there is potential for improvement and Ramsgate is currently once again offering services to Zeebrugge, which with the increase in traffic should be sustainable over the period of review. Grain would need an access upgrade to develop its services. Thames Port is London's biggest port, and will certainly expand over the next 30 years, and there is the possibility of development at Shellhaven – which could develop container trade along with other Thames Wharves and smaller ports.

## **Recommendation:**

<b>16. All Kent ports must be better integrated in to the road and rail system.</b>
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### **4.3.4. Air freight**

It is probably that Air freight will increasingly have a place in the movement of high value goods. KIA at Manston is making the movement of air freight the bedrock of their business. Although they do not envisage a railhead for freight, lorries will leave the business park at Manston and truck back into Europe.

EUjet has recently spent £3m on modern cargo handling facilities, to process meat and fish from outside Europe for onward transmission into continental Europe. Air freight consists of time critical high value loads, including flowers, which do not need storage as they are premium goods which must go on to the shelves as soon as possible. The cargo handling facilities that Manston has developed are a unique selling point in that they are more up to date than Gatwick's, and less expensive and congested than Heathrow's. Stansted have not got cargo handling facilities. Manston will thus be the gateway for both import and export, and there will be a direct beneficial impact to this for East Kent, especially when the East Kent access road is completed.

## **Conclusion**

The Committee, in completing this interim report, identified the obstacles to long term transport planning. The dilemma of how to allocate scarce public subsidies in a transport market which upholds the principle of competition between private operators has not been solved. Government policy which stresses the importance of long term planning on a regional basis also supports the policy of improving rail lines only when demand already exists. Although an essential gateway to Europe, Kent's rail lines do not conform to international standards for loading gauges.

Congestion is increasing daily; and there has been a whole body of research showing how it can be reduce through traffic management, influencing people to move to public transport and introducing road pricing. A wholesale commitment to all these strategies is needed if congestion is to be contained.

We are left with the questions to explore in the final part of the report:

- Will there be more public transport and how should Kent encourage this? (Including the impact of concessionary fares)
- What are the most effective methods of achieving modal shift, set against the costs and benefits?

- What will be the effect of granting the Integrated Kent Franchise (IKF)
- Will alternative fuels be developed by 2030?
- What will be the conclusions of the Regional Planning Assessment for Transport? (to be published by the Strategic Rail Authority in the autumn of 2005)
- What will be the conclusions of the final South East Plan? – and what will be the balance between commuter towns and local jobs, preservation of the countryside and regeneration of the economy?
- How should the funding of Highways maintenance, developments and improvements be organised?
- What is the future of cheap air travel and what will be the impact if it continues unabated at favourable rates?

The second part of the Report should investigate these issues and suggest some potential solutions.

## Appendix 1 – Transport 10 year plan targets

Progress towards the 10 year plan assessed by the Commission for Integrated Transport – as at 7 July 2003

### Progress against 10 Year Plan Targets and Indicators

PSA target, Ten Year Plan Target or Indicator	On track?	Comment	Source
<b>Public Service Agreement Targets (Spending Review 2002)</b>			
<b>Road</b> Reduce congestion on the inter-urban trunk road network and in large urban areas in England below 2000 levels by 2010.	No	At present only baseline data are available for congestion, so it is not possible to assess changes so far; however, DfT has recognised that the original target is not achievable. The baseline figure for average time lost per vehicle kilometre on interurban trunk roads is 3.2 seconds.	DfT Progress Report
<b>Rail</b> Secure improvements in rail punctuality and reliability with 50% increase in rail use in Great Britain from 2000 levels by 2010.	No	There was a decline of 3.4% in rail punctuality and reliability between 2000 and 2002. Figures for Q1, 2003 show a 5.5% increase on Q1, 2001, but a decline of 0.5% on Q1, 2002. Rail use (in passenger kilometres) increased by 1.0% between 2000 and 2002. Passenger kms for Q4 of 2002 were 10.2% higher than the previous year.	National Rail Trends
<b>Local Public Transport</b> Secure improvements to the accessibility, punctuality and reliability of local public transport (bus and light rail) with an increase in use of more than 12% by 2010 compared with 2000 levels.	~	Local bus passenger journeys increased by 1% between 2000/2001 and 2001/2002 and light rail journeys increased by 6.5%. Note that the 1% increase in bus use includes a 6% increase in London, which represents one third of all bus passenger trips in the UK. This masks a general decline in the metropolitan areas and shire counties and raises questions about whether the high cost of service enhancement in London can be maintained.	A Bulletin of Public Transport Statistics

<b>LU Journey Times</b> Cut journey times on London Underground services by increasing capacity and reducing delays.	Yes	LU journey times have reduced by 1% since 2000.	<a href="http://www.tfl.gov.uk">www.tfl.gov.uk</a>
<b>Road Accidents</b> Reduce the number of people killed or seriously injured in Great Britain in road accidents by 40%, and the number of children killed or seriously injured by 50%, by 2010 compared with the average for 1994-1998, tackling the significantly higher incidence in disadvantaged communities.	Yes	Number of people killed or seriously injured has fallen sharply: in 2002 it was 17 per cent below the baseline, compared to the 2010 target of 40 per cent. Number of children killed or seriously injured fell sharply: in 2000 it was 24 per cent below the baseline, compared to the 2010 target of 50 per cent. The 2002 data is 32% below the baseline. Overall, both accident rate targets are well on course for being achieved.	Road Casualties in Great Britain
<b>Air Quality</b> Improve air quality by meeting National Air Quality Strategy objectives for carbon monoxide, lead, nitrogen dioxide, particles, sulphur dioxide, benzene and 1, 2-butadiene (Joint DfT/Defra target).	Yes	Targets in the national Air Quality Strategy were made more stringent in August 2002, but air quality "continues to improve". The provisional result for 2002 is the second lowest in 15 years.	<a href="http://www.defra.gov.uk">www.defra.gov.uk</a>
<b>Greenhouse Gases</b> Reduce greenhouse gas emissions by 12.5% from 1990 levels, and move towards a 20% reduction in total CO <sub>2</sub> by 2010.	Yes	Greenhouse gases fell by 13.2% between 1990 and 2000. Carbon Dioxide levels for 2001 are provisionally estimated at 6% lower than 1990, although 1.5% higher than 2000 (mainly due to increased use of coal in power stations). This is a Defra target.	<a href="http://www.defra.gov.uk">www.defra.gov.uk</a>
<b>Other 10 Year Plan Targets &amp; Indicators</b>			
<b>Rail Freight</b> Increase rail freight's share of the freight market by 2010, increasing the current level of freight carried by 80%.	No	Levels of freight carried by rail increased by 3.3% in 2002 compared with 2000, but freight carried in Q1, 2003 is the same as that for Q1, 2001.	National Rail Trends
<b>Cycling Trips</b> By 2010, triple the number of cycling trips compared with a 2000 base.	No	Levels of cycling fell in 2001 by 17% compared with 2000. However, cycling on the London Strategic road network increased in the last year.	National Travel Survey
<b>Rural Accessibility</b>	Yes	Access to community	National Travel

Achieve a one-third increase in the proportion of households in rural areas within about 10 minutes walk of an hourly or better bus service by 2010.		transport has increased, by about 55% between 2000 and 2001.	Survey
<b>Bus Reliability</b> CPT members will work towards a target that requires them to run 99.5% of scheduled mileage, except where this is affected by factors beyond their control.	No	This target was not met. The percentage of bus schedules lost in Q4 2002 was 2.0% for England.	Bus Quality Indicators
<b>Bus Fleet</b> Reduce the average age of buses to eight years over the period of the plan.	Yes	In 2002, the average age was 8.2 years, a significant reduction since 1994 when it was 9.9 years. Whilst the target has not yet been reached, it appears to be on track.	Bus Quality Indicators
<b>Bus Accessibility</b> 50% of the full-size bus fleet to be fully accessible by 2010.	Yes	A new indicator was introduced in April 2002 that requires 50% of the full-size bus fleet to be fully accessible by 2010. The first monitoring shows that 29% of the fleet was accessible.	Bulletin of Public Transport Statistics
<b>London Rail Overcrowding</b> Reduce to meet SRA standards by 2010.	Yes	Overcrowding on commuter services to London decreased in 2001 from 5.1% to 5.0%.	SRA Annual Report
<b>Maintain Strategic Road Network</b> 10YP target: proportion of network in need of maintenance between 7 and 8%.	Yes	The 2001 figures show that 7.5% of the strategic road network is in need of maintenance, compared to 7.1% the previous year.	Highways Agency
<b>Halt the Deterioration of Local Roads</b> Halt deterioration by 2004 and halt the backlog by the end of 2010.	Yes	There was a 2.5% improvement (fall) in the local road defect index in 2002 compared to 2000.	National Road Maintenance Condition Survey
<b>Bus Passenger Information</b> Improved services.	Yes	A new target was introduced in April 2002 that requires the bus industry to achieve year-on-year improvements in information at bus stops. The average satisfaction rating for Bus Stop Information has increased by 2% between Q4, 2001 and Q4, 2002.	Bus Quality Indicators

*1: Targets and indicators are set out in Annex 2 of the 10 Year Plan.*



## Appendix 2 – Review Programme

### Meetings held and witnesses seen

<b>Date</b>	<b>Name</b>	<b>Organisation</b>
19 January 2005	Mick Sutch, Head of Transport Strategy	Strategic Planning, Kent County Council
	David Hall, Public Transport Officer	
	Rob White	
8 Feb 2005	Colin Green Kent Traffic Control Centre,	Coldharbour, Nr. Maidstone Kent Police
	Alaistair Jefford County Engineer	Strategic Planning Directorate KCC
	John Chapman Freight Business Manager	Eurotunnel
	Tim Nicolson Chairman	South East Rail Passengers Council
11 Feb 2005	Prof Roger Vickerman, Centre for European, Regional and Transport Economics	University of Kent at Canterbury
	Daffyd Pugh European Policy	KCC Brussels office
	Susan Carey, Passenger Business Manager & Shepway member	Eurotunnel
16 Feb 2005	Phil Sulley, CPRE Kent, Chairman, Gary Thomas, transport specialists	Council for the Protection of Rural England
	James Waight Matthew Lodge	Strategic Rail Authority
	18 Feby 2005	Nigel Bourne, Director, CBI SE Office
	Howard Holt Corporate Affairs	Dover Harbour Board
	Kevin Hawkins Commercial Director	Arriva
	Paul Tipple, Manager Manston Airport	Planestation
25 Feb 2005	Steve Jordan, Manager	Ebbsfleet International, London Continental Railways
	Laura Wren Transport for Medway Programme Manager.	Medway Towns
	John Ball South East Project Officer	TUC
	Bernard Higgins, Regeneration Manager	British Waterways

## **Appendix 3 – Extract from KCC Select Committee on Airports, 2002.**

### **Recommendations**

#### ***County Council should:***

- 1. Continue lobby at a national and regional level in support of the development of both LLA and Manston Airport.*
- 2. continue to support the development of surface links to Lydd Airport and Manston Airport*
- 3. Continue to take positive action towards economic regeneration in deprived wards and support proposed airport development projects in an appropriate manner.*
- 4. Liase with Ashford Borough Council in compiling a Traffic Impact Assessment based on potential increased use of the A2070 between Brenzett and Ashford M20 J10.*
- 5. Investigate the need for improved vocational training opportunities in relation to the economic opportunities and potential in South and East Kent. If necessary represent concerns to the Kent and Medway Learning and Skills Council (the Committee believe that vocational training in secondary schools is a necessary complement to post-sixteen training opportunities). Any investigation should also consider how the County Council could encourage the development of links between schools and the Further Education sector).*
- 6. Consider joint work with Manston Airport and Lydd Airport to identify sustainable estimates of predicted growth.*
- 7. While accepting that both Airports are at different stages of development the County should continue to lobby government to recognise the potential for development at Manston and Lydd.*
- 8. Continue to lobby government to provide the necessary infrastructure improvements to support growth.*

#### ***Manston Airport/Wiggins plc. Should:***

- 9. Continue to work with neighbouring Councils and the Area Strategic Partnership to investigate the wider environmental and traffic impact of growth at Manston.*
- 10. Re-examine growth predictions and identify strategies to meet key-development points based on existing surface links.*

#### ***Lydd Airport should:***

- 11. Make every effort to actively involve English Nature and the RSPB in any future development of the site*
- 12. Encourage further links with local tourism providers and the business community*
- 13. Clearly demonstrate strategies for incremental growth including trigger points for further investment*
- 14. Develop ongoing dialogue with all relevant District and Borough Councils and Local Authorities (Shepway, Ashford, Rother, Hastings, East Sussex and Kent)*
- 15. Liase closely with Shepway District Council and Ashford Borough Council on Traffic Impact Assessment for A2070 and M20 Junction 10*

## Appendix 4 – Community Strategy

### ***Extract from Vision for Kent – To keep Kent moving we will. . .***

- Press for the completion of the Channel Tunnel Rail Link Phase 2 by 2007 with high speed domestic trains for both East and North Kent.
- Lobby Government to improve congestion points on major trunk roads and motorways, such as the A2, A2/A228, A21, M25/M26/A21, M20 (Junction 10)
- move freight from road to rail, with improved links to Sheerness, Dover, Thamesport and the Channel Tunnel
- upgrade the A256 Sandwich corridor and provide better rail and public transport facilities in East Kent, construct the new Fastrack public transport system in Kent Thameside and eliminate the remaining bottlenecks on the A228
- lobby Government for improvements in public transport, specifically improvements to journey times, the quality and reliability of rail passenger services, better stations, through ticketing and integration with other means of transport
- support improved infrastructure for Kent Ports
- encourage Government to deliver the Secured Stations Initiatives to increase passenger security on rail journeys and to increase passenger numbers and provide better and more widely based information on public transport, so that people know what is available and when it is running
- establish an operator for the line serving St. Pancras-Ebbsfleet-Ashford and on to East Kent
- minimise the impact of transport on communities by making more effective use of public transport systems; by improving transport in Kent's main towns; and by following up on successes (such as safer routes to school), including walking, cycling and other community projects
- carry out specific road improvements, traffic management and better highway maintenance
- Promote rural transport management including Quiet Lanes, designated heavy goods vehicle routes and promoting new ideas for public transport.

### ***Some targets. . .***

- Rail improvements leading to faster services and greater usage.
- Completion of Fastrack bus initiative.
- Reduction in the number of people killed or injured on our roads by 40% by 2010.
- Minimise congestion on roads.
- Increase the number of journeys by cycle to at least 6% of all journeys in selected urban centres by 2010.
- Improvements to road and pavement surfaces.

### ***Everyone can make a difference people can. . .***

- walk, cycle or take public transport
- make fewer car journeys - do a weekly shop on the way to or from work
- join a Walking Bus scheme so children can get safely to school on foot
- share car journeys.

