

# **Local Transport Plan 5: Striking the Balance**

## **2024 Consultation Results Report**

**December 2024**

# Local Transport Plan 5 Consultation Report



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## Executive summary

- 1.1 The consultation on the draft Local Transport Plan (LTP) received 475 responses from a wide range of stakeholders. The responses have been coded and analysed. The consultation was a second exercise – we undertook a previous consultation in 2023. Taken together, there have been 990 responses providing feedback on the LTP coupled with 376 members of the public and stakeholders having engaged with the consultation through drop-in events. Many hundreds more have heard briefings about the consultation and the draft LTP, delivered through stakeholder and public meetings. Overall, considering other indicators of engagement and activities we undertook, the consultation and engagement concerning the plan has achieved its aims of widespread awareness and publicity, which has provided stakeholders an opportunity to have their say on the draft plan.
- 1.2 The results show support for the new draft LTP, with 73% of respondents stating either 'Yes' or 'Partly'. The remainder consisted of 16% that stated no to supporting the plan, and 11% that stated they did not know. Most District Councils supported the LTP, and those that did not identified amendments to the wording or suggested a low number of additional proposals rather than wholesale changes to the principle and proposals of the LTP.
- 1.3 Concerning the strategic network-wide proposals the LTP detailed, the Bus Service Improvement Plan was the most commented on proposal. The main issues raised were improvements to the range of routes, frequencies and times of operation of services across the week. The proposals concerning delivering our Bus Service Improvement Plan, improving local rail services, and getting a return of international rail passenger services to Kent received the highest number of answers in agreement. The proposals concerning opposition to Gatwick expansion, supporting the shift to electric vehicles through new charging points, and the Lower Thames Crossing received the highest number of answers in disagreement.
- 1.4 No proposal had a volume of answers stating disagreement higher than the volume of answers stating agreement for the proposal. Some proposals recorded a majority of answers stating that they do not know if they agree or disagree with the proposal – which is an understandable reflection of the fact that Kent is a large county, and some proposals may be addressing parts of the network that some respondents may not be familiar with and feel able to have a view on.
- 1.5 Comments were received concerning the Equalities Impact Assessment, Health Impact Assessment, Strategic Environmental Assessment and Habitats Regulation Assessment. The comments emphasise the importance of continued focus on protected groups and particular health challenges and means to address them. The comments do not indicate a need for any reassessment or that alternative conclusions should be drawn based on the approach that has been taken.
- 1.6 The main issues raised were that the ambition of the LTP and its proposals were good and should be progressed or that the plan needs to go further in its ambition. A main issue raised concerned calls for more prioritisation of public transport and particularly bus services, with respondents detailing how changes to bus services have impacted themselves or people they know. There were also suggestions to prioritise further walking and cycling and concerns about traffic congestion on the highway network. There were also comments about

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the proposals in the plan, particularly highways and public transport proposals, often expressing support or the need for proposals to be delivered.

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## Introduction

- 1.7 KCC has developed a new draft Local Transport Plan 5 (LTP): Striking the Balance, to replace the fourth plan the Council adopted in 2017 which was called Delivering Growth without Gridlock (2016-2031). The fourth plan was intended to last until 2031 and some of the proposals it made have not yet been delivered. Many things have changed which have necessitated an update and the government has also encouraged Local Transport Authorities to update their plans.
- 1.8 Our responsibilities as a County Council (also known as an upper tier local authority) includes a role as the Local Transport Authority. National legislation such as the Transport Act 2000, as amended by the Local Transport Act 2008, set out requirements by the government on what Local Transport Authorities must do. Specifically, the Acts state that KCC has a duty to:
  - 1.8.1 Develop policies for the promotion and encouragement of safe, integrated, efficient and economic transport to, from and within their area, and
  - 1.8.2 Carry out their functions to implement those policies.
- 1.9 Due to the acts of Parliament concerning the subject of climate change, we must:
  - 1.9.1 Take into account any policies announced by the government, and
  - 1.9.2 Consider any guidance issued by the Secretary of State concerning mitigation of, or adaptation to, climate change and the protection or improvement of the environment.
- 1.10 To support the development of our new LTP, we have undertaken two consultations in 2023 and 2024. The latter being a statutory consultation (a legislated requirement) to hear from everyone who wanted to have their say about whether the LTP is proposing the right ambition, policy outcomes and objectives, and proposals to achieve the ambition. The LTP that we consulted on was a draft – no final decisions had been made about its content. The results of the 2023 consultation were published in December 2023. This report concerns the findings of the 2024 statutory consultation exercise.
- 1.11 We have been considering the responses we have received, and which are summarised in this consultation report. We have used these considerations to finalise the LTP so that the full County Council membership can consider whether to adopt the LTP.

## Consultation process

1.12 We conducted a 12-week consultation between 17 July to 8 October 2024. A copy of the consultation questions we asked is included in Appendix B. The consultation used the Council's [Let's talk Kent](https://letstalk.kent.gov.uk/local-transport-plan-5-2024) website (<https://letstalk.kent.gov.uk/local-transport-plan-5-2024>) to host the consultation and provide access to the draft LTP and its supporting documents which were an Evidence Base, Equalities Impact Assessment, Health Impact Assessment, Strategic Environmental Assessment and a Habitats Regulation Assessment.

1.13 To raise awareness of the consultation and encourage participation, the following activity was undertaken.

- 21 exhibitions across the county in both main towns and smaller rural town and village communities.
- Emails to all District Councils and briefings given where requested through a range of forums.
- A briefing note submitted to all District Council Joint Transportation Boards to make Councillors on those Boards aware.
- Emails notifying all Parish and Town Councils in Kent.
- Emails to notify Kent's neighbouring authorities and briefing to the sub regional group of Local Transport Authorities and statutory bodies (including Network Rail and National Highways known as Transport for the Southeast).
- Emails to stakeholders including organisations known to KCC that operate on behalf of people with protected characteristics as defined under the Equalities Act 2010.
- Emails to notify KCC Staff Group networks.
- Email to notify the Kent Youth County Council.
- Email to 9,231 registered Let's Talk Kent users, who have expressed an interest in being kept informed on the topic of transport and roads and/or had participated in the 2023 consultation. A reminder email promoting the exhibitions was also sent in August.
- Briefings to stakeholder groups including the Kent Planning Policy Forum, the Kent Economic Development Officers Group, and the Business Advisory Board of the Kent and Medway Economic Partnership.
- Posters advertising the consultation displayed across the KCC public library estate and at some Parish and Town Council locations where obliging, and at exhibition venues following the date the exhibition was held.
- Postcards advertising the consultation handed out to passers-by at exhibitions and left for taking at exhibition venues.
- Promoted through KCC's resident e-newsletter.
- Promoted by Kent Association of Local Councils (KALC) through their newsletter, website and Facebook page.
- Social media via KCC's corporate Facebook, X, Instagram, LinkedIn and Nextdoor accounts.
- Social media advertising on Facebook and LinkedIn
- Promotional banner on the Kent.gov.uk homepage and relevant service pages.
- Promotion through KCC's staff intranet.
- All consultation material included details of how people could contact KCC to ask a question, request hard copies, alternative formats or languages.

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- A Word version of the questionnaire was provided on the consultation webpage for people who did not wish to complete the online version.
- A postal address was provided for any hard copy responses.
- An email address was provided for any free-form digital responses.
- An Easy Read version of the consultation was available from the consultation webpage and on request.
- An Executive Summary of the full draft LTP, a text only version of the LTP and Frequently Asked Questions were available from the consultation webpage and on request.

1.14 The consultation received the following levels of engagement.

- 376 visitors to exhibitions across the County.
- 16,341 visits to the consultation webpage by 14,666 visitors. 297 of the 426 people completing the questionnaire newly registered on Let's Talk Kent for the purpose of replying to this consultation.
- Via the Let's Talk Kent website a total of 6,000 document downloads, including
  - 4,621 downloads of the draft full LTP5
  - 26 downloads of the draft full LTP5 in plain text format
  - 588 downloads of the Executive Summary
  - 168 downloads of the Supporting Evidence Base
  - 47 downloads of the Equalities Impact Assessment
  - 48 downloads of the Health Impact Assessment
  - 59 downloads of the Strategic Environmental Assessment
  - 53 downloads of the Habitats Regulation Assessment
  - 25 downloads of the Easy Read consultation booklet and questions
  - 110 downloads of the Word version of the consultation questionnaire
  - 255 downloads of the You Said We Did report
- The Frequently Asked Questions were viewed 30 times.
- Organic social media posts had a reach of 63,545 on Facebook, and 3,419 on Instagram. There were 5,394 impressions on LinkedIn and 3,520 on Instagram. Reach refers to the number of people who saw a post at least once and impressions are the number of times the post is displayed on someone's screen. The posts generated approximately 515 clicks through to the consultation webpage. (Not all social media platforms report the same statistics).
- A small amount of paid advertising was also employed via Facebook and LinkedIn, achieving a reach of 130,616, 522,868 impressions, and 5,163 clicks through to the consultation webpage.



## 1.15 Consultation analysis method

- 1.16 The consultation responses were read and analysed by KCC officers who were in place throughout the whole analysis process to apply consistency. On occasion, comments were made stating that the question was not understood. In these circumstances, the comments (which were low in number) were noted but have not been coded and presented here. However, the feedback will be given consideration as part of the design of any future consultation on the Local Transport Plan.
- 1.17 Please note that percentages of responses are reported as whole numbers which entails rounding. As such, percentages reported may not always sum to 100% due to the rounding that has taken place.
- 1.18 It is also important to note that respondents were free to choose which questions they answered within the questionnaire. As a result, the number of responses recorded to each question often tend not to equal the total number of responses received for the consultation.
- 1.19 All comments are taken into consideration. Therefore, even if a specific comment made by a respondent cannot be traced to the reported coded comments in this report, the comment has been read and considered to determine whether any action needs to be taken for the final version of the LTP.
- 1.20 Please note that tables concerning the response comments within each district question do not include percentages owing to the lower volume of responses received.

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## Information about consultation respondents

1.22 The consultation received 475 responses, of which 438 were made using the questionnaire (either online or posted), with the remaining 37 submitted free form via email.

### 1.23 Who respondents represented

1.24 Most responses to the consultation were from Kent residents. The next highest represented groups were other local authority / local government bodies such as Local Planning Authorities and Parish or Town councils and responses by individual Councillors from those bodies. The proportions of respondents by type are shown in Table 1.

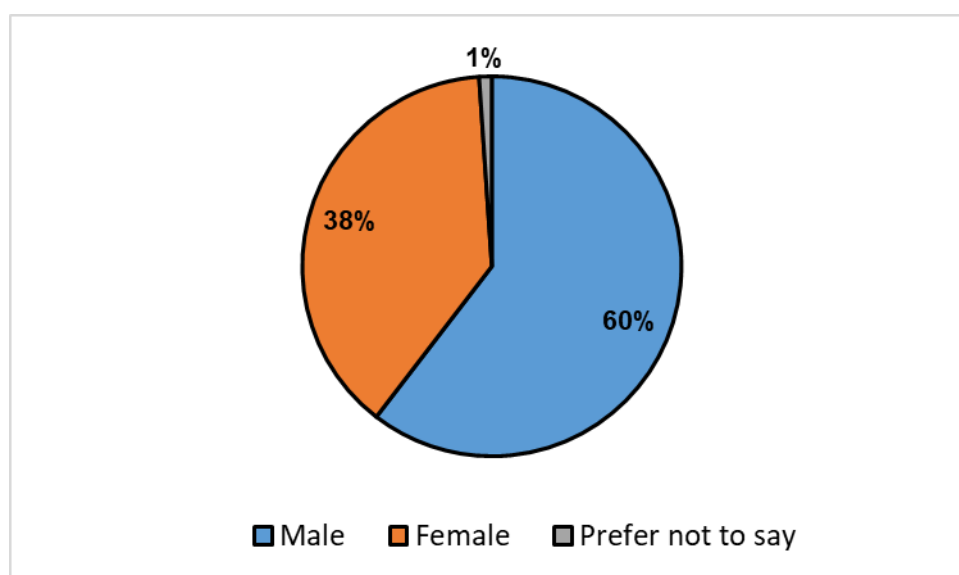
**Table 1 – Proportion of responses to the consultation by type of respondent**

Type of Respondent	Number of responses (totalling 444)	Percentage
Kent resident	360	81%
Resident from somewhere else	8	2%
In a professional capacity	5	1%
Charity, voluntary, community or social enterprise organisation	13	3%
Business	3	1%
Parish, Town, Borough or District Council	21	5%
Parish, Town, Borough or District Councillor	25	6%
Other (e.g. Town Forum, Transport Advisor, Transport User Group etc)	9	2%

## 1.25 Demographics of respondents

- 1.26 The consultation received, a total of 278 responses that provided information about their sex, of which 60% of responses were from males and 38% from females, as shown in Figure 1. Three responses, (equal to 1%) stated “I prefer not to say”. We also asked whether a respondent’s gender is the same as at their birth. The results showed 269 (99%) of respondents stated yes, with 4 (1%) respondents stating ‘I prefer not to say’. No respondents stated their gender was different from at their birth.

**Figure 1 – Respondents by sex**



- 1.27 The consultation received responses from a range of ages, with over 65 year olds making up 58% of total responses that provided an answer concerning their age, as demonstrated by Table 2.

**Table 2 – Respondents by age**

Age of respondent	Number of responses (totalling 280)	Percentage
16 to 24 years old	3	1%
25 to 34 years old	8	3%
35 to 49 years old	36	13%
50 to 59 years old	43	16%
60 to 64 years old	25	9%
65 to 74 years old	93	33%
75 to 84 years old	65	23%
85 years old and over	4	1%

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I prefer not to say	3	1%
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- 1.28 A total of 48 responses were received from respondents who considered themselves to be disabled and 12 of whom stated, "I prefer not to say". Of these, 27 responses listed their disability as a physical impairment, followed in by 19 stating they had a long-term illness or health condition. Note that respondents could state that they had more than one type of disability.
- 1.29 Concerning working status, most respondents were retired (53%). Working full time (24%) or part time (7%) were the next highest recorded working status of respondents. The proportions of responses across all the working status categories are shown in Table 3.

**Table 3 – Working status of respondents**

Working status	Number of responses (totalling 282)	Percentage
Retired	149	53%
Working full time	69	24%
Working part time	20	7%
On a zero-hours or similar casual contract	4	1%
Freelance / self employed	13	5%
Unemployed	2	1%
Not working due to a disability or health condition	8	3%
Carer	3	1%
Homemaker	1	0%
Student	3	1%
Other (e.g. Volunteer, non-salaried Councillor)	10	4%

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1.30 Regarding ethnicity, shown in Table 4, 86% of respondents stated they were White British, which is in keeping with the proportion for Kent shown in the Census 2021. Most of the rest of the responses stated their ethnicity as either 'Other' or preferred not to provide their ethnicity.

**Table 4 - Ethnicity of respondents**

Religion	Number of responses (totalling 280)	Percentage
White English	240	86%
Other (e.g. European)	18	6%
I prefer not to say	8	3%
Black or Black British African	3	1%
White Scottish	3	1%
Asian or Asian British Indian	2	1%
White Irish	2	1%
White Welsh	2	1%
Chinese	1	1%
Mixed White Asian	1	1%

1.31 Concerning religion, shown in Table 5, most respondents, at 92% stated they are Christian. 'I prefer not to say' was stated by 5% of respondents, with the remaining 3% of respondents stating that they were Muslim.

**Table 5 – Religion of respondents**

Religion	Number of responses (totalling 119)	Percentage
Christian	109	92%
Other (e.g. Pagan)	6	5%
I prefer not to say	3	2%
Muslim	1	1%

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1.32 Concerning sexuality, shown in Table 6, 86% of respondents stated they were heterosexual, with 8% stating that they prefer not to say. Bisexual was stated by 2% of respondents, gay man by 3% of respondents, gay woman by less than 1%, and Other by 2%.

**Table 6 - Sexuality of respondents**

<b>Sexuality</b>	<b>Number of responses (totalling 119)</b>	<b>Percentage</b>
Heterosexual	236	86%
I prefer not to say	21	8%
Gay man	7	3%
Bisexual	6	2%
Other (e.g. Pansexual)	5	2%
Gay woman / Lesbian	1	1%

1.33 We also asked whether respondents considered themselves Carers. We define a Carer as anyone who provides unpaid care for a friend or family member who due to illness, disability, a mental health problem or an addiction, cannot cope without their support. Both children and adults can be Carers. The consultation had 32 respondents that classed themselves as a Carer, making it 12% of the total respondents that answered the question. Seven respondents stated, 'I prefer not to say' and the remaining respondents stated they were not Carers, constituting 86 % of respondents that answered this question.

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## 1.34 How respondents found out about the consultation

1.35 We asked respondents to how they found out about the consultation. The responses demonstrate that our Let's Talk emails advertising the consultation, and social media posts were two most frequent answers. The full results are shown in Table 7.

**Table 7 – How respondents found out about the consultation**

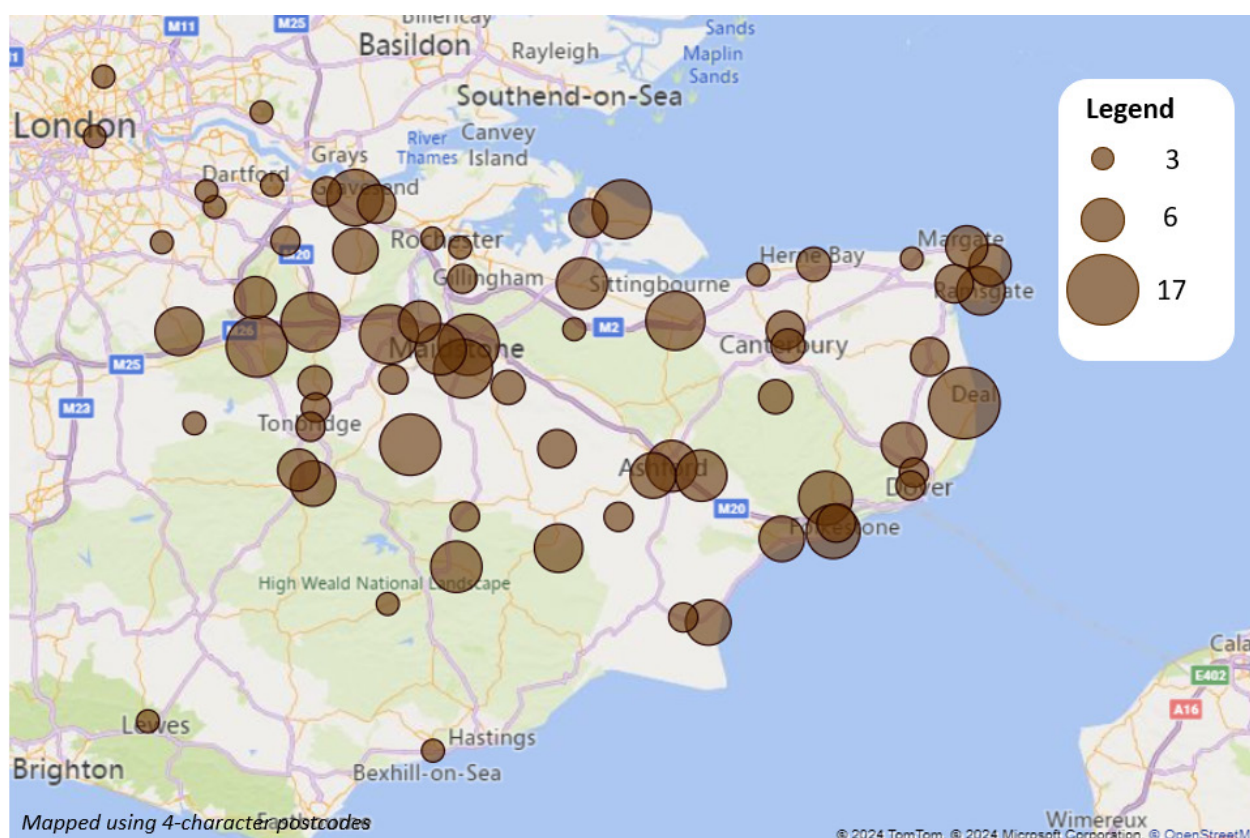
Communication option	Number of responses (totalling 282)	Percentage
Email from Let's Talk Kent / KCC's Engagement and Consultation team	107	23%
Social media	95	21%
Email from KCC's Transport Strategy team	77	17%
From my Parish / Town / Borough / District Council	57	13%
Other (e.g. Kent Ambassadors, the Library etc.)	26	6%
From a friend or relative	22	5%
Kent.gov.uk website	20	4%
From another organisation	20	4%
KCC Councillor	14	3%
Newspaper	10	2%
Poster	8	2%



## 1.36 Where respondents were based

1.37 We asked respondents to provide part of their postcode, so we could determine the spread of responses from across the county. The results are shown in Figure 2 and indicate that there was a spread of responses from all parts of the county and its neighbouring authority areas.

**Figure 2 – Locations of respondents to the consultation**

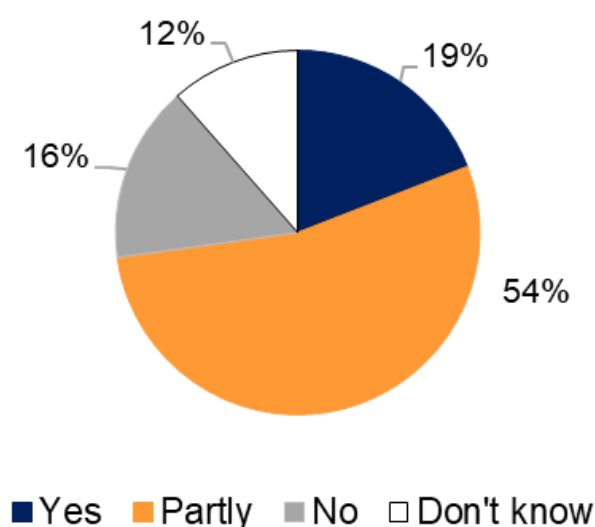


## Consultation responses concerning support for the LTP

1.38 The consultation provided respondents an opportunity to state whether they supported ('Yes'), partially supported ('Partly') or did not support ('No') the new draft of the LTP. The proportion of the 434 responses to the question is shown in Figure 3. The proportion of respondents that stated 'Yes', indicating support for the LTP, was 19% (83), and in total 73% (316) of respondents either 'Yes' or 'Partly' supported the LTP. The remaining 27% (118) of respondents were split 16% (68) responding that they did not support the ambition and 12% (50) stating they did not know.

**Figure 3 – Q4: Results of whether respondents supported the new draft LTP**

Do you support our new draft Local Transport Plan?



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1.39 Respondents were given an opportunity to explain the reason for their answer. Given the wide-ranging nature of the Local Transport Plan, there was a correspondingly wide range of comments which we have grouped by theme, shown in Table 8.

**Table 8 – Q4a: Frequency of comments on support for our new draft Local Transport Plan, grouped by coded theme**

Theme	Frequency (totalling 1,143)	Percentage
Ambition	405	35%
Public transport	181	16%
Traffic and roads	167	15%
Schemes	142	12%
Walking and cycling	71	6%
Financial	36	3%
Climate change	35	3%
International transport	30	3%
Housing and population	25	2%
Safety	22	2%
Pollution	19	2%
Electric transport	6	1%
Shared transport	4	<1%

1.40 The following five tables summarise the different responses under the top five themes in Table 4 above; Ambition, Public transport, Traffic and roads, Schemes, Walking and cycling. Responses for the remaining themes are summarised together in a subsequent table. We received 400 responses to this question, making 1,143 points or comments. We have collated and summarised these comments as “response codes” as shown in the following tables.

# Local Transport Plan 5 Consultation Report

1.41 We received 405 comments with the theme of “Ambition”, and these are summarised (as “response codes”) in Table 9.

**Table 9 – Q4a: Frequency of comments within the theme of Ambition**

Response code	Frequency (totalling 405)	Percentage
Ambition is aspirational / laudable / worthy / good / general support for the Plan	75	19%
Not ambitious enough / missed opportunities, initiatives, areas of Kent	73	18%
Prioritise public transport	57	14%
Prioritise active travel	48	12%
Needs actions / timescales / more analysis / more details	37	9%
Brief negative or unclear response with no detail provided	27	7%
Undecided (e.g. not read all of the plan)	24	6%
Consider particular group of people (disabled / elderly / those with mobility issues)	18	4%
Unrealistic / unachievable / can't deliver / won't deliver	17	4%
Support for healthy lifestyles / access to public health services	15	4%
Plan does not support rural areas / needs more focus on rural areas	13	3%
No comment	1	1%

# Local Transport Plan 5 Consultation Report

1.42 We received 181 comments with the theme of “Public transport”, and these are summarised in Table 10. Nearly half of all comments included a request for more or better bus services.

**Table 10 – Q4a: Frequency of comments within the theme of Public transport**

Response code	Frequency (totalling 181 )	Percentage
Need better / more / increased public transport / school buses / bus stops	53	29%
Need more buses for towns and rural areas	33	18%
Criticism of bus or rail services and timetables (not fare related)	26	14%
Concerned about bus / rail cuts	20	11%
Support for public transport with respect to environment and sustainability	19	10%
Support for improvements to local rail services	16	9%
Need affordable / cheaper public transport / trains too expensive	14	8%

1.43 We received 167 comments with the theme of “Traffic and roads”, and these are summarised in Table 11. A large majority of the comments complained about the level and effects of traffic on Kent’s roads, with only a small minority suggesting the Plan does not support car drivers.

**Table 11 – Q4a: Frequency of comments within the theme of Traffic and roads**

Response code	Frequency (totalling 167)	Percentage
Traffic congestion is concerning / needs fixing	57	34%
Too much emphasis on cars / private modes / road building	34	20%
Reduce car traffic / car trip volumes / reliance	28	17%
Concern about roadworks and maintenance of highways and Public Rights of Way	22	13%
Concern about traffic on local roads / rat running (including lorries)	10	6%
Concern about traffic speeds and speed limits	8	5%
Plan does not support / penalises car drivers	8	5%

# Local Transport Plan 5 Consultation Report

1.44 We received 142 comments with the theme of “Schemes”, and these are summarised in Table 12. The majority of comments were positive.

**Table 12 – Q4a: Frequency of comments within the theme of Scheme**

Response code	Frequency (totalling 142)	Percentage
Support for / suggested inclusion of / further work on a highway scheme	51	36%
Support for / suggested inclusion of / further work on a public transport scheme	44	31%
Negative comment on / suggested removal of a scheme	28	20%
Support for / suggested inclusion of / further work on a walking / cycling scheme	19	13%

1.45 We received 71 comments with the theme of “Walking and cycling”, and these are summarised in Table 13. A majority of comments called for more action on active travel initiatives.

**Table 13 – Q4a: Frequency of comments within the theme of Walking and cycling**

Response code	Frequency (totalling 71)	Percentage
More safe walking and cycle routes / better active travel infrastructure	33	46%
Active travel plans insufficient	26	37%
Criticism of active travel plans / too much emphasis on cycleways	8	11%
Older / less able / less mobile people rely on cars / don't benefit from active travel schemes	4	6%

1.46 The 177 comments under other themes are summarised together in Table 14.

**Table 14 – Q4a: Frequency of comments within other themes**

Theme	Response code	Frequency (totalling 177)	Percent
Climate change	Support for climate change emission targets / environment / net zero	30	17%
Financial	No funding / needs funding / concern on funds available	28	16%
Housing and population	Concern about traffic from new housing / too much house building / insufficient infrastructure	25	14%

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Theme	Response code	Frequency (totalling 177)	Percent
Safety	General support for safety measures, covering all road users (vehicles, cyclists, pedestrians)	20	11%
Pollution	Concerns about air quality and vehicle / transport emissions affecting it	19	11%
International transport	Support for return of international rail services	15	8%
International transport	Concerns about international traffic through Kent	9	5%
Financial	Waste of money / too expensive	8	5%
Electric transport	EVs are bad / wrong technology / wrong solution / growth slowing	6	3%
International transport	Criticism of policy related to aviation / support for Gatwick second runway	6	3%
Climate change	Disagree / not supportive / no action on climate change emission targets / net zero	5	3%
Shared transport	Support for shared transport initiatives	4	2%
Safety	Criticism of the Vision Zero initiative / negative comments on safety	2	1%



# Local Transport Plan 5 Consultation Report

## Consultation responses concerning the LTP ambition, outcomes and objectives

- 1.47 The consultation provided respondents with the opportunity to have a say on the LTP ambition, outcomes and objectives. These parts of the LTP were the focus of the 2023 consultation and we made some changes to them following the feedback from that consultation. Due to respondents to the 2024 consultation potentially having not responded in 2023, and due to the full LTP being focused on proposals across the transport mix, we wanted to ensure respondents were clear they could still have their say on these aspects of the LTP.
- 1.48 A total of 99 responses were received for on the Plan's ambition, outcomes and objectives, and the 109 comments made are summarised in Table 15. Roughly half of responses were positive (top three response codes), suggesting further work or opportunities.

**Table 15 – Q5: Frequency of comments on the Plan's ambition, outcomes and objectives**

Response code	Frequency (totalling 109)	Percentage
Prioritise / do more on public transport	21	19%
Not ambitious enough / missed opportunities, initiatives, areas of Kent, or groups of people	16	15%
Prioritise / do more on active travel	15	14%
Criticism of the consultation process and/or KCC	11	10%
Generally negative comment (e.g. about LTP4, house building, past transport schemes)	10	9%
Did not see the previous consultation	9	8%
Referred back to previous response to Q4a	9	6%
No comment	6	6%
Generally positive response on the Plan's ambition, outcomes and objectives	6	6%
Brief negative or unclear response with no detail provided	4	4%
Undecided	2	2%

# Local Transport Plan 5 Consultation Report

1.49 Several respondents used Question 5 to comment on matters other than the Plan's ambition, outcomes and objectives. These 81 comments are summarised by theme in Table 16. A popular response was to express support for a particular public transport or highway proposal or scheme.

**Table 16 – Q5: Frequency of comments within themes outside the Plan's ambition, outcomes and objectives**

Theme	Response code	Frequency (totalling 81)
Scheme	Support for / suggested inclusion of / further work on a public transport scheme	15
Scheme	Support for / suggested inclusion of / further work on a highway scheme	13
Walking and cycling	Active travel plans insufficient	9
Traffic and roads	Too much emphasis on cars / private modes / road building	7
Public transport	Need better / more / increased public transport / school buses / bus stops	6
Safety	General support for safety measures, covering all road users (vehicles, cyclists, pedestrians)	6
Climate change	Support for climate change emission targets / environment / net zero	5
Housing and population	Concern about traffic from new housing / too much house building / insufficient infrastructure	5
Scheme	Criticism / suggested removal of a scheme	5
International transport	Concerns about international traffic through Kent	3
Scheme	Support for / suggested inclusion of / further work on an active travel scheme	3
Traffic and roads	Plan does not support / penalises car drivers / people need cars	2
Electric transport	EVs are bad / wrong technology / wrong solution / growth slowing	1
Shared transport	Support for shared transport initiatives	1

# Local Transport Plan 5 Consultation Report

## Consultation responses concerning the Strategic Road Network proposals

1.50 Respondents were asked whether they agree with each of the proposals identified in the LTP for the Strategic Road Network (the motorway and trunk road network managed by the national body called National Highways). Note that respondents answering this question did not have to provide an answer concerning each proposal.

1.51 In total, 179 responses were received concerning whether the respondent agreed or not with a proposal. The results are shown in Table 17. The proposal M25-M16-A21 east-facing slips had the highest number of responses agreeing ('Yes') with it, whilst the Lower Thames Crossing proposal had the highest number of responses disagreeing ('No').

**Table 17 – Q6 results of support for Strategic Road Network (SRN) proposals**

Proposal	Yes	Yes (%)	Partly	Partly (%)	No	No (%)	Don't Know	Don't Know (%)
Lower Thames Crossing	90	53%	27	16%	41	24%	13	8%
M2 J1 capacity enhancement	84	52%	21	13%	27	17%	29	18%
A282 (M25) J1A capacity enhancement	82	52%	17	11%	26	16%	34	21%
M2 J4 capacity and local development connections	73	45%	24	15%	25	16%	39	24%
M2 road capacity enhancement	84	52%	20	12%	28	17%	30	19%
M2 J7 capacity enhancement	75	46%	19	12%	28	17%	40	25%
South Canterbury A2 junction capacity enhancements	65	41%	22	14%	17	11%	56	35%
A2 Dover Access / Duke of York and Whitfield interim improvements	62	39%	18	11%	19	12%	60	38%
International haulage traffic management	88	53%	31	19%	23	14%	23	14%
M25-M26-A21 east-facing slips	91	57%	22	14%	18	11%	30	19%
A21 Kipping's Cross enhancement	60	38%	20	13%	19	12%	59	37%
Trunking A229 and A249, both between M2 and M20	84	53%	19	12%	26	16%	30	19%

# Local Transport Plan 5 Consultation Report



## 1.52 Response comments on the Strategic Road Network proposals

- 1.53 We also asked whether respondents had any comments about the Plan's Strategic Road Network (SRN) proposals or any alternative proposals they would like to suggest for consideration in the Plan.
- 1.54 A total of 113 responses were received on the Plan's Strategic Road Network proposals or schemes. The 142 comments made within the theme of Scheme are summarised in Table 18. More than half of the comments on Schemes were positive, as indicated by the top two rows of the table.

**Table 18 – Q6a: Frequency of comments on the Plan's Strategic Road Network (SRN) proposals, within the theme of Scheme**

Response code	Frequency (totalling 142)	Percentage
Support for / further work on an LTP5 SRN scheme	40	28%
Support for / suggested inclusion of / further work on another scheme	38	27%
Criticism of / negative comment on / suggested removal of an LTP5 SRN scheme	25	18%
No specific LTP5 SRN scheme mentioned / comment refers to all SRN schemes	20	14%
More details required for an LTP5 SRN scheme	12	8%
Criticism of / negative comment on another scheme	7	5%

# Local Transport Plan 5 Consultation Report

1.55 Respondents also made 159 comments on other themes when responding on the Plan's Strategic Road Network schemes, these are summarised in Table 19. Key concerns relate to the effect of traffic on Kent roads, as evidenced by the top three rows of the table.

**Table 19 – Q6a: Frequency of comments on the Plan's Strategic Road Network (SRN) proposals, within other themes**

Theme	Response code	Frequency (totalling 159)	Percentage
Traffic and roads	Traffic congestion is concerning / needs fixing	28	18%
Traffic and roads	Concern about lorry traffic volumes / congestion / parking / Operation Brock	23	14%
Traffic and roads	Reduce car traffic / car trip volumes / reliance on cars / concern about induced demand	20	13%
Financial	No funding / needs funding / concern on funds available	15	9%
Climate change	Support for climate change emission targets / environment / net zero	14	9%
Public transport	Prioritise / general support for public transport	14	9%
Walking and cycling	Prioritise / general support for active travel	9	6%
Pollution	Concerns about air quality and vehicle / transport emissions affecting it	8	5%
Traffic and roads	Concern about roadworks and maintenance of highways and Public Rights of Way	9	6%
Housing and population	Concern about traffic from new housing / too much house building / insufficient infrastructure	7	4%
Public transport	Support for / suggested inclusion of / further work on rail freight schemes	7	4%
Safety	General support for safety measures, covering all road users (vehicles, cyclists, pedestrians)	5	3%

# Local Transport Plan 5 Consultation Report

## Consultation responses concerning the Local Road Network proposals

- 1.56 Respondents were asked whether they agree with each of the proposals identified in the LTP for the Local Road Network (the roads managed by Kent County Council). Note that respondents answering this question did not have to provide an answer concerning each proposal.
- 1.57 In total, 240 responses were received concerning whether the respondent agreed or not with a proposal. The results are shown in Table 20. The proposal Maintaining the road network had the highest number of responses agreeing with it, whilst the proposal New Electric Vehicle charging points had the highest number of responses disagreeing with it.

**Table 20 – Q7: Proportions of responses agreeing with each Local Road Network (LRN) proposal**

Proposal	Yes	Yes %	Partly	Partly %	No	No %	Don't know	Don't know %
Maintaining the road network	142	61%	56	24%	23	10%	12	5%
Road Safety Vision Zero	122	53%	49	21%	30	13%	30	13%
A229 Blue Bell Hill improvements	81	38%	24	11%	30	14%	78	37%
North Thanet Link	54	26%	29	14%	28	13%	100	47%
Alkham Valley Spitfire Way junction improvements	55	26%	26	13%	20	10%	107	51%
Sandwich bypass improvements	61	29%	22	10%	25	12%	103	49%
A2 Gravesend local junction improvements	54	26%	25	12%	24	11%	108	51%
A228-A264 corridor improvements	78	36%	29	13%	24	11%	85	39%
Development management	73	34%	34	16%	18	8%	88	41%
New Electric Vehicle charging points	84	36%	69	30%	63	27%	15	6%

## 1.58 Response comments on the Local Road Network proposals

- 1.59 We also asked whether respondents had any comments about the Plan's Local Road Network (LRN) proposals or any alternative proposals they would like to suggest.
- 1.60 A total of 145 responses were received on the Plan's Local Road Network proposals or schemes. The 174 comments made within the theme of Scheme are summarised in Table 21.

**Table 21 – Q7a: Frequency of comments on the Plan's Local Road Network (LRN) proposals, within the theme of Scheme**

Response code	Frequency (totalling 174)	Percentage
Support for / further work on an LTP5 LRN scheme	47	27%
Criticism of / negative comment on / suggested removal of an LTP5 LRN scheme	45	26%
Support for / suggested inclusion of / further work on another scheme	33	19%
No specific LTP5 LRN scheme mentioned / comment refers to all LRN schemes	30	17%
More details required for an LTP5 LRN scheme	10	6%
Criticism of / negative comment on another scheme	9	5%



# Local Transport Plan 5 Consultation Report

1.61 Respondents also made 293 comments on other themes when discussing the Plan's Local Road Network proposals, these are summarised in Table 22. Key concerns related to maintenance (Traffic and roads theme) and directly referenced "potholes".

**Table 22 – Q7a: Frequency of comments on the Plan's Local Road Network (LRN) proposals, within other themes**

Theme	Response code	Frequency (totalling 293)	Percentage
Traffic and roads	Concern about roadworks and maintenance of highways and Public Rights of Way	33	11%
Safety	General support for safety measures, covering all road users (vehicles, cyclists, pedestrians)	30	10%
Housing and population	Concern about traffic from new housing / too much house building / insufficient infrastructure	26	9%
Electric transport	EVs are bad / wrong technology / wrong solution / growth slowing	24	8%
Walking and cycling	Support for active travel initiatives	24	8%
Traffic and roads	Traffic congestion is concerning / needs fixing	23	8%
Public transport	General support for public transport	22	8%
Traffic and roads	Reduce car traffic / car trip volumes / reliance on cars / concern about induced demand	19	6%
Traffic and roads	Concern about traffic speeds and speed limits	18	6%
Electric transport	General support for electric vehicle initiatives	17	6%
Climate change	General support for climate change emission targets / environment / net zero	15	5%
Traffic and roads	Concern about lorry traffic volumes / congestion / parking / Operation Brock	12	4%
Financial	No funding / needs funding / concern on funds available	11	4%
Pollution	Concerns about air quality and vehicle / transport emissions affecting it	7	2%
Shared transport	Support for shared transport initiatives	6	2%
Safety	Criticism of the Vision Zero initiative / negative comments on safety	4	1%
Climate change	Disagree / not supportive / no action on climate change emission targets / net zero	2	1%

# Local Transport Plan 5 Consultation Report

## Consultation responses concerning the Public and Shared Transport Network

- 1.62 Respondents were asked whether they agree with each of the proposals identified in the LTP for the Public and Shared Transport Network (this includes the bus and rail network etc).
- 1.63 In total, 263 responses were received concerning whether the respondent agreed or not with a proposal. The results are shown in Table 23. The proposal International rail passenger services for Kent had the highest number of responses agreeing with it, whilst the proposal Opposition to Gatwick expansion had the highest number of responses disagreeing with it.

**Table 23 – Q8: Proportions of responses agreeing with each Public and Shared Transport Network proposal**

Proposal	Yes	Yes %	Partly	Partly %	No	No %	Don't know	Don't know %
Rail freight gauge enhancements for international traffic	143	59%	39	16%	12	5%	50	20%
Maidstone rail journey time improvements	131	55%	25	10%	13	5%	70	29%
Gatwick access improvements	156	65%	25	10%	20	8%	40	17%
Dover / Folkestone High Speed rail journey time improvements	138	58%	29	12%	20	8%	53	22%
International rail passenger services for Kent	199	80%	18	7%	13	5%	19	8%
Sturry and Canterbury West rail corridor improvements	113	48%	27	11%	11	5%	84	36%
Local rail services	176	73%	26	11%	11	5%	27	11%
Bus Service Improvement Plan (county-wide)	171	65%	41	16%	31	12%	19	7%
Thameside Fastrack network growth	79	34%	21	9%	15	7%	115	50%
Dover Fastrack network growth	78	33%	29	12%	17	7%	109	47%
Mobility as a Service	122	53%	27	12%	10	4%	72	31%
Cycle hire trials	91	39%	45	19%	46	20%	51	22%
Shared transport hubs (also known as Mobility Hubs)	107	46%	51	22%	15	6%	61	26%
Elizabeth line extension to Ebbsfleet	152	62%	24	10%	19	8%	50	20%
Opposition to Gatwick	101	42%	25	10%	66	27%	49	20%

# Local Transport Plan 5 Consultation Report

Proposal	Yes	Yes %	Partly	Partly %	No	No %	Don't know	Don't know %
expansion								

## 1.64 Response comments on the Public and Shared Transport Network proposals

1.65 We also asked in the consultation whether respondents had any comments about the Public and Shared Transport Network proposals or alternative proposals.

1.66 A total of 166 responses were received on the Plan's Local Road Network proposals or schemes. The 188 comments made within the theme of Scheme are summarised in Table 24.

**Table 24 – Q8a: Frequency of comments on the Plan's Public and Shared Transport Network proposals, within the theme of Scheme**

Response code	Frequency (totalling 188)	Percentage
Support for / further work on a LTP5 Public and Shared Transport Network scheme	104	55%
Criticism of / negative comment on / suggested removal of an LTP5 Public and Shared Transport Network scheme	36	19%
Support for / suggested inclusion of / further work on another scheme	22	12%
No specific LTP5 Public and Shared Transport Network scheme mentioned / comment refers to all schemes	17	9%
More details required for an LTP5 Public and Shared Transport Network scheme	8	4%
Criticism of / negative comment on another scheme	1	1%

# Local Transport Plan 5 Consultation Report

1.67 Respondents also made 360 comments on other themes when discussing the Plan's Public and Shared Transport Network proposals, these are summarised in Table 25. Key concerns were requests for improvements to or to register support for a specific bus or rail service in their area.

**Table 25 – Q8a: Frequency of comments on the Plan's Public and Shared Transport Network proposals, within other themes**

Theme	Response code	Frequency (totalling 360)	Percentage
Public transport	Request for improvements to / support for a specific bus service	52	14%
Public transport	Criticism of bus or rail services / timetables / information (not fare related)	48	13%
Public transport	Request for improvements to / support for a specific rail service	39	11%
Public transport	Need better / more buses, including rural areas	31	9%
Public transport	Concerned about bus / rail cuts	21	6%
Shared transport	General support for Shared Transport initiatives	20	6%
Walking and cycling	Support for Active Travel initiatives	17	5%
Climate change	General support for climate change emission targets / environment / net zero	15	4%
Financial	No funding / needs funding / concern on funds available	15	4%
International transport	Support for return of international rail services	15	4%
Traffic and roads	Reduce car traffic / car trip volumes / reliance	14	4%
International transport	Criticism of policy related to aviation / support for Gatwick second runway	13	4%
Public transport	Need affordable / cheaper public transport / trains too expensive	13	4%
Public transport	Support for / suggested inclusion of / further work on rail freight schemes	12	3%
Ambition	Consider particular group of people (disabled / elderly / mobility impaired)	9	3%
Electric transport	General support for electric vehicle initiatives	7	2%
Safety	General support for safety initiatives (particularly cyclists and pedestrians)	7	2%
Shared transport	General criticism of Shared Transport initiatives	4	1%
Traffic and roads	Traffic congestion is concerning / needs fixing	4	1%
Public transport	Request for improvements to / support for a specific ferry service	3	1%
Electric transport	EVs are bad / wrong technology / wrong solution / growth slowing	1	<1%

## Consultation responses concerning the Walking, Cycling and other forms of Non-Motorised Travel proposals

- 1.68 Respondents were asked whether they agree with the proposals identified in the LTP for the Walking, Cycling and other forms of Non-Motorised Travel. Note that respondents answering this question did not have to provide an answer concerning each proposal.
- 1.69 In total, 214 responses were received concerning whether the respondent agreed or not with a proposal. The results are shown in Table 26. The proposal Public Rights of Way improvements had the highest number of responses agreeing with it, whilst the proposal Initial 15 proposed cycling route corridors had the highest number of responses disagreeing with it.

**Table 26 – Q9: Proportions of responses agreeing with proposals for Walking, Cycling and other forms of Non-Motorised Travel**

Proposal	Yes	Yes %	Partly	Partly %	No	No %	Don't know	Don't know %
Initial 15 proposed walking zones	86	42%	73	36%	33	16%	12	6%
Initial 15 proposed cycling route corridors	83	40%	70	33%	40	19%	16	8%
Public Rights of Way improvements	141	68%	42	20%	13	6%	12	6%

# Local Transport Plan 5 Consultation Report



## 1.70 Response comments on the Walking, Cycling and other forms of Non-Motorised Travel proposals

- 1.71 We also asked in the consultation whether respondents had any comments about the Walking, Cycling and other forms of Non-Motorised Travel proposals or alternative proposals. The consultation did not limit respondents to the consulted proposals – they were free to provide their own suggestions.
- 1.72 A total of 162 responses were received for Question 9a on the Plan's Walking, Cycling and other forms of Non-Motorised Travel proposals or schemes. The 193 comments made within the theme of Scheme are summarised in Table 27.

**Table 27 – Q9a: Frequency of comments on the Plan's Walking, Cycling and other forms of Non-Motorised Travel proposals, within the theme of Scheme**

Response code	Frequency (totalling 193)	Percentage
Support for / support further work / progress requested on cycling schemes	53	27%
General support for active travel / high priority / could do more / suggested missed areas of Kent	51	26%
Support for / support further work / progress requested on walking schemes	41	21%
General criticism of active travel / KCC active travel planning	17	9%
Criticism of cycling schemes	14	7%
Criticism of walking schemes	7	4%
More details required for a LTP5 Walking, Cycling and other forms of Non-Motorised Travel scheme	5	3%
Comment unclear / off topic	3	2%
No comment	2	1%

# Local Transport Plan 5 Consultation Report

1.73 Respondents also made comments on other themes when discussing the Plan's Walking, Cycling and other forms of Non-Motorised Travel proposals. The 229 comments made within other themes are summarised in Table 28. The key concerns included improved safety for cyclists and pedestrians and, relatedly, infrastructure improvements.

**Table 28 – Q9a: Frequency of comments on the Plan's Walking, Cycling and other forms of Non-Motorised Travel proposals, within other themes**

Theme	Response code	Frequency (totalling 229)	Percentage
Safety	General support for safety initiatives (particularly cyclists and pedestrians)	56	24%
Walking and cycling	Need for highway infrastructure improvements and maintenance to support walking and cycling initiatives	33	14%
Walking and cycling	Need for safe, direct, dedicated, connected, networked, segregated, quality cycle routes	30	13%
Ambition	LTP5 walking, cycling and non-motorised travel proposals are not ambitious enough / need to go further	17	7%
Traffic and roads	Too much emphasis on private cars / reduce car traffic	15	7%
Climate change	General support for climate change emission targets / environment / net zero	12	5%
Ambition	Consider particular group of people (disabled / elderly / mobility impaired)	10	4%
Walking and cycling	Appreciation of the physical and mental health benefits of walking and cycling	10	4%
Walking and cycling	Concerns about pedestrian and cyclist behaviour / keeping to allocated routes	10	4%
Financial	No funding / needs funding / concern on funds available	9	4%
Financial	Waste of money / too expensive	9	4%
Traffic and roads	Active travel plans should not take road space from motor vehicles	9	4%
Walking and cycling	Too much emphasis on walking and cycling / minority road use / unsuitable mode for many	9	4%

## Consultation responses concerning proposals for the Districts

- 1.74 The following 12 sections of this report provide a breakdown of the level of agreement and comments for the proposals identified in the Plan for the 12 Kent districts. As the sample sizes for each district were quite small (number of responses in the range 16 to 39), these responses are also worth analysing as a group in this section.
- 1.75 Respondents were asked whether they agree with each of the proposals for each district, and subsequently invited to provide further comment on those schemes, or suggest alternatives.
- 1.76 A total of 345 responses were received for questions 10a to 21a on the Plan's proposals or schemes for the 12 districts. The 439 comments made within the theme of Scheme are summarised in Table 29. Most responses (65%) were positive.

**Table 29 – Q10a to Q21a: Frequency of comments on the Plan's proposals for the Districts, within the theme of Scheme**

Response code	Frequency (totalling 439)	Percentage
Support for / further work on a network-wide scheme	117	27%
Support for / further work on a District scheme	115	26%
Criticism / suggested removal of a District scheme	64	15%
Support for / suggested inclusion of another scheme (outside LTP5 proposals)	54	12%
No specific LTP5 schemes mentioned in comment	41	9%
Criticism / suggested removal of a network-wide scheme	31	7%
More details required for a District related scheme	15	3%
Criticism of another scheme (outside LTP5 proposals)	2	<1%



# Local Transport Plan 5 Consultation Report

1.77 Respondents also made comments on other themes when discussing the Plan's proposals for the Districts. Most of the 736 comments made within other themes are summarised in Table 30 (the table is limited to showing those codes where the frequency of comment was above 10).

**Table 30 – Q10a to Q21a: Frequency of comments on the Plan's proposals for the Districts, within other themes**

Theme	Response code	Frequency (totalling 707)	Percentage
Traffic and roads	Traffic congestion is concerning / needs fixing	66	9%
Safety	Concern about safety / general support for transport safety initiatives	57	8%
Walking and cycling	Support for active travel plans in general / should be high priority	57	8%
Public transport	Request for improvements to a specific bus service	50	7%
Public transport	Criticism of bus or rail services / timetables / information / signage (not fare related)	44	6%
Public transport	Need better / more buses, including rural areas	39	5%
Walking and cycling	Need for safe, direct, dedicated, connected, networked, segregated, quality cycle routes	38	5%
Housing and population	Concern about traffic from new housing / too much house building / insufficient infrastructure	32	4%
Ambition	LTP5 is not ambitious enough / missed initiatives or areas of Kent	30	4%
Walking and cycling	Active travel plans insufficient / not ambitious enough / need to go further	30	4%
Traffic and roads	Reduce car traffic / car trip volumes / reliance	26	4%
Public transport	Request for improvements to a specific rail service	25	3%
Pollution	Concerns about air quality and vehicle / transport emissions affecting it	22	3%
Public transport	Concerned about bus / rail cuts	22	3%
Public transport	Support for improvements to local rail services	22	3%
Public transport	Support for public transport / environment / sustainability	20	3%
Climate change	Support for climate change emission targets / environment / net zero	18	2%
Shared transport	General support for shared transport initiatives	17	2%
Traffic and roads	Concern about roadworks and maintenance of highways and Public Rights of Way	17	2%
Electric	General support for electric vehicle initiatives	15	2%

# Local Transport Plan 5 Consultation Report



Theme	Response code	Frequency (totalling 707)	Percentage
transport			
Financial	No funding / needs funding / concern on funds available	15	2%
International transport	Support for return of international rail services	12	2%
Financial	Waste of money / too expensive	11	1%
Public transport	Need affordable / cheaper public transport / trains too expensive	11	1%
Walking and cycling	Criticism of active travel plans / too much emphasis on walking and cycling	11	1%

# Local Transport Plan 5 Consultation Report



## Consultation responses concerning proposals for the district of Ashford

- 1.78 Respondents were asked whether they agree with each of the proposals identified in the LTP for the Ashford district area.
- 1.79 In total, 49 responses were received concerning whether the respondent agreed or not with a proposal. The Return of international passenger rail services proposal had the highest proportion of responses agreeing, and the Ashford to Charing corridor cycling improvements had the highest proportion of responses not agreeing. The results are shown in Table 31.

**Table 31 – Q10: Proportions of responses agreeing with each proposal identified for the district of Ashford**

Proposal	Yes	Partly	No	Don't know
International traffic management improvements	21	11	4	9
Return of international passenger rail services	44	1	2	1
International rail freight gauge enhancements	32	7	0	4
Bus Service Improvement Plan	29	6	4	5
Junction 10a improvements for local traffic	17	10	4	9
A28 Chart Road improvements	26	4	4	8
Local rail service improvements	25	8	2	9
Ashford to Charing corridor cycling improvements	17	4	8	11
Ashford to Folkestone corridor cycling improvements	17	5	7	12
Improved local connections to Appledore	29	5	2	9

# Local Transport Plan 5 Consultation Report

## 1.80 Response comments on the proposals for the district of Ashford

- 1.81 We also asked in the consultation whether respondents had any comments about the proposals for Ashford district or would like to suggest any new proposals.
- 1.82 A total of 25 responses were received for Question 10a on the Plan's proposals or schemes for Ashford district. From these 25 responses 35 comments were made within the theme of Scheme. These are summarised in Table 32.

**Table 32 – Q10a: Frequency of comments on the Plan's proposals for Ashford district, within the theme of Scheme**

Response code	Frequency (totalling 35)
Support for / support further work on a network-wide scheme	10
Support for / support further work on an Ashford district scheme	10
Criticism / suggested removal of an Ashford district scheme	5
No specific LTP5 schemes mentioned in comment	4
Support for / suggested inclusion of another scheme (outside LTP5 proposals)	3
Criticism / suggested removal of a network-wide scheme	2
More details required for an Ashford district related scheme	1
Criticism of another scheme (outside LTP5 proposals)	0

# Local Transport Plan 5 Consultation Report

1.83 Respondents also made comments which have been grouped into other themes. Most of these 47 comments are summarised in Table 33 (the table is limited to showing those codes where the frequency of comment was above 1).

**Table 33 – Q10a: Frequency of comments on the Plan's proposals for Ashford district, within other themes**

Theme	Response code	Frequency (totalling 41)
International transport	Support for return of international rail services	5
Public transport	Criticism of bus or rail services / timetables / information / signage (not fare related)	4
Public transport	Request for improvements to a specific bus service	4
Public transport	Request for improvements to a specific rail service	4
Ambition	LTP5 is not ambitious enough / missed initiatives or areas of Kent	3
Public transport	Need better / more buses, including rural areas	3
Safety	Concern about safety / general support for transport safety initiatives	3
Traffic and roads	Concern about roadworks and maintenance of highways and Public Rights of Way	3
Financial	Waste of money / too expensive	2
Housing and population	Concern about traffic from new housing / too much house building / insufficient infrastructure	2
Traffic and roads	Traffic congestion is concerning / needs fixing	2
Walking and cycling	Need for safe, direct, dedicated, connected, networked, segregated, quality cycle routes	2
Walking and cycling	Criticism of active travel plans / too much emphasis on walking and cycling	2
Walking and cycling	Support for active travel plans in general / should be high priority	2

## Consultation responses concerning proposals for the district of Canterbury

- 1.84 Respondents were asked whether they agree with each of the proposals identified in the LTP for the Canterbury district area.
- 1.85 In total, 62 responses were received concerning whether the respondent agreed or not with a proposal. The results are shown in Table 34. The results show that the proposal Return of international passenger rail services had the highest number of responses in agreement, whilst the proposal Bus Service Improvement Plan had the highest number of responses not agreeing.

**Table 34 – Q11: Proportions of responses agreeing with each proposal identified for the district of Canterbury**

Proposal	Yes	Partly	No	Don't know
M2 J7 Brenley Corner improvements	32	3	6	15
A2 junction improvements south and west of Canterbury city	29	9	5	9
A299 Thanet Way renewal	19	6	7	19
A299 Thanet Way Chestfield access improvements	19	5	10	16
Sturry link road	19	7	8	17
Bus Service Improvement Plan	32	12	12	3
Return of international passenger rail services	53	3	2	1
Local rail service improvements towards Faversham and Dover	41	3	3	9
Potential rail service to Gatwick	41	4	6	7
Sturry and Canterbury West station and surrounds improvements	35	6	5	10
Cycling corridor improvements Canterbury <> Dover / Folkestone / Sandwich	23	12	11	10
Cycling corridor improvements Canterbury <> Birchington	21	10	11	12

# Local Transport Plan 5 Consultation Report

## 1.86 Response comments on the proposals for the district of Canterbury

1.87 We also asked in the consultation whether respondents had any comments about the proposals for Canterbury district or would like to suggest any new proposals.

1.88 A total of 38 responses were received for Question 11a on the Plan's proposals or schemes for Canterbury district. From these 38 responses 53 comments were made within the theme of Scheme. These are summarised in Table 35.

***Table 35 – Q11a: Frequency of comments on the Plan's proposals for Canterbury district, within the theme of Scheme***

Response code	Frequency (totalling 53)
Support for / support further work on a network-wide scheme	21
Support for / support further work on a Canterbury scheme	10
Support for / suggested inclusion of another scheme (outside LTP5 proposals)	7
Criticism / suggested removal of a Canterbury scheme	6
Criticism / suggested removal of a network-wide scheme	4
More details required for a Canterbury related scheme	3
No specific LTP5 schemes mentioned in comment	2

# Local Transport Plan 5 Consultation Report

1.89 Respondents also made comments on other themes when discussing the Plan's proposals for Canterbury district. Most of the 96 comments made within other themes are summarised in Table 36 (the table is limited to showing those codes where the frequency of comment was above 1).

**Table 36 – Q11a: Frequency of comments on the Plan's proposals for Canterbury district, within other themes**

Theme	Response code	Frequency (totalling 89)
Traffic and roads	Traffic congestion is concerning / needs fixing	10
Housing and population	Concern about traffic from new housing / too much house building / insufficient infrastructure	7
Public transport	Criticism of bus or rail services / timetables / information / signage (not fare related)	7
Public transport	Need better / more buses, including rural areas	7
Public transport	Request for improvements to a specific bus service	6
Walking and cycling	Active travel plans insufficient / not ambitious enough / need to go further	6
Financial	No funding / needs funding / concern on funds available	5
Pollution	Concerns about air quality and vehicle / transport emissions affecting it	5
Public transport	Concerned about bus / rail cuts	4
Traffic and roads	Reduce car traffic / car trip volumes / reliance	4
Walking and cycling	Need for safe, direct, dedicated, connected, networked, segregated, quality cycle routes	4
Walking and cycling	Support for active travel plans in general / should be high priority	4
Climate change	Support for climate change emission targets / environment / net zero	3
Public transport	Request for improvements to a specific rail service	3
Public transport	Support for improvements to local rail services	3
Safety	Concern about safety / general support for transport safety initiatives	3
Financial	Waste of money / too expensive	2
International transport	Support for return of international rail services	2
Public transport	Support for public transport / environment /	2



# Local Transport Plan 5 Consultation Report



Theme	Response code	Frequency (totalling 89)
	sustainability	
Walking and cycling	Criticism of active travel plans / too much emphasis on walking and cycling	2

## Consultation responses concerning proposals for the borough of Dartford

- 1.90 Respondents were asked whether they agree with each of the proposals identified in the LTP for the Dartford borough area.
- 1.91 In total, 41 responses were received concerning whether the respondent agreed or not with a proposal. The results are shown in Table 37. The results show that the proposal Return of international passenger rail services had the highest number of responses in agreement, whilst the proposal Lower Thames Crossing had the highest number of responses not agreeing.

**Table 37 – Q12: Proportions of responses agreeing with each proposal identified for the borough of Dartford**

Proposal	Yes	Partly	No	Don't Know
Lower Thames Crossing	20	2	13	4
M25 (A282) Junction 1A improvements	22	4	5	6
Return of international passenger rail services	37	0	1	2
Elizabeth line extension to Ebbsfleet	36	1	3	1
Thameside Fastrack network expansion	29	5	2	3
Bean Fastrack tunnels	20	4	2	11
Bus Service Improvement Plan	28	6	0	3
Fastrack interchange hub in Ebbsfleet station quarter redevelopment	25	6	1	5
Mobility as a Service pilot	19	3	0	14
Learning from mobility hub pilots in Ebbsfleet Garden City	20	7	0	8
Swanscombe, Stone and Dartford station improvements	30	6	0	2
Dartford town centre improvements (further phases)	26	5	1	7
Walking improvements to Dartford, Swanscombe and Stone areas	23	8	0	7
Cycling corridor improvements Dartford <> Stone	17	9	3	8

## 1.92 Response comments on the proposals for the borough of Dartford

- 1.93 We also asked in the consultation whether respondents had any comments about the proposals for Dartford borough or would like to suggest any new proposals.
- 1.94 A total of 22 responses were received for Question 12a on the Plan's proposals or schemes for Dartford borough. From these 22 responses 28 comments were made within the theme of Scheme and are summarised in Table 38.

***Table 38 – Q12a: Frequency of comments on the Plan's proposals for Dartford borough, within the theme of Scheme***

Response code	Frequency (totalling 28)
Support for / support further work on a network-wide scheme	8
Support for / suggested inclusion of another scheme (outside LTP5 proposals)	6
Criticism / suggested removal of a network-wide scheme	5
More details required for a Dartford related scheme	3
Support for / support further work on a Dartford scheme	3
Criticism / suggested removal of a Dartford scheme	2
No specific LTP5 schemes mentioned in comment	1

# Local Transport Plan 5 Consultation Report

1.95 Respondents also made comments on other themes when discussing the Plan's proposals for Dartford borough. Most of the 45 comments made within other themes are summarised in Table 39 (the table is limited to showing those codes where the frequency of comment was above 1).

**Table 39 – Q12a: Frequency of comments on the Plan's proposals for Dartford borough, within other themes**

Theme	Response code	Frequency (totalling 34)
Public transport	Request for improvements to a specific bus service	6
Public transport	Criticism of bus or rail services / timetables / information / signage (not fare related)	4
Traffic and roads	Traffic congestion is concerning / needs fixing	4
Public transport	Request for improvements to a specific rail service	3
Walking and cycling	Active travel plans insufficient / not ambitious enough / need to go further	3
Electric transport	General support for electric vehicle initiatives	2
Financial	Waste of money / too expensive	2
Pollution	Concerns about air quality and vehicle / transport emissions affecting it	2
Public transport	Concerned about bus / rail cuts	2
Shared transport	General support for shared transport initiatives	2
Walking and cycling	Need for safe, direct, dedicated, connected, networked, segregated, quality cycle routes	2
Walking and cycling	Support for active travel plans in general / should be high priority	2

# Local Transport Plan 5 Consultation Report

## Consultation responses concerning proposals for the district of Dover

- 1.96 Respondents were asked whether they agree with each of the proposals identified in the LTP for the Dover district area.
- 1.97 In total, 38 responses were received concerning whether the respondent agreed or not with a proposal. The results are shown in Table 40. The results show that the proposal International rail freight gauge enhancements had the highest number of responses in agreement, whilst the proposal Bus Service Improvement Plan had the highest number of responses not agreeing.

**Table 40 – Q13: Proportions of responses agreeing with each proposal identified for the district of Dover**

Proposal	Yes	Partly	No	Don't Know
A2 Dover Access improvements and Duke of York and Whitfield junction improvements	22	4	2	7
Bus Service Improvement Plan	17	2	10	9
Dover and Folkestone high Speed rail journey time improvements	24	3	2	5
Local rail services improvements	23	4	3	5
Cycling corridor improvements Dover <> Deal / Canterbury	21	3	3	4
Improvements to walking in Dover as set out in our KCWIP	23	3	2	6
Improvements to walking in Deal as set out in our KCWIP	22	3	2	5
International traffic management improvements	21	4	2	3
International rail freight gauge enhancements	25	2	0	3
Sandwich bypass improvements	16	1	4	5
Dover Fastrack network development	18	2	7	3

# Local Transport Plan 5 Consultation Report



## 1.98 Response comments on the proposals for the district of Dover

1.99 We also asked in the consultation whether respondents had any comments about the proposals for Dover district or would like to suggest any new proposals.

1.100 A total of 17 responses were received for Question 13a on the Plan's proposals or schemes for Dover district. From these 17 responses, 20 comments were made within the theme of Scheme and are summarised in Table 41.

**Table 41 – Q13a: Frequency of comments on the Plan's proposals for Dover district, within the theme of Scheme**

Response code	Frequency (totalling 20)
Support for / support further work on a Dover scheme	5
Criticism / suggested removal of a Dover scheme	4
Support for / support further work on a network-wide scheme	4
Criticism / suggested removal of a network-wide scheme	2
No specific LTP5 schemes mentioned in comment	2
Support for / suggested inclusion of another scheme (outside LTP5 proposals)	2
More details required for a Dover related scheme	1

# Local Transport Plan 5 Consultation Report

1.101 Respondents also made comments on other themes when discussing the Plan's proposals for Dover district. Most of the 34 comments made within other themes are summarised in Table 42 (the table is limited to showing those codes where the frequency of comment was above 1).

**Table 42 – Q13a: Frequency of comments on the Plan's proposals for Dover district, within other themes**

Theme	Response code	Frequency (totalling 26)
Public transport	Criticism of bus or rail services / timetables / information / signage (not fare related)	4
Public transport	Need better / more buses, including rural areas	4
Safety	Concern about safety / general support for transport safety initiatives	3
Traffic and roads	Traffic congestion is concerning / needs fixing	3
Electric transport	General support for electric vehicle initiatives	2
Financial	No funding / needs funding / concern on funds available	2
Public transport	Concerned about bus / rail cuts	2
Public transport	Request for improvements to a specific bus service	2
Public transport	Support for public transport / environment / sustainability	2
Walking and cycling	Support for active travel plans in general / should be high priority	2

# Local Transport Plan 5 Consultation Report

## Consultation responses concerning proposals for the district of Folkestone and Hythe

1.102 Respondents were asked whether they agree with each of the proposals identified in the LTP for the Folkestone and Hythe district area.

1.103 In total, 49 responses were received concerning whether the respondent agreed or not with a proposal. The results are shown in Table 43. The results show that the proposal Return of international passenger rail services had the highest number of responses in agreement, whilst there were four proposals all recording the highest volume of responses disagreeing with the proposal, albeit at a relatively low volume of 5 responses each. These proposals were International traffic management, Bus Service Improvement Plan, Westenhanger station upgrade for High Speed services, and Cycling corridor improvements Folkestone to / from (<>) Canterbury.

**Table 43 – Q14: Proportions of responses agreeing with each proposal identified for the district of Folkestone and Hythe**

Proposal	Yes	Partly	No	Don't Know
International traffic management	19	13	5	7
International rail freight gauge enhancements	29	1	1	10
Alkham Valley Spitfire Way junction improvements	22	5	3	9
Folkestone and Dover High Speed rail journey time improvements	32	4	2	4
Return of international passenger rail services	42	1	1	2
Bus Service Improvement Plan	33	5	5	2
Westenhanger station upgrade for High Speed services	27	2	5	7
Learning from mobility hub pilots in Otterpool Park Garden town	21	5	4	12
Cycling corridor improvements Folkestone <> Canterbury	22	6	5	10
Cycling corridor improvements Hythe <> Ashford	22	4	3	11
Sub-regional walking and cycling corridor Hythe <> Rye	27	4	2	8



# Local Transport Plan 5 Consultation Report



## 1.104 Response comments on the proposals for the district of Folkestone and Hythe

1.105 We also asked in the consultation whether respondents had any comments about the proposals for Folkestone and Hythe district or would like to suggest any new proposals.

1.106 A total of 26 responses were received for Question 14a on the Plan's proposals or schemes for Folkestone and Hythe district. From the 26 responses, 32 comments were made within the theme of Scheme and are summarised in Table 44.

***Table 44 – Q14a: Frequency of comments on the Plan's proposals for Folkestone and Hythe district, within the theme of Scheme***

Response code	Frequency (totalling 32)
Support for / support further work on a network-wide scheme	10
Support for / support further work on a Folkestone and Hythe scheme	8
Criticism / suggested removal of a Folkestone and Hythe scheme	5
Criticism / suggested removal of a network-wide scheme	4
No specific LTP5 schemes mentioned in comment	4
More details required for a Folkestone and Hythe related scheme	1

# Local Transport Plan 5 Consultation Report

1.107 Respondents also made comments on other themes when discussing the Plan's proposals for Folkestone and Hythe district. Most of the 52 comments made within other themes are summarised in Table 45 (the table is limited to showing those codes where the frequency of comment was above 1).

**Table 45 – Q14a: Frequency of comments on the Plan's proposals for Folkestone and Hythe district, within other themes**

Theme	Response code	Frequency (totalling 48)
Public transport	Request for improvements to a specific bus service	7
Public transport	Criticism of bus or rail services / timetables / information / signage (not fare related)	6
Walking and cycling	Support for active travel plans in general / should be high priority	6
Walking and cycling	Need for safe, direct, dedicated, connected, networked, segregated, quality cycle routes	5
Public transport	Concerned about bus / rail cuts	4
Safety	Concern about safety / general support for transport safety initiatives	3
Traffic and roads	Traffic congestion is concerning / needs fixing	3
Ambition	Consider particular group of people (disabled, elderly)	2
Electric transport	General support for electric vehicle initiatives	2
Public transport	Need affordable / cheaper public transport / trains too expensive	2
Public transport	Need better / more buses, including rural areas	2
Public transport	Support for public transport / environment / sustainability	2
Shared transport	General support for shared transport initiatives	2
Traffic and roads	Reduce car traffic / car trip volumes / reliance	2

## Consultation responses concerning proposals for the borough of Gravesham

- 1.108 Respondents were asked whether they agree with each of the proposals identified in the LTP for the Gravesham borough area.
- 1.109 In total, 36 responses were received concerning whether the respondent agreed or not with a proposal. The results are shown in Table 46. The results show that the proposal Return of international passenger rail services had the highest number of responses in agreement, whilst the proposal Lower Thames Crossing had the highest number of responses not agreeing.

**Table 46 – Q15: Proportions of responses agreeing with each proposal identified for the borough of Gravesham**

Proposal	Yes	Partly	No	Don't Know
The Lower Thames Crossing	14	2	14	3
Improvements to the local junctions for the A2	15	5	7	3
Kent Thameside Fastrack network expansion	25	4	2	3
Bus Service Improvement Plan	25	4	1	3
Return of international passenger rail services	31	0	1	0
Mobility as a Service pilot	18	1	1	12
M2 Junction 1 enhancements	12	5	5	8
Cycling corridor improvements Gravesend <> Stone / Dartford	20	3	2	8
Cycling corridor improvements Gravesend <> Meopham	19	3	5	5
Elizabeth line extension to Ebbsfleet	30	1	4	0

# Local Transport Plan 5 Consultation Report

## 1.110 Response comments on the proposals for the borough of Gravesham

1.111 We also asked in the consultation whether respondents had any comments about the proposals for Gravesham borough or would like to suggest any new proposals.

1.112 A total of 16 responses were received for Question 15a on the Plan's proposals or schemes for Gravesham borough. From the 16 responses, 23 comments were made within the theme of Scheme and are summarised in Table 47.

**Table 47 – Q15a: Frequency of comments on the Plan's proposals for Gravesham borough, within the theme of Scheme**

Response code	Frequency (totalling 23)
Support for / support further work on a network-wide scheme	9
Criticism / suggested removal of a Gravesham scheme	5
Support for / suggested inclusion of another scheme (outside LTP5 proposals)	5
Criticism / suggested removal of a network-wide scheme	1
More details required for a Gravesham related scheme	1
No specific LTP5 schemes mentioned in comment	1
Support for / support further work on a Gravesham scheme	1

# Local Transport Plan 5 Consultation Report

1.114 Respondents also made comments on other themes when discussing the Plan's proposals for Gravesham borough. Some 25 of the 39 comments made within other themes are summarised in Table 48 (the table is limited to showing those codes where the frequency of comment was above 1).

**Table 48 – Q15a: Frequency of comments on the Plan's proposals for Gravesham borough, within other themes**

Theme	Response code	Frequency (totalling 25)
Public transport	Request for improvements to a specific rail service	4
International transport	Support for return of international rail services	3
Public transport	Criticism of bus or rail services / timetables / information / signage (not fare related)	3
Traffic and roads	Reduce car traffic / car trip volumes / reliance	3
Climate change	Support for climate change emission targets / environment / net zero	2
Electric transport	General support for electric vehicle initiatives	2
Public transport	Request for improvements to a specific bus service	2
Public transport	Support for improvements to local rail services	2
Public transport	Support for public transport / environment / sustainability	2
Shared transport	General support for shared transport initiatives	2

## Consultation responses concerning proposals for the borough of Maidstone

1.116 Respondents were asked whether they agree with each of the proposals identified in the LTP for the Maidstone borough area. In total, 66 responses were received concerning whether the respondent agreed or not with a proposal. The results are shown in Table 49.

1.117 The results show that the proposals Bus Service Improvement Plan and Step free access improvements at rail stations Maidstone West, Yalding, Marden had the highest number of responses in agreement, whilst the proposal M2 Junction 7 improvements had the highest number of responses not agreeing.

**Table 49 – Q16: Proportions of responses agreeing with each proposal identified for the borough of Maidstone**

Proposal	Yes	Partly	No	Don't Know
A229 Blue Bell Hill improvements	33	9	10	13
M20 Junction 7 improvements	31	9	11	10
M2 Junction 4 improvements	27	8	9	4
International traffic management improvements	37	9	7	6
International rail freight gauge enhancements	42	5	3	3
Bus Service Improvement Plan	45	6	6	8
Step free access improvements at rail stations Maidstone West, Yalding, Marden	45	4	4	5
Maidstone town centre improvements	39	14	5	11
Cycling corridor improvements Maidstone <> Sittingbourne	30	10	8	6
Cycling corridor improvements Bearsted / Lenham <> Charing / Ashford	30	9	6	6

## 1.119 Response comments on the proposals for the borough of Maidstone

1.120 We also asked in the consultation whether respondents had any comments about the proposals for Maidstone borough or would like to suggest any new proposals. A total of 36 responses were received for Question 16a on the Plan's proposals or schemes for Maidstone borough. From the 36 responses, 45 comments were made within the theme of Scheme and are summarised in Table 50.

**Table 50 – Q16a: Frequency of comments on the Plan's proposals for Maidstone borough, within the theme of Scheme**

Response code	Frequency (totalling 45)
Support for / suggested inclusion of another scheme (outside LTP5 proposals)	11
Support for / support further work on a Maidstone scheme	9
Support for / support further work on a network-wide scheme	9
Criticism / suggested removal of a Maidstone scheme	8
No specific LTP5 schemes mentioned in comment	7
Criticism / suggested removal of a network-wide scheme	1

# Local Transport Plan 5 Consultation Report

1.121 Respondents also made comments on other themes when discussing the Plan's proposals for Maidstone borough. Most of the 88 comments made within other themes are summarised in Table 51 (the table is limited to showing those codes where the frequency of comment was above 1).

**Table 51 – Q16a: Frequency of comments on the Plan's proposals for Maidstone borough, within other themes**

Theme	Response code	Frequency (totalling 83)
Safety	Concern about safety / general support for transport safety initiatives	10
Traffic and roads	Traffic congestion is concerning / needs fixing	10
Walking and cycling	Support for active travel plans in general / should be high priority	10
Public transport	Need better / more buses, including rural areas	7
Housing and population	Concern about traffic from new housing / too much house building / insufficient infrastructure	6
Public transport	Support for improvements to local rail services	4
Public transport	Support for public transport / environment / sustainability	4
Traffic and roads	Reduce car traffic / car trip volumes / reliance	4
Walking and cycling	Need for safe, direct, dedicated, connected, networked, segregated, quality cycle routes	4
Climate change	Support for climate change emission targets / environment / net zero	3
Pollution	Concerns about air quality and vehicle / transport emissions affecting it	3
Public transport	Request for improvements to a specific bus service	3
Walking and cycling	Active travel plans insufficient / not ambitious enough / need to go further	3
Ambition	Consider particular group of people (disabled, elderly)	2
Ambition	LTP5 is not ambitious enough / missed initiatives or areas of Kent	2
Electric transport	General support for electric vehicle initiatives	2



# Local Transport Plan 5 Consultation Report



Theme	Response code	Frequency (totalling 83)
Public transport	Criticism of bus or rail services / timetables / information / signage (not fare related)	2
Shared transport	General support for shared transport initiatives	2
Traffic and roads	Too much emphasis on cars / private modes	2

## Consultation responses concerning proposals for the district of Sevenoaks

- 1.123 Respondents were asked whether they agree with each of the proposals identified in the LTP for the Sevenoaks district area.
- 1.124 In total, 59 responses were received concerning whether the respondent agreed or not with a proposal. The results are shown in Table 52. The results show that the proposal Bus Service Improvement Plan had the highest number of responses in agreement, whilst the proposal Opposition to Gatwick expansion had the highest number of responses not agreeing.

**Table 52 – Q17: Proportions of responses agreeing with each proposal identified for the district of Sevenoaks**

Proposal	Yes	Partly	No	Don't Know
M25-M26-A21 slips for journeys eastwards	35	6	6	5
Opposition to Gatwick expansion	32	7	11	5
Bat and Ball junction improvements	32	7	3	10
Improved rail stations in Edenbridge	31	3	0	18
Bus Service Improvement Plan	43	4	2	5
Walking improvements in Swanley	28	6	0	14
Cycling corridor improvements into Sevenoaks	36	7	3	6

# Local Transport Plan 5 Consultation Report



## 1.126 Response comments on the proposals for the district of Sevenoaks

1.127 We also asked in the consultation whether respondents had any comments about the proposals for Sevenoaks district or would like to suggest any new proposals.

1.128 A total of 39 responses were received for Question 17a on the Plan's proposals or schemes for Sevenoaks district. From the 39 responses, 52 comments were made within the theme of Scheme and are summarised in Table 53.

***Table 53 – Q17a: Frequency of comments on the Plan's proposals for Sevenoaks district, within the theme of Scheme***

Response code	Frequency (totalling 52)
Support for / support further work on a Sevenoaks scheme	17
Support for / support further work on a network-wide scheme	13
Support for / suggested inclusion of another scheme (outside LTP5 proposals)	6
Criticism / suggested removal of a network-wide scheme	5
Criticism / suggested removal of a Sevenoaks scheme	5
No specific LTP5 schemes mentioned in comment	3
Criticism of another scheme (outside LTP5 proposals)	2
More details required for a Sevenoaks related scheme	1

# Local Transport Plan 5 Consultation Report

1.129 Respondents also made comments on other themes when discussing the Plan's proposals for Sevenoaks district. Most of the 85 comments made within other themes are summarised in Table 54 (the table is limited to showing those codes where the frequency of comment was above 1).

**Table 54 – Q17a: Frequency of comments on the Plan's proposals for Sevenoaks district, within other themes**

Theme	Response code	Frequency (totalling 79)
Safety	Concern about safety / general support for transport safety initiatives	7
Walking and cycling	Active travel plans insufficient / not ambitious enough / need to go further	7
Ambition	LTP5 is not ambitious enough / missed initiatives or areas of Kent	6
Public transport	Request for improvements to a specific bus service	6
Walking and cycling	Support for active travel plans in general / should be high priority	6
Traffic and roads	Traffic congestion is concerning / needs fixing	5
Climate change	Support for climate change emission targets / environment / net zero	4
International transport	Criticism of policy related to aviation / support for Gatwick second runway	4
Public transport	Need better / more buses, including rural areas	4
Housing and population	Concern about traffic from new housing / too much house building / insufficient infrastructure	3
Pollution	Concerns about air quality and vehicle / transport emissions affecting it	3
Public transport	Criticism of bus or rail services / timetables / information / signage (not fare related)	3
Walking and cycling	Need for safe, direct, dedicated, connected, networked, segregated, quality cycle routes	3
Ambition	Consider particular group of people (disabled, elderly)	2
Electric transport	General support for electric vehicle initiatives	2
Public transport	Concerned about bus / rail cuts	2
Public transport	Request for improvements to a specific rail service	2

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Theme	Response code	Frequency (totalling 79)
Public transport	Support for improvements to local rail services	2
Public transport	Support for public transport / environment / sustainability	2
Shared transport	General support for shared transport initiatives	2
Traffic and roads	Concern about roadworks and maintenance of highways and Public Rights of Way	2
Traffic and roads	Plan does not support / penalises car drivers	2

## Consultation responses concerning proposals for the borough of Swale

1.130 Respondents were asked whether they agree with each of the proposals identified in the LTP for the Swale borough area.

1.131 In total, 55 responses were received concerning whether the respondent agreed or not with a proposal. The results are shown in Table 55. The results show that the proposal Local rail service improvements had the highest number of responses in agreement, whilst the Key Street junction improvements had the highest number of responses not agreeing.

**Table 55 – Q18: Proportions of responses agreeing with each proposal identified for the borough of Swale**

Proposal	Yes	Partly	No	Don't Know
M2 J7 Brenley Corner improvements	23	11	4	9
M2 J4 to J7 corridor capacity enhancement	19	11	8	7
Key Street junction improvements	20	8	9	10
Local rail service improvements	42	4	1	5
Bus Service Improvement Plan	32	15	3	3
Sittingbourne town centre improvements	22	17	4	6
Cycling corridor improvements Sittingbourne <> Faversham	27	12	4	4
Cycling corridor improvements Sheerness <> Leysdown	29	5	8	9

## 1.132 Response comments on the proposals for the borough of Swale

1.133 We also asked in the consultation whether respondents had any comments about the proposals for Swale borough or would like to suggest any new proposals.

1.134 A total of 37 responses were received for Question 18a on the Plan's proposals or schemes for Swale. From the 37 responses, 44 comments were made within the theme of Scheme and are summarised in Table 56.

**Table 56 – Q18a: Frequency of comments on the Plan's proposals for Swale borough, within the theme of Scheme**

Response code	Frequency (totalling 44)
Support for / support further work on a Swale scheme	17
Criticism / suggested removal of a Swale scheme	7
Support for / support further work on a network-wide scheme	7
Support for / suggested inclusion of another scheme (outside LTP5 proposals)	6
No specific LTP5 schemes mentioned in comment	4
Criticism / suggested removal of a network-wide scheme	3

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1.135 Respondents also made comments on other themes when discussing the Plan's proposals for Swale. Most of the 91 comments made within other themes are summarised in Table 57 (the table is limited to showing those codes where the frequency of comment was above 1).

**Table 57 – Q18a: Frequency of comments on the Plan's proposals for Swale borough, within other themes**

Theme	Response code	Frequency (totalling 82)
Safety	Concern about safety / general support for transport safety initiatives	12
Traffic and roads	Traffic congestion is concerning / needs fixing	10
Walking and cycling	Support for active travel plans in general / should be high priority	8
Housing and population	Concern about traffic from new housing / too much house building / insufficient infrastructure	6
Walking and cycling	Need for safe, direct, dedicated, connected, networked, segregated, quality cycle routes	6
Public transport	Criticism of bus or rail services / timetables / information / signage (not fare related)	5
Public transport	Need better / more buses, including rural areas	4
Public transport	Request for improvements to a specific bus service	4
Public transport	Support for improvements to local rail services	4
Pollution	Concerns about air quality and vehicle / transport emissions affecting it	3
Public transport	Concerned about bus / rail cuts	3
Public transport	Request for improvements to a specific rail service	3
Traffic and roads	Concern about roadworks and maintenance of highways and Public Rights of Way	3
Traffic and roads	Reduce car traffic / car trip volumes / reliance	3
Climate change	Support for climate change emission targets / environment / net zero	2
Electric	General support for electric vehicle initiatives	2



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Theme	Response code	Frequency (totalling 82)
transport		
Shared transport	General support for shared transport initiatives	2
Walking and cycling	Criticism of active travel plans / too much emphasis on walking and cycling	2

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## Consultation responses concerning proposals for the district of Thanet

- 1.136 Respondents were asked whether they agree with each of the proposals identified in the LTP for the Thanet district area.
- 1.137 In total, 46 responses were received concerning whether the respondent agreed or not with a proposal. The results are shown in Table 58. The results show that the proposal Broadstairs rail station step free access improvement had the highest number of responses in agreement, whilst Supplemental link roads for the inner circuit had the highest number of responses not agreeing.

**Table 58 – Q19: Proportions of responses agreeing with each proposal identified for the district of Thanet**

Proposal	Yes	Partly	No	Don't Know
North Thanet Link	21	9	7	4
Supplemental link roads for the inner circuit	17	7	8	5
Bus Service Improvement Plan	31	4	2	4
Ramsgate and Margate town centre improvements	33	4	1	6
Broadstairs rail station step free access improvement	35	3	2	3
Walking improvements in Birchington	23	10	2	4
Walking improvements in Westwood	26	6	3	6
Cycling corridor improvements Birchington <> Ramsgate / Canterbury	25	5	6	5

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## 1.138 Response comments on the proposals for the district of Thanet

1.139 We also asked in the consultation whether respondents had any comments about the proposals for Thanet district or would like to suggest any new proposals.

1.140 A total of 21 responses were received for Question 19a on the Plan's proposals or schemes for Thanet district. From the 21 responses, 29 comments were made within the theme of Scheme and are summarised in Table 59.

***Table 59 – Q19a: Frequency of comments on the Plan's proposals for Thanet district, within the theme of Scheme***

Response code	Frequency (totalling 29)
Support for / support further work on a Thanet scheme	11
Support for / support further work on a network-wide scheme	9
Criticism / suggested removal of a Thanet scheme	7
More details required for a Thanet related scheme	1
No specific LTP5 schemes mentioned in comment	1

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1.141 Respondents also made comments on other themes when discussing the Plan's proposals for Thanet district. Most of the 42 comments made within other themes are summarised in Table 60 (the table is limited to showing those codes where the frequency of comment was above 1).

**Table 60 – Q19a: Frequency of comments on the Plan's proposals for Thanet district, within other themes**

Theme	Response code	Frequency (totalling 33)
Traffic and roads	Traffic congestion is concerning / needs fixing	7
Walking and cycling	Support for active travel plans in general / should be high priority	6
Public transport	Request for improvements to a specific bus service	5
Safety	Concern about safety / general support for transport safety initiatives	3
Climate change	Support for climate change emission targets / environment / net zero	2
Financial	No funding / needs funding / concern on funds available	2
International transport	Criticism of policy related to aviation / support for Gatwick second runway	2
Pollution	Concerns about air quality and vehicle / transport emissions affecting it	2
Public transport	Need better / more buses, including rural areas	2
Public transport	Support for improvements to local rail services	2

## Consultation responses concerning proposals for the borough of Tonbridge and Malling

- 1.142 Respondents were asked whether they agree with each of the proposals identified in the LTP for the Tonbridge and Malling borough area.
- 1.143 In total, 57 responses were received concerning whether the respondent agreed or not with a proposal. The results are shown in Table 61. The results show that the proposal Rail journey time improvements to Maidstone had the highest number of responses in agreement, whilst Improving journeys in the Medway gap had the highest number of responses not agreeing.

**Table 61 – Q20: Proportions of responses agreeing with each proposal identified for the borough of Tonbridge and Malling**

Proposal	Yes	Partly	No	Don't Know
A229 Blue Bell Hill improvements	20	9	2	8
A228-A264 corridor improvements	20	6	3	11
Bus Service Improvement Plan	39	6	3	2
Rail journey time improvements to Maidstone	41	6	0	5
Potential rail service to Gatwick	40	7	2	4
Improving journeys in the Medway gap	29	9	9	14
Walking improvements in Tonbridge	32	11	8	11

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## 1.144 Response comments on the proposals for the borough of Tonbridge and Malling

1.145 We also asked in the consultation whether respondents had any comments about the proposals for Tonbridge and Malling borough or alternative proposals.

1.146 A total of 30 responses were received for Question 20a on the Plan's proposals or schemes for Tonbridge and Malling borough. From the 30 responses, 35 comments were made within the theme of Scheme and are summarised in Table 62.

**Table 62 – Q20a: Frequency of comments on the Plan's proposals for Tonbridge and Malling borough, within the theme of Scheme**

Response code	Frequency (totalling 35)
Support for / support further work on a Tonbridge and Malling scheme	13
Support for / support further work on a network-wide scheme	9
No specific LTP5 schemes mentioned in comment / no comment	4
Criticism / suggested removal of a Tonbridge and Malling scheme	3
Criticism / suggested removal of a network-wide scheme	2
More details required for a Tonbridge and Malling related scheme	2
Support for / suggested inclusion of another scheme (outside LTP5 proposals)	2

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1.147 Respondents also made comments on other themes when discussing the Plan's proposals for Tonbridge and Malling borough. Most of the 52 comments made within other themes are summarised in Table 63 (the table is limited to showing those codes where the frequency of comment was above 1).

**Table 63 – Q20a: Frequency of comments on the Plan's proposals for Tonbridge and Malling borough, within other themes**

Theme	Response code	Frequency (totalling 47)
Walking and cycling	Need for safe, direct, dedicated, connected, networked, segregated, quality cycle routes	6
Walking and cycling	Support for active travel plans in general / should be high priority	6
Safety	Concern about safety / general support for transport safety initiatives	5
Traffic and roads	Reduce car traffic / car trip volumes / reliance	5
Walking and cycling	Active travel plans insufficient / not ambitious enough / need to go further	5
Ambition	LTP5 is not ambitious enough / missed initiatives or areas of Kent	4
Housing and population	Concern about traffic from new housing / too much house building / insufficient infrastructure	3
Public transport	Request for improvements to a specific rail service	3
Public transport	Support for public transport / environment / sustainability	3
Traffic and roads	Traffic congestion is concerning / needs fixing	3
Shared transport	General support for shared transport initiatives	2
Traffic and roads	Concern about roadworks and maintenance of highways and Public Rights of Way	2

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## Consultation responses concerning proposals for the borough of Tunbridge Wells

1.148 Respondents were asked whether they agree with each of the proposals identified in the LTP for the Tunbridge Wells borough area.

1.149 In total, 71 responses were received concerning whether the respondent agreed or not with a proposal. The results are shown in Table 64. The results show that the proposals Bus Service Improvement Plan and Reinstatement of rail services from Maidstone to Tonbridge jointly had the highest number of responses in agreement, whilst A228-A264 corridor improvements had the highest number of responses not agreeing.

**Table 64 – Q21: Proportions of responses agreeing with each proposal identified for the borough of Tunbridge Wells**

Proposal	Yes	Partly	No	Don't Know
A228-A264 corridor improvements	28	9	10	16
Bus Service Improvement Plan	46	9	4	7
A21 Kipping's Cross junction and corridor improvements	34	7	7	14
Reinstatement of rail services from Maidstone to Tonbridge	46	4	3	12
Southborough walking zone improvements	39	8	6	11
Cycling, walking and wheeling improvements in Paddock Wood	34	7	4	19



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## 1.150 Response comments on the proposals for the borough of Tunbridge Wells

- 1.151 We also asked in the consultation whether respondents had any comments about the proposals for Tunbridge Wells borough or alternative proposals. The consultation did not limit respondents to the consulted proposals – they were free to provide their own suggestions.
- 1.152 A total of 38 responses were received for Question 21a on the Plan's proposals or schemes for Tunbridge Wells borough. From the 38 responses, 43 comments were made within the theme of Scheme and are summarised in Table 65.

***Table 65 – Q21a: Frequency of comments on the Plan's proposals for Tunbridge Wells borough, within the theme of Scheme***

Response code	Frequency (totalling 43)
Support for / further work on a Tunbridge Wells scheme	11
No specific LTP5 schemes mentioned in comment / no comment	8
Support for / further work on a network-wide scheme	8
Criticism / suggested removal of a Tunbridge Wells scheme	7
Support for / suggested inclusion of another scheme (outside LTP5 proposals)	6
Criticism / suggested removal of a network-wide scheme	2
More details required for a Tunbridge Wells related scheme	1

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1.153 Respondents also made comments on other themes when discussing the Plan's proposals for Tunbridge Wells borough. Most of the 65 comments made within other themes are summarised in Table 66 (the table is limited to showing those codes where the frequency of comment was above 1).

**Table 66 – Q21a: Frequency of comments on the Plan's proposals for Tunbridge Wells borough, within other themes**

Theme	Response code	Frequency (totalling 57)
Ambition	LTP5 is not ambitious enough / missed initiatives or areas of Kent	8
Traffic and roads	Traffic congestion is concerning / needs fixing	8
Safety	Concern about safety / general support for transport safety initiatives	7
Walking and cycling	Support for active travel plans in general / should be high priority	5
Public transport	Criticism of bus or rail services / timetables / information / signage (not fare related)	4
Public transport	Need better / more buses, including rural areas	4
Public transport	Request for improvements to a specific bus service	4
Walking and cycling	Need for safe, direct, dedicated, connected, networked, segregated, quality cycle routes	4
Walking and cycling	Active travel plans insufficient / not ambitious enough / need to go further	3
Housing and population	Concern about traffic from new housing / too much house building / insufficient infrastructure	2
Pollution	Concerns about air quality and vehicle / transport emissions affecting it	2
Public transport	Support for improvements to local rail services	2
Shared transport	General support for shared transport initiatives	2
Traffic and roads	Reduce car traffic / car trip volumes / reliance	2

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## Consultation responses or comments on any other aspect of the draft Local Transport Plan

1.154 The consultation concluded the questions on proposals or schemes by asking whether respondents had any remaining comments on any other aspect of the draft Local Transport Plan.

1.155 A total of 184 responses were received, with many comments made in support of schemes of one type or another. These responses have been summarised in Table 67.

**Table 67 – Q22: Frequency of any remaining comments on any other aspect of the draft Local Transport Plan, within the theme of Scheme**

Response code	Frequency (totalling 207)	Percentage of total
Support for public transport related schemes	52	25%
No specific scheme mentioned / negative comment	37	18%
Support for roads / highway related schemes	29	14%
Support for walking / cycling related schemes	27	13%
Criticism of roads / highway related schemes	26	13%
No specific scheme mentioned, but generally positive comment	14	7%
Criticism of public transport related schemes	10	5%
More details required for an LTP5 scheme	9	4%
Criticism of walking / cycling related schemes	3	1%

1.156 Respondents also made comments on other themes when providing their comments on any other aspect of the draft Local Transport Plan. The 419 comments made within other themes are all summarised in Table 68.

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**Table 68 – Q22: Frequency of any remaining comments on any other aspect of the draft Local Transport Plan, within other themes**

Theme	Response code	Frequency (totalling 419)	Percentage
Traffic and roads	Concern about roadworks, improvements and maintenance of highways and Public Rights of Way	29	7%
Public transport	Criticism of bus or rail services / timetables / information / signage (not fare related)	28	7%
Ambition	Not ambitious enough / missed opportunities; initiatives; areas of Kent	27	6%
Walking and cycling	Support for active travel plans in general / should be high priority	26	6%
Ambition	Criticism of KCC and/or the planning process	25	6%
Public transport	Request for improvements to a specific bus service	24	6%
Safety	General support for safety measures, covering all road users (vehicles, cyclists, pedestrians)	23	5%
Public transport	Need better / more buses, including rural areas	20	5%
Financial	No funding / needs funding / concern on funds available	18	4%
Housing and population	Concern about traffic from new housing / too much house building / insufficient infrastructure	18	4%
Climate change	Support for climate change emission targets / environment / net zero	16	4%
Traffic and roads	Reduce car traffic / car trip volumes / reliance	16	4%
Traffic and roads	Traffic congestion is concerning / needs fixing	16	4%
Pollution	Concerns about air quality and vehicle / transport emissions affecting it	13	3%
Ambition	Concerns about health / support for healthy lifestyles and/or access to public health services	12	3%
Public transport	Support for public transport / environment / sustainability	11	3%
International transport	Concerns about international / logistics / lorry traffic through Kent / lorry parking	10	2%
Public transport	Concerned about bus / rail cuts	9	2%
General	No comment	9	2%
Traffic and roads	Concern about traffic speeds and speed limits	8	2%
Traffic and roads	Too much emphasis on cars / private modes	8	2%
Electric transport	General support for electric vehicle initiatives	7	2%
Financial	Plan is a waste of money / too expensive to deliver	7	2%
Public transport	Need affordable / cheaper public transport / trains too expensive	7	2%
Walking and	Active travel plans insufficient / not ambitious	6	1%

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Theme	Response code	Frequency (totalling 419)	Percentage
cycling	enough / need to go further		
Walking and cycling	Criticism of active travel plans / too much emphasis on walking and cycling	6	1%
Public transport	Request for improvements to a specific rail service	5	1%
Ambition	Consider particular group of people (disabled, elderly)	4	1%
International transport	Support for return of international rail services	4	1%
Walking and cycling	Need for safe / direct / dedicated / connected / networked / segregated / quality cycle routes	4	1%
Climate change	Disagree / not supportive / no action on climate change emission targets / net zero	3	1%
Public transport	Support for improvements to local rail services	3	1%
Shared transport	General support for shared transport initiatives	2	Less than 1%
Traffic and roads	Plan does not support / penalises car drivers	2	Less than 1%
Electric transport	Electric Vehicles are bad / wrong technology / wrong solution / growth slowing	1	Less than 1%
Shared transport	General criticism of shared transport initiatives	1	Less than 1%

## Consultation responses concerning our Supporting Evidence Base

1.157 We asked in the consultation whether respondents had any comments about the supporting evidence base that we published alongside the draft LTP. The Supporting Evidence Base provided more detail about the travel market in Kent and the proposals that the LTP had set out. We received 67 responses to the question and the results of coded comments by theme are shown in Table 69.

**Table 69 – Q23: Coded responses on the Supporting Evidence Base by theme**

Theme	Frequency (totalling 92)
General	50
Vehicles and roads	11
Environment	10
Walking and cycling	8
Public transport	7
Funding	4
Disabilities	2

1.158 Within the theme General, the frequency of coded comments is shown in Table 70. The most frequent comment was No comment / comment not relevant. Many responses stated that they had no comment to make on the supporting evidence base – which may be an indication either of their not having read the document or potentially being satisfied with the content. Some responses were not relevant to the of supporting evidence base. The second most frequent comment concerned those responses that either considered that there was evidence KCC had not considered or proposed further evidence they felt KCC should consider.

**Table 70 – Q23: Frequency of comments on the Supporting Evidence Base within the theme General**

Response code	Frequency (totalling 51)
No comment / comment not relevant	22
Evidence is insufficient / missing / suggested further evidence	13
Scheme suggestion	6
Evidence is good / important / support Plan	6
Need better transport and land use planning	2
Proposed text changes	2

1.159 Within the remaining themes, the following types of comments were made:

- 1.159.1 Vehicles and roads: most respondents provided further comments citing concerns about congestion on the road network and safety for users of the road network.
- 1.159.2 Environment: most respondents expressed concern about the impact of new roads on the environment due to their construction or the traffic they generate and the impacts of that.
- 1.159.3 Walking and cycling: almost all respondents used their response to encourage the Council to provide better network provisions for walking and cycling.
- 1.159.4 Public transport: respondents stated that bus services and infrastructure such as bus stops were not sufficient or had been cut, or that they would like to see improved bus services.
- 1.159.5 Funding: responses predominantly encouraged the Council to get more funding from developments to invest in the transport network.
- 1.159.6 Disabilities: the responses concerned either how the needs of people with disabilities are catered for in the evidence base or catered for in the proposals of the Plan.

## Consultation responses concerning our Equalities Impact Assessment

1.160 We asked in the consultation whether respondents had any comments about the Equalities Impact Assessment (EqIA) that we published. The EqIA provided detail about how we considered our plan could affect protected characteristic groups and whether any mitigations may be needed to avoid any adverse impacts. We received 84 responses to the question and the results of coded comments by theme are shown in Table 71.

**Table 71 – Q24: Coded responses on the Equalities Impact Assessment by theme**

Theme	Frequency (totalling 111)	Percentage
General	80	72%
Public transport	13	12%
Walking and cycling	8	7%
Vehicles and roads	6	5%
Scheme	4	4%

1.161 Within the theme General the frequency of coded comments is shown in Table 72. The most frequent comment was that the respondent has no comment to make on the EqIA. The second most frequent type of comment concerned challenges to the need or principle of EqIA in general. It is likely that a degree of this type of response reflects a misunderstanding about the legislative requirement called the Public Sector Equality Duty placed on public authorities including Kent County Council.

**Table 72 – Q24: Frequency of comments on the Equalities Impact Assessment within the theme General**

Response code	Frequency (totalling 60)
Comment not relevant / no comment	23
Equalities is not relevant / important	12
Disabled people need more consideration in transport	5
Dissatisfied with EqIA	5
KCC too focused on motorists	4
Support consideration of equalities	3
Rural isolation	2
Blue badge parking not used at expense of general users	1
Consider senior citizens	1
Focus on the majority	1
Nothing for equestrians	1



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Response code	Frequency (totalling 60)
Pensioners have better transport in London	1
Reduced travel choice is bad	1

1.162 Within the remaining themes, the following types of comments were made:

- 1.162.1 Public transport: comments stated that public transport is important for some protected groups and that cuts in bus services are correspondingly impactful on protected groups. Some comments raised concerns about the cost of bus travel and the accessibility of bus infrastructure such as vehicles and bus stops.
- 1.162.2 Walking and cycling: Comments raised concerns about how new highways proposals cater for protected groups within their designs and stated that walking and cycling safety was particularly important for some protected groups.
- 1.162.3 Vehicles and roads: Comments were made that roads need to make better provision for vulnerable road users.
- 1.162.4 Public transport: respondents stated that bus services and infrastructure such as bus stops were not sufficient or had been cut, or that they would like to see improved bus services.
- 1.162.5 Scheme: Comments stated changes to the transport network they proposed should take place on the grounds of their being positive for improving equality. These comments primarily concerned proposals for a Sheppey Light Railway Greenway walking and cycling scheme and concerning the Tilbury Ferry.

## Consultation responses concerning our Health Impact Assessment

1.163 We asked in the consultation whether respondents had any comments about the Health Impact Assessment (HIA). The HIA provided detail about how we considered the Plan could affect the health of people in Kent. We received 108 responses to the question and the results of coded comments by theme are shown in Table 73.

**Table 73 – Q25 - Coded responses on the Health Impact Assessment by theme**

Theme	Frequency (totalling 150)	Percentage
Vehicles and roads	49	33%
General	46	31%
Public transport	21	14%
Road safety	18	12%
Walking and cycling	16	11%

1.164 Within the theme Vehicles and roads, the frequency of coded comments is shown in Table 74. The most frequent comment was Traffic air quality concern on health, reading how vehicle emissions produce pollutants that can be harmful for human health and that proposals that enable increased use of vehicles could pose a risk to health. The other comments were recorded at far lower frequency.

**Table 74 – Q25: Frequency of comments on the Health Impact Assessment within the theme Vehicles and roads**

Response code	Frequency (totalling 49)
Traffic air quality concern on health	31
Design out car dependency	5
Lower speed limits to reduce noise	4
Concern about vehicle carbon emissions	3
Car use is unhealthy as no exercise involved	2
Cars are safe and comfortable for users	1
Concern about congestion caused by cycle schemes	1
Lower speed limits bad for air pollution	1
Opposed to ULEZ style clean air measures	1

1.165 Within the theme General, the frequency of coded comments is shown in Table 75. The most frequent comment was that the respondent had no comment. Aside from that, some respondents were dissatisfied with the HIA along a similar basis to those respondents to the

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EqIA, namely that they were dissatisfied with the HIA because they felt it was unnecessary or difficult to read.

**Table 75 – Q25: Frequency of comments on the Health Impact Assessment within the theme General**

Theme	Frequency (totalling 46)
No comment	18
Dissatisfied with HIA	8
Concern about construction impacts	5
Concern about the needs of an aging population	4
Rural isolation	4
Concern about travel to health care	3
More changes to improve accessibility	2
Challenging for elderly to cross road / rail tracks	1
Dartford crossing concern	1

1.166 Within the remaining themes, the following types of comments were made:

- 1.166.1 Public transport: comments stated concerns about the need for better bus services and concerns about bus service cuts and how that impacts travel and quality of life.
- 1.166.2 Road safety: comments stated overarching concern about how road safety can impact health due to the risk of injuries and fatalities, with specific groups including children and cyclists mentioned in responses.
- 1.166.3 Walking and cycling: comments made under this theme highlighted that walking and cycling, due to the physical exercise they entail, are good for people's health, and called for prioritisation of improvements to these networks for that reason.

## Consultation responses concerning our Strategic Environmental Assessment

1.167 We asked in the consultation whether respondents had any comments about the Strategic Environmental Assessment (SEA). The SEA provided detail about how we considered whether the Plan could have an adverse impact on Kent's natural and historic environment and whether mitigations or avoidance of those impacts would need to be undertaken. We received 90 responses to the question and the results of coded comments by theme are shown in Table 76.

**Table 76 – Q26 - Coded responses on the Strategic Environmental Assessment by theme**

Theme	Frequency (totalling 119)	Percentage
General	59	50%
Vehicles and roads	46	39%
Public transport	10	8%
Climate change	2	2%
Air quality	1	1%
Walking and cycling	1	1%

1.168 Within the theme General, the frequency of coded comments is shown in Table 77. The most frequent comment was that either that the respondent had no comment to make or used the opportunity of responding to the SEA to make a comment not relevant to the SEA itself. These comments could range from repeating a concern made in response to prior questions or stating something generally about transport in their area or the county. A small number of comments were made stating that more evidence is needed in the SEA or were dissatisfied with its conclusions, but little evidence was given to support such conclusions.

**Table 77 – Q26: Frequency of comments on the Strategic Environmental Assessment within the theme General**

Response code	Frequency (totalling 59)
No comment / not relevant	35
Dissatisfied with SEA	7
Protecting environment is a priority	5
Plant more trees	4
Reduce car dependency good for environment	2
Avoid 'predict and provide' model	1
Document hard to understand	1
Need better pollution / emissions monitoring	1
Road pricing mechanisms not acceptable	1

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Response code	Frequency (totalling 59)
Protect landscape visual amenity	1
Query about SEA	1

1.169 Within the theme Vehicles and roads, the frequency of coded comments is shown in Table 58. The most frequent comment entailed concerns about the impacts of road building due to the impacts this can have on the environment in both construction and once vehicles are using new roads. Relatedly, the second most frequent comment concerned the air pollution created by vehicles using roads. The third most frequent comment concerned how the road network estate is used, with respondents suggesting highway verges are opportunities to support the natural environment through tree and flower planting.

**Table 78 – Q26: Frequency of comments on the Strategic Environmental Assessment within the theme Vehicles and roads**

Response code	Frequency (totalling 46)
Concern about impacts of road building	13
Vehicle traffic air pollution concern	8
Maintain green highway verges	6
Provide more wildlife routes in road schemes	4
Electrification of transport good for environment	3
Improve highway drainage	3
Supports demand management through pricing mechanisms	3
Electric vehicles take up has peaked	1
Electric vehicles are not environmentally friendly	1
Impact of roads schemes needs to be balanced	1
Potholes should be a priority	1
Reduce length of road works	1
Roadworks cause traffic congestion / pollution	1

1.170 Within the remaining themes, the following types of comments were made:

1.170.1 Public transport: comments stating that public transport is positive for the environment and that use of it should be encouraged.

1.170.2 Climate change: the two comments concerning this theme stated general concern about carbon emissions from transport.

1.170.3 Air quality: the comment concerning this theme stated general concern about air quality.

1.170.4 Walking and cycling: the comment concerning this theme stated that cycling is better for the environment.

## Consultation responses concerning our Habitats Regulation Assessment

1.171 We asked in the consultation whether respondents had any comments about the Habitats Regulation Assessment (HRA). The HRA provided detail about how we considered whether the Plan could have an adverse impact on areas of Kent with environmental protections (specifically Special Areas of Conservation, Special Protection Areas, Ramsar sites and areas secured as sites compensating for damage to a European site) and whether mitigations or avoidance of these impacts could be considered. We received 63 responses to the question and the results of coded comments by theme are shown in Table 79.

**Table 79 – Q27: Coded responses on the Habitats Regulation Assessment by theme**

Theme	Frequency (totalling 65)
General	40
Vehicles and roads	13
Wildlife	9
Plants	3

1.172 Within the theme General, the frequency of coded comments is shown in Table 80. The most frequent comment was either not relevant to the HRA, or stated that the respondent had no comment to make. There were very few comments about the HRA's content. Of those comments that were dissatisfied with the HRA, one comment was opposed to the principle of HRAs, whilst the other comment stated it should be more thorough but gave no specifics.

**Table 80 – Q27: Frequency of comments on the Habitats Regulation Assessment within the theme General**

Response code	Frequency (totalling 40)
No comment / not relevant	36
Dissatisfied with HRA	2
Balance the impacts of schemes	1
Query about the HRA	1

1.173 Within the remaining themes, the following types of comments were made:

- 1.173.1 Vehicles and roads: comments stated concerns about the impact of road building, widening schemes and road works on habitats. Relatedly, comments also referred to concerns about the impact roads have on fragmenting habitats. Concerns were also stated about air pollution from vehicle use, and litter along the highway.
- 1.173.2 Wildlife: comments made under this theme were focused on stating that protecting habitats and landscapes should be a priority.
- 1.173.3 Plants: the comments on this theme concerned either loss of vegetation such as trees around highways, or the opportunity for highway verges to be used to provide new habitats through planting.



## The main issues raised during the consultation drop-in sessions

- 1.174 During the consultation we held 22 drop-in events across the county, covering every district. The events ranged in location from busy town centres to smaller rural towns and villages, so that as many people as possible from a diverse range of locations had an opportunity to respond to the consultation. Social media channels prior to and on the day of the events advertised the events, along with the main consultation website carrying their times and locations. On the day, directional posters were placed near to the venue to aid people with wayfinding and raise awareness of the event. Two consultation events received zero visitors – an event in New Romney and an event in Edenbridge.
- 1.175 The drop in events had 376 visitors, many of which spoke to KCC staff about the consultation and the proposals. The main issues raised by visitors were noted down as far as possible during the events, along with encouraging attendees to submit comments formally via the consultation channels such as the online questionnaire, email, or handwritten questionnaire returns.
- 1.176 The main issues raised at each drop in event are listed below.
- 1.177 The drop-in event held at Meopham saw no issues raised by attendees – attendees learned of the consultation and took away details on how to respond.
- 1.178 The drop-in event held at Whitstable library heard about the following issues.
- Concern that Whitstable is very busy with traffic and not very comfortable for cyclists.
  - Concern about queuing back on to A299 Thanet Way at off slip into Whitstable by Church Lane.
  - Rat running down Church Lane due to congestion on approach to Thanet Way - Borstal Hill - Clapham Hill junction.
  - Concern about condition of A299 Thanet Way.
  - Concern about the lack of an off-slip at Wincheap from A2.
  - Suggestion to consider cycle lanes like some in Canada, entailing taking lanes away from traffic and creating two-lane cycle lanes.
  - Concerns about parking on pavements.
  - Suggestion that lorries should not be allowed to overtake on M2 where it is two lanes.
  - Concern about the value for money of Stockbury junction improvements now delivered.
  - A suggestion that motorists would pay more if they could be sure their tax would go on improving roads.
  - A concern about bus service frequencies regarding Whitstable to neighbouring towns (cited two buses an hour).
- 1.179 The drop-in event in Gravesend library heard about the following issues:
- Concern about the closure of the A226 Galley Hill Road and the impact it is having on local traffic and connectivity between origins and destinations.

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- Dissatisfaction with local bus services and the operator Arriva e.g. 481 no service on a Saturday.
- Positive comments about Fastrack bus services and its new route.
- Temporary bus stop on Parrock Road has gone missing, near roundabout.
- More police presence and facilities needed on bridleways.

1.180 The drop-in event in Tenterden heard about the following issues:

- Suggested behaviour change programs to encourage people onto buses.
- Suggestion to make older persons (pensioner) bus passes means tested.
- Concern that older person's bus passes can't be used before 9am which limits buses can take.
- Concern about the impacts of the curtailment of the number 5 bus route - increased number of short distance car journeys.
- Concern about what improvements will be made to help cycling in Tenterden.
- A cycle route recommendation - follow the old rail line and extend through Turners Field to Steam train station.
- Dissatisfaction with HiP process - don't feel Sandhurst speed and safety issues have been taken seriously.
- Suggestion for improved cross-border bus routes towards Hastings / Rye.
- A suggestion there should be no congestion charges for motorists in Kent.

1.181 The drop-in event in Tonbridge library heard about the following issues:

- Concern about the traffic burden the A225 takes due to its paralleling the M25.
- That 20-mph zone signage can be poor in places – cited Otford as an example of good signage.
- That the former Gatwick rail services were good and should return to operating.
- That the M26 east facing slip is a good proposal.
- Concern that roadworks are badly managed, the volume of them, and that they cause a lot of disruption to residents, with increased noise affecting their quality of life.
- Concern that the LTP is too complicated and too long.
- Concern that the usefulness of the older persons bus pass is diminished as there are not enough buses.
- Support for a return of international rail services to stopping in Kent.
- A suggestion that a rail service to Lydd would be helpful.
- Concern about bus service cuts and KCC budget hole.
- Support for improving walking in Tonbridge town centre - e.g. pedestrianisation.
- That the Public Rights of Way have a lot of value and can contribute towards journeys.
- Concerns about the proposal concerning the A228 and options for adding capacity due to potential needed land take and property impacts.
- A suggestion that rail should lift much more of the load on travel around Kent and that it is too focused on the market to and from Kent rather than within Kent.

1.182 The drop-in event in Ashford library heard about the following issues:

- Concern about the loss of the bus service between Pluckley and Ashford and early morning (4am – 6am) buses to get to work.
- Concern that KCC is ineffective if it is not in receipt of funding from new developments.
- Concern about access on to the A2070 from the new Finberry estate.
- A suggestion that Dover TAP should stop before the Roundhill Tunnel to prevent diversion routes of traffic onto local roads.
- More detail on the local proposals within districts should be provided.
- The developer should pay for the A28 Chart Road scheme to be completed.
- Buses need to be embedded into development from the start, like in Peterborough.
- Buses don't go to important places without changing in the town.
- The M20 is not a useful strategic corridor as it cannot often be used due to Operation Brock.
- Concern about school traffic and parking on estates to drop kids at school.
- Support for the proposal for the return of international rail stopping services to Kent.
- Concern about the decline of town centres.

1.183 The drop-in event in Dartford's Orchards shopping centre heard about the following issues:

- Concern about the Essex Road cycle lane as people still parking over the lane so cyclists cannot use it.
- Concern about the lack of wardens to stop inappropriate parking.
- Concern about poor maintenance of Kent roads.
- East Hill drainage – historic issue with constant need to resurface / fill potholes. Individual thought this had finally been fixed.
- Concern about the lack of bollards on the high street meaning the high street is like busy with vehicles in the evening, with inconsiderate parking. A suggestion that cars should be banned from the high street.
- There was widespread support for the Lower Thames Crossing except for one attendee. There was the suggestion it is better value for money than High Speed 2 and so should similarly be funded.
- Concern that Fastrack is now slower and less reliable due to traffic and the Galley Hill Road closure.
- Support for improvements to the A228-A264 corridor proposal.
- Concerns about a blanket spread banning of private vehicles, concern for taking away freedoms, Kent will become an open prison, anti 15-minute cities.
- A suggestion that West Hill bus stop should be reinstated.
- Concern that Burham Road has a lack of buses into London / down Burnham Road.
- A suggestion that Kenex, a tram proposal between Kent and Thurrock / Essex should be included within the plan.
- A suggestion that there should be bus connections across the Thames via the Lower Thames Crossing due to concerns about a lack of connections to Lakeside / Thurrock.
- Concern from Bean Residents Association about the impact of Dartford Crossing, Bean junction on traffic congestion and the ease of local journeys.

- Concern about the difficulty of bus journeys to Bluewater and Swanscombe from Bean and other rural areas south of the A2 road corridor.
- Concern about traffic on the Bridge estate, caused by Dartford Crossing.
- Concern about feeling safe cycling on the roads, even though there are cycle links enabling travel to places like Bluewater / Asda Greenhithe.
- Widespread concern about Galley Hill Road closure.
- Concern about congestion on the route from Dartford to Erith, with delays on trains and buses or car journeys being unreliable due to congestion.
- Concern that rail journey costs are too high.

1.184 The drop-in event in Sevenoaks library heard about the following issues:

- Concern about potential loss of Sevenoaks Bus Station - not supportive of any proposals and there needs to be facilities for bus drivers.
- No buses from Sevenoaks to local hospitals - e.g. Pembury Hospital.
- No way of finding out information about buses if not online / mobile phone.
- A desire to see advertising on buses repositioned to prevent obscuring views out of windows and make journeys more comfortable.
- A suggestion that there should be no right turn on High Street / Holly Bush Lane / Dartford Road junction.
- A statement of support for 20mph zones but a concern there needs to be more enforcement of them.
- Support for Bat and Ball junction improvements.
- A query concerning whether KCC has considered the Kent to Essex (Kenex) light rail / tram proposal.
- Statement of support for active travel and a suggestion there needs to be better walking and cycling infrastructure for people's health and to get cars off the road.
- Concern about the size of private vehicles (namely large SUVs) using narrow country lanes around the area and a suggestion for associated width / weight restrictions for country lanes to stop rat running.
- Support for the proposals M25 / M26 eastern slips.
- Concerns about the volume of traffic routing through Sevenoaks high street.
- Concern that the 2023 results showed some respondents wanted more focus on air quality and carbon emissions, but this doesn't seem to have been reflected in the proposals the council is consulting on.
- A concern that Bat and Ball area and the A25 corridor need better pedestrian crossings, which would help enable walking trips.
- Concern there is too much focus on longer distance cycling routes.

1.185 The drop-in event in Dover library heard about the following issues:

- Concern that the negative impacts of Dover TAP and finding a solution should be more prominent in the Plan.
- A concern that the Plan is too focused on 'government should pay' concerning transport improvements, and that Kent County Council develop its own funding mechanisms such as a local tourist tax or additional tax on fuel.

- A suggestion that bus services should be pump primed by developers for their sites and included at the start of occupation.
- EV charging should be led by the private sector.
- A concern that towns like Faversham are too small to support cycle hire.
- A suggestion that more focus should be given to the future of Manston Airport and its transport links and impacts.
- A concern Transport for the South East is focusing on the wrong things, and they should look at rail connectivity between the towns, including cross-regional rail.
- A suggestion that Kent County Council should speak to other operators (including SET) about running international services.
- Concerns that funding spent on Dover Fastrack could have been better spent elsewhere along with a concern that services have not started running and that sections of the route are confusing.
- A statement that rail services to London are good but concerned about network resilience and risks associated with the sea wall and potential land slips that could prevent services between Folkestone and Dover.
- A suggestion that dualling of A2 to the Port needs to be delivered.
- Concerns about a proposed change to the bus network in town at Pencester Road and its impacts on local businesses and organisations.
- Concerns about heavy traffic congestion in Deal following development in Upper Deal, along with a suggestion to consider plans for a roundabout to ease congestion.
- Support for a return of international rail services.

1.186 The drop-in event in Folkestone town hall heard about the following issues:

- Concern about the East Cliff cycle lane in terms of the safety for cyclists along the route.
- Concern about the Cheriton Road cycle lane and crossing outside a grammar school and the danger it creates for pedestrians and cyclists.
- A statement of no support for the Folkestone town centre levelling up scheme.
- Statements of support for international trains at Ebbsfleet and Ashford.
- A statement that the impact of health is forgotten at a strategic level and that there should be much more focus on health and integrating into the Local Transport Plan. That KCC should ensure responses are received from KCC Adults and Children services as well as the NHS where possible.
- A concern that there is not enough emphasis on improvements to transport connections to hospitals / walking and cycling encouraging health.
- A concern that the KCWIP highlights areas that are already improved, with not enough detail in the Plan about what these route improvements included. A statement that there should be a Folkestone walking zone as part of the KCWIP and Local Transport Plan.
- A suggestion that the active travel section should be rewritten to contain high level principles for walking and cycling, with more specific schemes like rest of the Plan.
- A query about why there is no hierarchy for transport users set out in the Plan.
- A concern the Plan focuses on the largest roads to smallest first – a suggestion that the public transport section should be first.

- Free bus from central station (known as the 'Reach the Beach' service) – a concern that the service was removed.
- A statement that there needs to be a better solution to Operation Brock, along with acknowledgement that Brock is nonetheless better than the former Operation Stack.
- A suggestion that KCC pursue devolution bus services and that this would be supported.

1.187 The drop-in event in Maidstone's The Mall shopping centre heard about the following issues:

- Suggestions for improved cycling routes towards Bearsted and ensuring more connections from their into Maidstone town centre and Mote Park.
- Concern about the need for KCC to develop more details for its proposals so they are more mature and ready to be delivered when opportunities arise.
- Concern about the need for clean air zones to combat air pollution and act as a driver for focused improvements in sustainable transport.
- Positive feedback about the performance of the Armstrong Road junction since its upgrade and the comfort of journey on the West Park Road since its resurfacing.
- Concern about the high cost of rail.
- Concern about the lack of funding KCC has and how it will be able to deliver the improvements it proposes in the plan.
- Queries about the status of the Lower Thames Crossing and whether it will be funded.
- Concern that building more roads is adding to KCC's highways burden at a time when it cannot fund sufficient maintenance of the existing highway network.
- A suggestion to direct financial resources towards non road building.
- A suggestion to ensure that the cycle corridor proposal from Charing to Lenham continues along the A20 corridor to Bearsted.
- A query about why there is nothing on park and ride in the plan.
- Support for rail services from Gatwick to Maidstone.

1.188 The drop-in event in Sheerness library heard about the following issues:

- Concerns that rail connection frequencies are too low and unreliable, causing a big impact to the traveller if interchanges are missed.
- Concerns that bus connections across the island and off the island are poor.
- Concern that there is no direct bus connection from Sittingbourne to Maidstone.
- Concern that there is a gap in bus services in the mid afternoon as all the bus vehicles are reserved for schools, along with taxis.
- Concern that rail can be very expensive.
- Concern that the bus doesn't go down their road and people cannot get a bus, impacting older and disabled people being able to reach Sheerness.
- Concern that buses stop running on Sundays and don't run after early afternoon most days.
- That the cycling route in the proposals for Sheppey should work from the Sheppey Light Railway route between Queenborough and Leysdown.



- There was support for the Lower Thames Crossing and improvements to the M2 and Blue Bell Hill.
- Concern about the pressure on M2 Junction 5.
- Support for the proposal to secure a return of international rail services to stopping in Kent.
- Support for an extension of the Elizabeth Line to Ebbsfleet.
- Suggestion to complete the Sittingbourne Northern Relief Road and potential Southern Relief Road to a new M2 junction.
- A suggestion that the £2 bus fare cap should be kept for services around the Isle.
- Statements that it is easier to drive to Ebbsfleet International to get rail services to London than to catch a train from the Isle or drive into Sittingbourne.

1.189 The drop-in event in Ramsgate library heard about the following issues:

- Concern that the Loop bus doesn't go to Manston.
- Concern about the future of Manston airport and the traffic congestion it could create if it re-opens or becomes housing.
- Concern about bus services to the new housing developments in Birchington.
- Concern about the lack of Sunday services on rail and bus.
- Concern about the lack of ease of access to bus and rail paper timetables.
- A suggestion that walking and cycling connections should focus on Birchington to Margate then Margate to Ramsgate via A254.
- Support for improving walking journeys in the Ramsgate area.

1.190 The drop-in event in at Sandwich venue The Hub heard about the following issues:

- Concern about traffic problems in the Westwood Cross area owing to new development.
- General concerns about the impact of housing developments on the road network.
- Concern about the availability / amount of car parking in Deal being insufficient.
- Concerns about the reliability and availability of bus services to and from Sandwich, including from smaller local rural villages such as Worth, across different times of the day.
- Concerns bus service decisions are causing isolation, are antisocial, and bad for local highstreets and markets such as in Sandwich.
- Concern about the size of vehicles using local roads.
- Concern about the impact of Operation Brock and the need to find a solution to it.
- Concern that there is not much funding for improving transport.
- Concern about capacity of Haine Road and a suggestion of dualling to accommodate future development generated traffic.
- Concern about Thanet Parkway station and how user-friendly, secure, inviting the station appears or feels.
- Concern about Beacon Hill in Deal and the lack of purpose-built passing points for oncoming traffic.

- Concern about capacity of the A256 and a suggestion it should be dualled, to help increase capacity and resilience for access into and out of Sandwich, given the reliance on the single lane Ramsgate Road bridge.
- Concern about traffic management of events such as road races in Sandwich town and its impact on residents and pedestrians.
- A suggestion that better bus services combined with better walking and cycling networks would reduce the need for new roads for vehicles.

1.191 The drop in event at Sittingbourne library heard about the following issues:

- Concern about a southern relief road and new junction with the M2 (Junction 5A) – given it is not in the Swale Local Plan but is mentioned in the LTP.
- Concern that there is a lack of local detail especially about local routes.
- Suggestions that there need to be more bus services into the town centre to help regenerate the area, along with concerns services had been cut.
- Concerns regarding the Sheppey to Leysdown-on-Sea cycling route – as the route could be along a road the respondents stated is dangerous and 60 mph limit.
- A suggestion that there needs to be northern access to Sittingbourne station.
- A suggestion to complete the Northern Relief Road in Sittingbourne.
- A concern that it was unclear how this LTP relates to the district's Local Cycling and Walking Plans (LCWIP).

1.192 The drop in event at Kings Hill community centre heard about the following issues:

- A concern that Vision Zero road safety policy is completely inadequate and that KCC needs to address driver behaviour as the cause of road safety issues on the road.
- A suggestion that the A26 between Mereworth and Watlington needs to be safer but without reducing the speed limit.
- Suggestions that there should be rail services to Blackfriars and that there would be demand for a Thameslink service to Bedford.
- Concern that rail services are hourly to Maidstone.
- Concern that there is no bus service into Maidstone on a Sunday.
- Concern that KCC has not pushed its consultation via the Kent Association of Local Councils enough.
- A suggestion that there should be M26 J5 east-bound slips.
- A suggestion for graduated driving licences entailing the need to retake driving tests after every 5 to 10 years.
- A query about the A228 / A264 corridor proposal concerning what is planned and what the next steps would be.

1.193 The drop in event at Staplehurst parish council hall heard about the following issues:

- A concern about the lack of joined up land use planning across each development site, causing a lack of through routes from one site to another – adding to the burden for every journey to have to exit the development site onto the A229 before turning into the neighbouring new site.



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- A concern about congestion and safety at the A229 cross-roads junction with the Marden Road and Headcorn Road, with an acknowledgement that there is little land within which to provide improvements.
- A concern about the lack of evening bus services, with the last service around 7pm, and the impact that has on the community including young people in the town. A concern the town's size means it is too far to walk from the rail station, but there is no bus.
- A suggestion of a Staplehurst bypass.
- Concern that the District Council is not giving due regard to the Neighbourhood Plan and that improvements, including transport, that should be secured from new development are not.

1.194 The drop in event at Canterbury's The Beaney venue heard about the following issues:

- A suggestion that the LTP needs more focus on biodiversity and climate change to achieve net zero in 2050 and that the Plan is not compliant with biodiversity net gain requirements.
- A suggestion that KCC and the LTP needs a mode user hierarchy - with priority given to active travel and then buses at the top of the hierarchy.
- Suggestions Kent should be more like Copenhagen and Amsterdam, with dedicated cycle lanes, to make active travel as easy and convenient as possible. A suggestion that KCC's Members should be given advice on these aspects.
- Disappointment expressed with how the LTP has changed since last year's draft called 'Turning the Curve towards Net Zero'.
- A suggestion that the LTP should not support e-scooters.
- A suggestion that bus services to rural areas need improvement as many elderly people rely on the bus network to get around and that there could be smaller more frequent buses - potential electric shuttles.
- A suggestion that a solution is needed for travelling between Canterbury West station and the east side of Canterbury - not quite a bypass but something needs to be done.
- A suggestion that more infrastructure is needed to support increased traffic from new developments - a mix of road and active / public transport.
- A statement of support for enhanced maintenance as the condition of the road network is not good.
- A suggestion that pedestrian crossings should not have on demand traffic signals and that pedestrians should wait longer to cross because else it affects traffic flow.
- A suggestion that streets need to be provided primarily for pedestrians and cyclists rather than rely on low quality underpasses.
- A suggestion that there should be a better bus service between Ramsgate and Canterbury because no one uses the train as it is too expensive, and the Older Persons Freedom pass cannot be used on the train.
- A suggestion to add a Faversham to Canterbury cycling link to the link corridor proposals.

1.195 The drop in event at The Amelia Scott Centre in Tunbridge Wells heard about the following issues:

- A suggestion that the Lower Thames Crossing proposal by National Highways should not be supported by KCC as it is not a local scheme.
- A suggestion that an A26 cycle route Tonbridge to Tunbridge Wells should be included along with greater recognition of the Tunbridge Wells LCWIP.
- Concern that no investment appears to be proposed in the south west of the county and that the previous LTP4 did not seem to deliver schemes in the area.
- A concern that building more roads isn't the answer to the transport challenges and concern that addressing traffic pinch points on the route into the towns will just get traffic to the next pinch point in the town quicker.

- A suggestion for an electric shuttle bus service up and down the high street or a shuttle bus linking to Tonbridge.
- A suggestion that the £2 bus fare should be extended indefinitely.
- More sustainable transport needed in the plan.
- A query about what happens if new government guidance comes out and this LTP5 needs a rewrite.
- A suggestion that the A262 via Biddenden and Goudhurst be changed to a 'B' road with traffic calming and weight and/or height restrictions to ban lorries. A suggestion that an alternative route should be the A229 to the A21.
- Concern that time is running out and action is needed now concerning global warming and therefore the Plan is not ambitious enough as it is too balanced towards cars.
- A suggestion that a new city should be built in the centre of Kent with new roads built leading to it.
- A suggestion that better buses are needed (as current services were felt to be bad) along with ways of raising funding for that such as through parking charges, congestion charges etc.
- Tunbridge Wells Borough Councillors stated that KCC needs to read their strategic transport document that supports their Local Plan and that those priorities need to be reflected in the LTP.
- A suggestion that there needs to be more people walking and cycling instead of Tunbridge Wells being dominated by cars. That 2% of journeys are by bicycle but this has the potential to increase to 15 or 20% with the right measures. A suggestion of looking at the Netherlands to see how it is done.
- Langton Green to Tunbridge Wells corridor for cycling needs to be considered as well as Pembury to Tunbridge Wells and Tonbridge to Tunbridge Wells.
- People who can't drive can't get to jobs because buses don't run late enough to allow them to get there and back.

## 1.196 The drop in event at Margate library heard about the following issues:

- Due to the cost of rail and its low frequency – a suggestion to repurpose the tracks to provide more frequent shuttle services with bus or guided bus systems.
- A suggestion for better bus services into Canterbury from Thanet to reduce car use, by making use of the park and ride and given the visitor has the freedom pass which provides lower cost bus travel.
- A suggestion that some of the Loop services should be repurposed to truncated routes on the most busy and popular sections, to increase capacity and lower waiting times for passengers.
- Concern about housing in the Thanet area and the bus connections to it
- Queries about the proposed bus network changes around the Hospital that KCC consulted on in summer 2024.
- A suggestion for segregated cycle ways along the country lanes / busy roads in the Shottendane Road area. A suggestion this could be achieved by securing delivery within the frontage of lots of the new housing developments, or alternatively by buy strips of land alongside road.

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- Concern about bus cuts e.g. 35 route cut - rerouted - now must walk further to take the Loop bus instead.

## Consultation responses from the local Planning District and Borough authorities in Kent

1.197 The consultation received a response from each of the twelve District Councils in Kent. The District Councils are the Local Planning Authorities and therefore are responsible for setting Local Plans that guide the types and locations of new development that can generate new demand for transport. The development of these plans has regard to the County Council's transport policies and proposals (as established in the Local Transport Plans), and the District set their own transport infrastructure plans and priorities associated with role in place-making of new and existing communities. This important relationship helps to explain why the consultation received a response from all twelve District authorities. The response from each is summarised below.

### 1.198 Ashford Borough Council

1.199 Ashford Borough Council (ABC) stated support for the new LTP5, noting that its priorities seek to ensure the local transport network evolves and responds to address the new challenges it faces, which it considers critical for meeting the needs of residents and businesses. ABC identified the increasing use of rural lanes as an issue as well as general traffic management outside of the urban area. ABC agrees with the need for an Operation Brock alternative, suggesting the current level of fining for queue jumping should be increased. ABC supports the LTC but agree it needs to be delivered alongside the A229 and M2/A2 improvements. They also note the importance of upgrading Public Rights of Way.

1.200 The Council expressed agreement for all the SRN, LRN, public transport and active travel proposals relevant to them in the LTP5. They reaffirmed their support for the return of international rail travel to Ashford International. They also agreed with all the proposals for the Ashford area.

### 1.201 Canterbury City Council

1.202 Canterbury City Council (CCC) completed the LTP5 consultation questionnaire. CCC expressed support for the LTP given its recognition that encouraging sustainable modes of travel will improve congestion, air quality and public health as well as protecting the history and heritage in the county. CCC felt the plan balances the needs of all road users.

1.203 CCC agreed with the Local Road Network priorities of 'maintaining the road network', 'road safety Vision Zero' and 'supporting the shift to electric vehicles through new charging points. CCC partly agreed with the 'development management' proposal because it is still predicated on providing additional road capacity rather than a 'vision and validate' approach, which they feel would be more in accordance with national policy.

1.204 CCC agreed with most Public and Shared Transport Network proposals, answering 'Don't Know' to the Maidstone mainline rail journey time improvements and the opposition to Gatwick Airport, presumably as these do not directly affect the district. CCC partly agreed with the KCWIP walking zone and cycling routes, but this was due to a lack of detail about the improvements proposed.

1.205 Of the proposals for the Canterbury district, CCC agreed with them all except for the walking zone and cycling corridor improvements for which partial agreement was indicated. In their comments, the CCC stated that they would welcome working with KCC on a bold Transport Strategy that prioritises sustainable modes of transport above motor vehicles, including reallocation of road space to buses, cyclists and pedestrians. They referenced their draft bus strategy and draft LCWIP, which contain more schemes for the area than are included in LTP5.

## **1.206 Dartford Borough Council**

1.207 Dartford Borough Council (DBC) sent a letter in response to the LTP5 consultation, including the statement that the strategy for Dartford should align with the Borough's Local Plan. This is particularly regarding sustainable modes of transport and the "A Sustainable Transport Strategy for Dartford" document that supports the Local Plan. DBC is not satisfied with the 'costed but not funded' status of the LTP and ask that there is clear prioritisation of LTP proposals focusing on high growth, high needs areas.

1.208 DBC note that the A226 Galley Hill collapse is not acknowledged in the plan and feel it should be categorised as a strategic network-wide issue. It should also reference the opportunity to improve walking and cycling links provided by the original roadway.

1.209 DBC said that the issues specific to Dartford because of much cross-Borough travel on road and rail due to its role as a gateway to Europe and London should be reflected. DBC therefore strongly supports the inclusion of the Lower Thames Crossing and the A282 (M25) Junction 1A proposals. However, DBC feel that the Dartford Town Centre Regeneration Project should be explained in more detail, including the project's objectives. DBC stated that the LTP should also support delivery of The Lower Darent Riverside Strategy, enhancing the river frontage with walking and cycling routes.

1.210 DBC stated that the need for major improvements to Dartford train station, which is the busiest in Kent, should be explicit in the plan. DBC stated that their Local Plan references other options, such as relocating the station, due to the potential significant brownfield redevelopment that can be unlocked in central Dartford. DBC also highlight the London Road Stone to Greenhithe route and its opportunities for walking and cycling and potential further benefits (consultation on feasibility due to take place) as a project that should be prioritised for any future funding.

1.211 In terms of the public transport proposals, DBC notes that train stations in the borough suffer from capacity issues in the peaks and relatively slow journey times from Dartford Station into central London. DBC state that expansion of Fastrack should not come at the expense of enhancing existing and planned services, including the need for urgent delivery of the new routeway between Ebbsfleet International and Bluewater. They support the return of international rail services to Ebbsfleet.

1.212 DBC generally support the active travel proposals. However, they want clarity that the Dartford to Stone cycling corridor matches the London Road scheme, want greater support for the delivery of their LCWIP, and query whether the KCWIP is now finalised.

1.213 Regarding the Local Road Network, DBC referred to Local Plan modelling undertaken with KCC and National Highways and the junctions this highlighted for mitigation. It is implied by this that these junctions, or at least the outcome of modelling, should be referenced in the LTP.

1.214 DBC were disappointed by the district-specific page and provided a suggested revised wording and offered to discuss their issues with KCC.

## **1.215 Dover District Council**

1.216 Dover District Council (DDC) provided their comments in a letter. DDC expressed support for the content of the updated LTP5.

1.217 DDC stated support for Policy Outcome 3 and its policy objectives but asks that the Levelling Up Fund bid and subsequent award of £45m for improvements at the Port of Dover is included as this will increase the need for further improvements to the A2 corridor. Relatedly, DDC also ask that the critical nature of the bifurcation strategy and A2 improvements between Lydden and Dover is set out in more detail, akin to its status as a 'national priority' in LTP4. Likewise, for the A2 Dover Access/Duke of York and Whitfield Improvements. DDC provided some revised wording for the Dover district section in LTP5 that largely reflected these comments.

1.218 DDC commented that the redevelopment of Manston Airport could be given more status within the Thanet section of LTP5. DDC support the North Thanet Link and how it will improve access to the Manston Airport site and cater for its future use.

1.219 Of the Local Road Network proposals, DDC expressed support the Alkham Valley Spitfire Junction, Sandwich Bypass, and local Electric Vehicle (EV) infrastructure. Concerning the Public and Shared Transport Network proposals, DDC support the return of international rail services and the aim to have 2 trains per hour across the domestic network.

1.220 DDC supports the reiteration of the KCWIP priorities, including those specific to the district. DDC supports the implementation of the Public Rights of Way Improvement Plan and commitment to working with the district councils on their LCWIPs.

## **1.221 Folkestone and Hythe District Council**

1.222 Folkestone and Hythe District Council (FHDC) supports the LTP5 overall but made additional comments around the need to clearly set out a strategy for increasing public transport use. FHDC also made the point that since the 2024 general election Government has indicated a change to a 'vision-led' approach to transport planning and the need to promote sustainable transport modes. They felt this should now be reflected in LTP5.

1.223 FHDC strongly emphasised the importance of bus travel and how this should be central to LTP5. The Council would welcome the opportunity to be involved in any discussions about bus services in its area.



- 1.224 Regarding the specific objective 5A, FHDC approved of the amended wording in relation to the modernisation of on-street parking enforcement but reiterated that this should remain a district council function.
- 1.225 Of the Strategic Road Network proposals, FHDC agreed with the management of international haulage traffic and the trunking of the A229 and A249 between the motorway corridors. Although not expressly supporting the Lower Thames Crossing proposal, FHDC did state that given the likely upward pressure on carbon emissions its use should be maximised to ease the movement of traffic across Kent.
- 1.226 Of the Local Road Network proposals, FHDC expressed agreement with those directly affecting their area, answering “Don’t know” to the remainder of the proposals. They noted that an assessment of the Alkham Valley Spitfire Way junction has already been undertaken as part of the district’s Core Strategy Review (2022) but that growth in the neighbouring Ashford, Canterbury and Dover districts will also impact this junction, as well as growth in Folkestone and Hythe beyond their Core Strategy period. Therefore, they believe that KCC should fund the initial surveys and modelling to inform possible solutions.
- 1.227 FHDC indicated agreement with the Public and Shared Transport Network proposals that directly affect the district. In their comments, they emphasised their support for High Speed rail journey time improvements, especially in relation to Otterpool Park with the potential for Westenhanger Station to be a transport hub. They also noted the opportunity to apply the Mobility as a Service principles at Otterpool Park, following the pilot at Ebbsfleet. The transition of freight from road to rail is also strongly supported.
- 1.228 The opportunity for cycle hire schemes to become part of the transport mix in Kent, as proposed in LTP5, is supported by FHDC, who also requested that any financial assistance available for their existing shared cycle scheme would be welcomed due to its failing viability leading to early closure.
- 1.229 FHDC agreed with all the walking, cycling and non-motorised travel proposals. They provided detailed commentary on cycling initiatives in the area, including a proposed upgrade of the existing public right of way alongside the Royal Military Canal. They also proposed some suggested changes to Figure 12 in the main plan document.
- 1.230 FHDC agreed with all the proposals for their district area.
- 1.231 FHDC highlighted the challenging timing of producing a new LTP without the updated government guidance concerning preparation of Local Transport Plans having been published. They advocate progressing LTP5 in a format that enables it to be swiftly updated, where necessary, when the guidance is published so that Kent is not at a disadvantage compared to areas with LTPs more in accordance with the revised guidance. They also reiterated the indications from the Labour Government that a ‘vision-led’ approach to transport planning is going to be more promoted.



## 1.232 Gravesham Borough Council

- 1.233 Gravesham Borough Council (GBC) felt that not all their comments on the emerging LTP draft (consultation in 2023) had been addressed in this revised version. They reiterated the points they made in the previous consultation.
- 1.234 On this new draft, GBC suggest that the period it covers is specified on the front of the document. GBC also state that the population growth projections do not reflect Government aspirations for growth, including proposed changes to the Standard Method for determining local housing need. They highlight this could have as much as an 82% difference between the Kent Analytics figure for housing growth 2025 to 2040 and the proposed Standard Method figure for the district and that this would affect forecasts for congestion etc. GBC question to what extent residual transport impacts of growth have been considered in LTP5.
- 1.235 GBC ask that LTP5 sets out the consequences if government funding for the various schemes is not forthcoming, and therefore set out a prioritisation methodology where limited funding might be available.
- 1.236 GBC reiterated no support for the LTC and provided extracts from its Development Consent Order Examination documents to demonstrate their position. GBC note that the scheme is a Government decision but, now that the decision has been delayed, suggest that LTP5 consider what would happen if LTC is not consented and/or further delayed beyond a 2033 opening year. They also say that LTP5 should consider the implications if the improvements needed to mitigate LTC are not delivered, such as the A229 Blue Bell Hill scheme.
- 1.237 GBC ask that LTP5 recognises that growth in West Kent may exceed the TEMPRO levels used in the LTC modelling and therefore that congestion at Dartford Crossing could return earlier than anticipated, necessitating further improvements there. GBC ask that LTP5 commits to working with National Highways to develop a joint incident response plan to monitor and manage traffic on the Strategic and Local Road Networks when incidents occur.
- 1.238 GBC request that LTP5 considers water-based transport for freight and passenger usage, including cross-river (and the reinstatement of the Gravesend to Tilbury ferry). They ask that LTP5 sets out how it aligns with neighbouring LTPs, in the context of Thurrock's LTP Vision 2050.
- 1.239 GBC stated that the station improvements on the Dartford page should also apply to Gravesham's smaller stations. They also asked how funding will be prioritised between KCWIP and LCWIP schemes and suggest a transparent methodology for calculating a cost benefit ratio is used.
- 1.240 GBC set out their support for the network-wide proposals that would directly benefit the area, such as the extension of the Elizabeth Line, A2 Gravesend local junction improvements (albeit asking for consideration of accessibility across the A2 on foot and by bike to be considered in these), Electric Vehicle charging, and international rail services returning. On the district-specific page, GBC provided some revised wording. They also suggested some revisions to the scheme wording on the map.

1.241 GBC provided some further comments on aspects they feel LTP5 should cover, ranging from considering people with protected characteristics within the text of the plan, to more explicitly stating the need for lorry service areas/overnight parking, to considering nature impacts more. GBC also stated that LTP5 should provide a baseline for existing highway matters and show how KCC is going to resolve these existing issues rather than just catering for growth and strategic projects.

## **1.242 Maidstone Borough Council**

1.243 Maidstone Borough Council (MBC) partly supports the draft of the new LTP5, expressing concern that some projects are not included, environmental concerns are not sufficiently addressed (including highways impacts that are not air quality related, namely highway runoff and its impact on the water environment), lack of a strategy to implement active travel on existing infrastructure, and that implementation of green bridges should be supported as a mitigation for impacts of the transport network.

1.244 Of the Strategic Road Network proposals, MBC does not support the Lower Thames Crossing due to financial, environmental and resilience concerns, including increased local development pressure if built. They did support the M2 Junction 4, M2 road capacity, and international haulage traffic management proposals. They partly support the trunking proposal. They expressed concern that other priorities from the Maidstone Infrastructure Delivery Plan are not included, namely M20 Junction 8 signalisation, M20 Junction 6 and M2 Junction 3 improvements.

1.245 Of the Local Road Network proposals, MBC support maintaining the road network, Vision Zero and Electric Vehicle charging points. They partly support the Blue Bell Hill improvements due to concerns about environmental and landscape impacts. They also only partly support the development management proposal because they feel there is a lack of emphasis on addressing pollutants in water runoff from the highway and that active travel on existing infrastructure isn't promoted. They also highlight that the A20 improvements associated with Heathlands Garden Community is missing from the plan.

1.246 MBC support all the Public and Shared Transport Network proposals, barring those that do not directly affect the Maidstone area. However, they wrote that a new railway station at Heathlands Garden Community should be added.

1.247 MBC partly support the KCWIP proposals and fully support the Public Rights of Way improvements. However, they would like to see the addition of priority cycling routes from Maidstone town centre to Staplehurst, Headcorn and Marden, to Ashford via the A20, and to the proposed Lidsing Harden community. Also, along Hermitage Lane, the river towpath between Allington lock and Barming bridge, and using the footpath between Maidstone East and Maidstone Barracks stations.

1.248 MBC either fully or partly supported all the proposals for the Maidstone borough. However, they identified a range of proposals that they felt should be added to LTP5. MBC also stated that they support the M20 Junction 7 changes but nevertheless have landscape, ecological and environmental concerns relating to the separate Bearsted Road widening scheme. MBC

want the original, smaller scheme returned to as that allowed more ecological mitigation and had greater support. MBC also want to see pedestrian priority promoted more, especially across the Maidstone gyratory, A229 and Wat Tyler Way.

## 1.249 Sevenoaks District Council

- 1.250 Sevenoaks District Council (SDC) is supportive of the strategic proposals, although acknowledges that the district is not directly affected by several of them. SDC particularly support the Lower Thames Crossing and return of international rail services. SDC support other measures to improve rail and bus services and provide better connectivity in timetabling and payment methods.
- 1.251 In line with the consultation draft of the National Planning Policy Framework, SDC welcome working with KCC on a 'decide and provide' approach to transport planning, ensuring that sustainable transport options are embedded in development from the start. SDC support improving the electric vehicle charging network.
- 1.252 SDC broadly supports the proposals in the Sevenoaks district. SDC support the East-facing Slips proposal in the Strategic Road Network section of LTP5. However, SDC highlight that the current issue is not with Sevenoaks town centre (as implied by LTP5) but with the use of the A25 from Bessels Green to Wrotham Heath, creating congestion at the Riverhead roundabouts, the Bat and Ball junction and through Seal village.
- 1.253 They stated that they agree the impact of expansion at Gatwick Airport would be significant and should therefore remain a priority on the Sevenoaks page. However, SDC are themselves supportive of the expansion provided that the negative social and environmental impacts in the south of the district are properly mitigated. SDC support the implementation of the BSIP and highlight demand-responsive travel as a possible future model.
- 1.254 SDC support the active travel proposals. Sevenoaks and Swanley have LCWIPs, and one is being prepared for Edenbridge. They welcome the opportunity to progress more of the walking and cycling interventions in their LCWIPs. They ask that the KCWIP also considers first and last mile journeys so that a route does not just end in a location but is rather complemented by other measures to ensure a safe journey.
- 1.255 SDC's Local Plan timescales are likely to be amended due to the recent consultation on the National Planning Policy Framework, but substantial modelling work has been undertaken to understand the baseline (2019) traffic issues on the network. The M20 Junction 3 (Swanley interchange) was shown as an issue and is a critical link between the M25 and the M20. SDC consider that LTP5 should highlight this junction as an area of concern.
- 1.256 SDC requested some changes to the district map to provide clarification on the proposals. They noted that highway issues with standing water/flooding (specifically the A21) need to be addressed and small interventions to make active travel safer can have a large impact.

## 1.257 Swale Borough Council

- 1.258 Swale Borough Council (SBC) commented that the KCWIP needs to be adequately reflected in LTP5, being front and centre in the document and not just in the area sections. They asked for an amendment to the Sheppey cycling route but otherwise support all the active travel elements of LTP5. They did, however, state that 'vision and validate' should also be set out clearly in this document as it is what KCC Highways are promoting.
- 1.259 SBC queried if the idea of introducing parking at Swale Station has been investigated and asked for support for direct Sheerness to London rail services because of the economic benefits this could bring to Sheppey.
- 1.260 SBC note that facilitating domestic rail freight is included within the broader international rail freight objective and so it is unclear why this is framed internationally. They felt that KCC should not just be lobbying for the transition of road freight onto rail but should be encouraging investment from the private sector into rail freight. SBC consider that LTP5 should therefore mirror the Swale Corporate Plan commitment to supporting modal shift and partnership-based solutions.
- 1.261 SBC expressed disappointment in the lack of proposals for bus travel in Swale. They would like to see bus frequency from the east side of Sheppey increased (especially in the summer months) as there are no rail facilities for residents or tourists.
- 1.262 SBC asks that traffic management and air quality issues in central Sittingbourne are addressed in LTP5. They stated that the new highways routes between the A2 and M2 is displayed in relation to Sittingbourne town centre congestion whereas it also impacts the A2. SBC are disappointed about the lack of inclusion of the Northern and Southern Relief Roads. SBC note that LTC could lead to more traffic travelling through the borough and therefore the need for an upgrade to Brenley Corner.
- 1.263 On other matters, SBC express concern about the carbon assessment and specifically that LTP5 fails to meet carbon reduction targets. With regards to the LTC, they say that the plan should state that new road capacity will be filled up and then congestion returns. They say that excluding National Highways' schemes from the carbon assessment of the plan, such as the LTC, accepts the potential benefits of the scheme whilst disregarding the significant and long-term carbon impacts. SBC notes that the transport sector probably has a greater capacity for carbon reduction and therefore saying that other sectors will compensate for such schemes is disingenuous. SBC believes that tackling the climate emergency is not a balancing act and the plan does not understand this.
- 1.264 SBC expressed support for various proposals in their area, including a minimum of a half hourly train service, Swale KCWIP priorities, Brenley Corner and the BSIP. However, they felt that other priorities for Swale are not reflected in LTP5. These include rail freight on the Sheppey Branch Line, further passenger rail enhancements, lower speed limits on rural roads, Swale LCWIP priorities, and Sittingbourne town centre congestion measures.

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1.265 The Council made comments on the district-specific page text about the borough and suggested some rewording.

## **1.266 Thanet District Council**

1.267 Thanet District Council (TDC) support all the SRN proposals but note that Brenley Corner improvements are only supported if they do not worsen journey times to Thanet. TDC support all the LRN proposals and support the funding bid for the North Thanet Link that KCC has made but would like reference to the Inner Circuit proposals. TDC also suggest that the LTP5 reflect that the legal challenges to Manston Airport are over and reference Manston Business Park.

1.268 TDC agree with all the public transport proposals, in particular the BSIP and half hourly frequency on the rail network. TDC would also like the Dover rail service to stop at Thanet Parkway. TDC asked for step-free and pedestrian access to be added to several Thanet stations.

1.269 TDC agreed with the walking and cycling proposals but would like to see more reference to the Thanet LCWIP proposals. TDC agreed with all the proposals for Thanet district.

## **1.270 Tonbridge and Malling Borough Council**

1.271 Tonbridge and Malling Borough Council (TMBC) partly support the draft LTP5. TMBC stated this is because they support the ambition but feel the plan does not identify how and what changes will be made to increase the use of electric vehicles, bus services and walking and cycling routes. TMBC suggest the ambition should be clearer on modal shift so that safer and more reliable non-car journeys can be made across and between settlements in Kent.

1.272 TMBC made a range of comments, including potential changes to the plan (such as strengthening the commitment to deliver outcomes, explaining outcomes are not in a priority order, and setting the outcomes/objectives against the challenges). TMBC felt objective 3b should explicitly mention the A229.

1.273 TMBC supported all the Strategic Road Network proposals, except for A282 Junction 1A, South Canterbury A2 enhancements and A2 Dover Access for which they selected 'Don't Know'. TMBC wrote that they strongly support the East-facing Slips and support the trunking of the A229 if this brings improved funding for this section of the road network. TMBC asked for clarity on the delivery of improvements at the A20 London Road junction.

1.274 For the Local Road Network proposals, TMBC support all proposals except for those that do not directly affect the borough. TMBC noted their support for the A229 Blue Bell Hill scheme, the A228 corridor improvements, and development management all in the context of supporting local growth.

1.275 For the Public and Shared Transport Network, TMBC support every proposal except those that do not affect the borough. TMBC partly supported the Mobility as a Service and Cycle Hire proposals and commented specifically on the opportunities presented by a Kent to Gatwick service via Tonbridge as well as wanting more frequent services on the Medway



Valley line. TMBC want to see greater delivery of the BSIP projects in West Kent and are also concerned about a lack of focus on rural bus services. They would like a countywide ambition to maintain existing supported bus services and provide additional services where funding allows.

- 1.276 TMBC supported the walking, cycling and non-motorised travel priorities, although only partially for the walking zones. They note that they are preparing a LCWIP, which will be consulted on once prepared.
- 1.277 For the Tonbridge and Malling district proposals. TMBC support all of them but only partly for the BSIP and KCWIP proposals. TMBC acknowledge that it is likely further transport proposals will come forward because of the Local Plan process and hope that these can be integrated into future versions of the LTP.

## **1.278 Tunbridge Wells Borough Council**

- 1.279 Tunbridge Wells Borough Council (TWBC) partly support the LTP5. This is because TWBC support the improvements locally to support their Local Plan (A21 and A228/A264), the Medway Valley Line and Gatwick rail service improvements, BSIP and opposition to growth at Gatwick. TWBC are concerned about the lack of attention on active travel and do not consider it fully reflects the priorities in their Local Plan and other documents. TWBC would like to see an assessment of whether this is a balanced plan for reducing congestion and therefore improving air quality and active travel journeys.
- 1.280 TWBC expressed disappointment that their proposed changes made in the emerging plan consultation have not been considered. They also noted the change in policy direction from central government that may require changes to the LTP5.
- 1.281 For all the SRN proposals aside from the A21 Kipping's Cross, TWBC selected 'Don't know' concerning their expression of support. TWBC stated improvements to the A21 junction at Kipping's Cross are needed to support the Local Plan. TWBC also asked for measures to reroute freight to rail rather than investing in the LTC.
- 1.282 On the LRN proposals, TWBC agree with maintain the road network, the A228-A264 corridor, Development Management and EV charging. TWBC partly agree with Vision Zero and selected 'Don't know' to the other options. They note that improvements to the A228 and A264 are needed to support the Local Plan and that improvements should cater for active travel and public transport too. TWBC stated they are very supportive of Vision Zero, but it is too reactive rather than proactive when considering requests for measures.
- 1.283 TWBC agree with most public and shared transport proposals, barring those outside of the borough. They partly agree with the cycle hire trials and would like to see proposals for step-free access to High Brooms Station and reference to the Tunbridge Wells Central to Eridge railway line.
- 1.284 TWBC partly agrees with the KCWIP proposals and agrees with Public Rights of Way improvements. This is because they are very concerned that greater priority isn't given to active travel to meet the challenges identified. TWBC stated they were also very concerned

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that all the emphasis in the LTP5 is on the routes set out in the KCWIP whilst the priority routes set out in the LCWIPs are not recognised.

- 1.285 TWBC agree with all the proposals in the Tunbridge Wells borough area, but they feel the descriptive text does not adequately set out their Council priorities. This is linked to the clarity TWBC request on the status of the LCWIP. Finally, TWBC would like to see consideration of alternative forms of EV charging infrastructure.

## Consultation responses from other stakeholder organisations

1.287 We received responses from organisations that were completed free-form and so did not utilise the consultation response template. Due to their length and breadth, it was not possible to accurately import them into the consultation response template for coding. Therefore, the main points raised are summarised as follows for each organisation that provided a response.

### 1.288 Parish Councils

#### 1.289 Borough Green Parish Council and Wrotham Parish Council

1.290 Borough Green Parish Council (BGPC)'s and Wrotham Parish Council provided the same response, focused on four key areas: sustainability and net zero, public transport, M25 J5 east facing slips, and the Kent Cycling and Walking Infrastructure Plan.

1.291 The Councils' response outlines their dedication to renewable energy and climate change mitigation, including the provision of electric vehicle charging points. Regarding public transport, BGPC requests improvements to rail and bus services to enable a better choice of emission-free transport modes, this includes greater investment in the rail network and Maidstone rail journey time improvements including improved links to Tonbridge and fast journeys on the Maidstone mainline via West Malling and Borough Green and Wrotham.

1.292 The Councils' strongly support the inclusion of the M25 J5 slips as there are a number economic and wellbeing benefits that a functioning motorway network can bring, in addition to the construction of these slip roads being essential to achieving the region's aim of becoming Net Zero. Furthermore, the response requests that the routes within the Kent Cycling and Walking Infrastructure Plan are updated as currently they are based on a failed Local Plan.

#### 1.293 Chartham Parish Council

1.294 Chartham Parish Council believes the priorities outlined in KCC's draft LTP5 give the wrong emphasis as there is a national requirement to plan according to a hierarchy of travel, prioritising active travel. They believe much change can be achieved by policy rather than infrastructure building.

#### 1.295 Faversham Town Council

1.296 Faversham Town Council are concerned that the planned investments within LTP5 remain heavily focused on major road building projects. The Council state that greater focus is needed on sustainable infrastructure, active travel, and integrated transit systems to ensure a balanced and forward-thinking approach.



## **1.297 Wingham Parish Council**

1.298 Wingham Parish Council are broadly supportive of LTP5's aim of promoting economic growth, EV charging infrastructure, active travel (walking and cycling), climate change and sustainable public transport. More specific points were also raised in the Council's response such as the need for well-maintained cycle paths, on-street EV charging, public transport improvements, and minimised disturbance to Kent's historic environment.

## **1.299 Neighbouring Authorities**

### **1.300 East Sussex County Council (ESCC)**

1.301 East Sussex County Council's consultation response welcomes the inclusion of rail improvements to East Sussex, in particular improvements in the rail line towards Hastings in East Sussex from Ashford. However, ESCC would like to see the inclusion of High Speed 1 to Eastbourne which is a scheme identified in TfSE's Strategic Investment Plan.

1.302 ESCC are also pleased to note reference to connections to East Sussex within some of the localised district specific proposals. However, the Tunbridge Wells District Specific page should note the links to East Sussex via rail services (i.e. Etchingham on the Hastings-Tonbridge line) and the A26 which is a main route into Tunbridge Wells from East Sussex and is served by the 28/29 bus service. East Sussex's LTP4 and the TfSE Strategic Investment Plan also includes aspirations to reinstate the line between Eridge-Tunbridge Wells as part of the wider aspirations of connectivity to Uckfield, a reinstated Lewes-Uckfield line and beyond to Brighton, and ESCC's response states these ambitions should be reflected the final version of Kent's LTP5.

## 1.303 Other Organisations

### 1.304 Kent Downs National Landscape (KDNL)

1.305 KDNL's response outlines their fundamental concern regarding the lack of reference to National Landscapes in the current version of LTP5. KDNL also considers it a fundamental omission that the Plan does not seek to enhance all the components of the natural environment, including landscape and scenic beauty, tranquillity, biodiversity, historic and cultural heritage.

1.306 In terms of Policy Objectives, KDNL's response highlights that Policy Objective 3 could result in a significant adverse impact to the natural beauty of the Kent Downs National Landscape. However, Policy Objective 6 and Policy Objective 10 are supported by KDNL as both objectives align with the aims, objectives and principles set out in the Kent Downs AONB Management Plan.

1.307 Most of the Strategic Road Network proposals are located either within or adjacent to the Kent Downs National Landscape. In view of the potential impact on the Kent Downs, KDNL considers it imperative that this is adequately addressed in LTP5, with specific recognition of this and a commitment to ensure the schemes are designed to minimise harm and are appropriately mitigated.

1.308 Furthermore, KDNL's response states that the requirements of the new statutory duty on KCC to seek to further the purposes of conserving and enhancing the natural beauty of the Kent Downs must be addressed. KDNL also requests for consideration to be given as to how to manage the in-combination impact of these major schemes on the Kent Downs National Landscape and this should be acknowledged in the Plan.

### 1.309 Transport for the South East

1.310 TfSE's response outlines how the overall ambition for LTP5 covers many of the same themes as TfSE's 2050 vision for the South East. However, TfSE recommends that the words 'accessibility' and 'integration' should be included to ensure the transport network works for all.

1.311 TfSE also state that there is a good general alignment between the policy outcomes within LTP5 and TfSE's Strategic Priorities. However, there are three TfSE priorities which are not covered within LTP5. These priorities relate to the need for a more integrated approach to land use and transport planning, the use of the principle of biodiversity net gain in all transport initiatives, and the need to minimise transport's consumption of resources. TfSE also recommends that Policy Outcome 5 is amended to refer to the use of demand management measures, such as parking controls and traffic management measures, to tackle existing and future traffic levels on the network.

1.312 TfSE suggests that another challenge needs to be added to the 'Challenges We Face' section recognising the issue some residents face in accessing transport to live, work, and

socialise, or areas of deprivation, along with measures in the place to address the accessibility and inclusion needs of disadvantaged residents in Kent.

1.313 In their response TfSE acknowledges that the current version of LTP5 includes good coverage of the challenges faced by larger and longer distance freight movement, however, they state there is a missed opportunity to include reference to interventions to deal with local freight movements. Decarbonising local deliveries in Kent through logistics consolidation and first and last mile deliveries will not only reduce emissions, but also reduce road traffic levels.

#### 1.314 Ebbsfleet Development Corporation (EDC)

1.315 EDC supports the aims and objectives to reduce CO2 emissions but believes the plan could be expanded to address how the transport system will adapt to and manage the increasing frequency of severe weather events resulting from our changing climate. Furthermore, EDC's response outlines how LTP5 needs to consider focusing further on the protection and improvement of Kent's important environmental assets.

1.316 Concerning Mobility as a Service – EDC state that clarification is needed about the development and timelines for the MaaS scheme and cycle hire trials. EDC support the objective to resume international rail services at Ebbsfleet International, recognising the significant commercial and community benefits within the Garden City and beyond. EDC are concerned about the omission of the repair of Galley Hill Road from the current draft of the LTP. EDC urge KCC to explore and then implement an option which swiftly and sustainably addresses the negative impacts of the road closure. EDC consider that addressing the Galley Hill Road closure issue is essential for ensuring the safety, accessibility, and economic vitality of the Ebbsfleet Garden City community.

#### 1.317 Kenex

1.318 Kenex's response to the consultation focuses on the Ebbsfleet area and states that Ebbsfleet has been neglected within LTP5. They state that proposals such as the Ebbsfleet Southern Rail Link (Network Rail's proposals for a station upgrade at Ebbsfleet to address capacity constraints and allow 12 car services to run from Ebbsfleet to the fast Chatham Mainline towards London) and KenEx cross river tram must be considered by developers, as required by the National Planning Policy Framework, and should therefore be included within KCC's Local Transport Plan.

#### 1.319 Active Travel Kent

1.320 Active Travel Kent's response outlines their concerns with the current version of LTP5. Their response states the current version is out of line with UK Government objectives on climate change, carbon emissions, health, active travel and road safety. In addition, Active Travel Kent believes that active and sustainable travel for both people and freight must be at the forefront of transport solutions.

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## 1.321 Tyrolese

1.322 Tyrolese are a significant landowner of two potential development plan allocation sites in Kent, specifically on the boundary of Sevenoaks. Their response states that the key to addressing the challenges of the transport network will be securing development in sustainable locations where existing transport networks provide a foundation in terms of infrastructure and resilience for new development trips.

1.323 The overall ambition of the LTP is supported by Tyrolese as it places development in existing centres where facilities and connections already exist. In addition, the Policy Objectives and Outcomes within LTP5 are welcomed by Tyrolese as the focus on active travel, public transport, health, air quality, and road safety are all elements that developers can align with.

## 1.324 Transport Futures East Sussex

1.325 Transport Futures East Sussex's consultation response relates to the policy outcomes outlined within LTP5. Their response states a few suggested measures to help address the challenges we face and achieve the policy outcomes and objectives set in LTP5. Examples of the suggested measures include; providing safe and comprehensive pedestrian/cycle routes and restoring bus services to routes where services and links have been lost, introducing parking enforcement to protect pavements and bus stops, along with car parks that charge according to vehicle size, road user charging schemes and further expansion of Eurostar services to more European destinations and believe that such services could replace short haul flights to many of these.

1.326 Transport Futures East Sussex's response also suggests implementing measures such as default speed limits in residential areas, creation of Low Traffic Neighbourhoods, encourage young people to consider public transport over buying a car, support advertising campaigns for bus and rail, roll out 'acoustic cameras' to counter the noise from loud vehicles, and encourage the public to report instances of dangerous/threatening driver behaviour.

1.327 Regarding the Lower Thames Crossing, Transport Futures East Sussex suggest that an 'opportunity/cost' analysis should be undertaken to identify a mosaic of interventions that could better deliver the scheme's objectives at a lower cost and better value for money.

## 1.328 The British Horse Society (BHS)

1.329 BHS' response outlines their request to see equestrians included in every new or improved provision proposed for non-motorised users and/or Active Travel facilities within Kent's LTP, unless there are evidence-based reasons for their exclusion which cannot be overcome. For example, any improvements for walkers and cyclists using existing ways to which equestrians have a legal right of access (bridleways and byways for example), should not be to the detriment of equestrian users.

## 1.330 Campaign to Protect Rural England (CPRE)

1.331 CPRE's response states that transport and spatial planning must deliver reductions in greenhouse gas emissions as a prime objective. CPRE Kent would like to see a holistic

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approach taken to the LTP, ensuring that it speaks to the wider national/European transport networks in the context of climate change and active travel; and to ensure that it isn't just read as a road-building plan.

1.332 CPRE Kent's response lists that the priorities of the LTP should be:

- 1.332.1 To reduce the need to travel through good planning and digital infrastructure
- 1.332.2 Support non-motorised modes
- 1.332.3 Encourage public and shared transport (except aviation)
- 1.332.4 Investigate alternative fuelled vehicles
- 1.332.5 Reduce use of ICE vehicles

1.333 CPRE Kent supports that health and wellbeing are being prioritised in the Local Transport Plan ambition statement. CPRE state that public transport should be put ahead of the aim for delivering emission-free travel by private vehicles. CPRE state the proposals in this LTP for public transport, walking and cycling, many of which appear to be unfunded, seem completely inadequate in terms of addressing the current problem or indeed to counteract the damage that will result from the development that is to take place.

1.334 In addition, CPRE Kent notes that the LTP makes no mention of the now enhanced AONB duty or the importance of historic rural lanes as features of the designated National Landscapes across the county, or the verges of rural lanes as reservoirs of biodiversity.

## 1.335 Swale Joint Transportation Board

1.336 The Swale Joint Transportation Board noted within their response that the draft LTP5 contains little that is new and of benefit to Swale moving forward, by way of supporting Swale Borough Council's new and emerging Local Plan. The Board's response identified ten areas of specific concern which relate to the need for rail improvements in Swale, amendments to proposed walking and cycling routes, bus service improvements, clarity on KCC's view concerning the completion of Sittingbourne Northern Relief Road and delivery of a new Sittingbourne Southern Relief Road from Bapchild to a new M2 motorway junction, and improvements to M2 Junction 7 (Brenley Corner).

## 1.337 Light Rail Transit Association

1.338 The Light Rail Transit Association's response outlines their concerns that the draft LTP5 does not pay sufficient attention to the importance of improving local cross-Thames connections and instead places the focus on the Lower Thames Crossing, which is primarily aimed at long-distance road traffic. The Association states the plan ignores the need for local connectivity between north Kent and south Essex and therefore requests that the Gravesend-Tilbury ferry is reinstated as a matter of urgency, the KenEx tram project is included within LTP5, and consideration is given to the use of trams in other areas where Fastrack bus services are being expanded or introduced.

## 1.339 Tunbridge Wells Borough Council Labour Group

1.340 The Tunbridge Wells Borough Council Labour Group's response states that the draft LTP in its current form lacks specificity, is unfunded and entirely ignores west Kent. They are

concerned the plan does not seem to consider the Borough Council's emerging Draft Strategic Plan which commits to providing four walking and cycle routes in Tunbridge Wells town.

1.341 The Group supports the inclusion of the Lower Thames Crossing within the Strategic Road Network proposals but only partly supports the inclusion of the A21 Kipping's Cross Enhancements as these improvements are predicated on Tunbridge Wells Borough Council's Local Plan being adopted. In addition, the Tunbridge Wells Borough Council Labour Group believes the Bus Service Improvement Plan is a meaningless document as it contains no specifics about how to deliver a better service county-wide.

#### 1.342 A257 Traffic Group

1.343 The A257 Traffic Group's response states that some of the proposed strategies within the draft LTP could have a significant impact on local communities living next to and using the A257 and would exacerbate existing issues highlighted within the Group's 'A257 Plan'. For instance, the district proposals for Canterbury and Dover note housing developments which will add to existing issues on the A257 such as traffic collisions, speeding, lack of pavement, HGVs, increased vehicle movements, and increased traffic volumes making it difficult for pedestrians to cross the road.

1.344 The A257 Group's response also outlines necessary enhancements that are needed to encourage cyclists to use the A257 and raises concerns regarding junction improvements to the A256/A257 to support development at Discovery Park.

#### 1.345 Canterbury Alliance for Sustainable Transport (CAST)

1.346 CAST's response focuses on the Canterbury district specific proposals. Their response outlines their support for the ambition to improve walking and cycling infrastructure, although they state the priority should be the establishment of safe and well-signed routes within the city and cross-city, to help relieve congestion in Canterbury. CAST also requests sufficient funding to deliver the Bus Service Improvement Plan. Measures suggested by CAST for inclusion within LTP5 include pay-zones in urban areas, workplace parking levies, on-street parking restricted to residents only, multi-modal hubs at railway stations, roundabouts along the A28 ring road replaced by signalised crossings, and extending cycle routes to join up with existing routes.

## Summary of free form responses from the public

1.347 We received two responses from members of the public that were completed free-form and so did not utilise the consultation response template. Due to their length and breadth, it was not possible to accurately import them into the consultation response template for coding. Therefore, the main comments raised are summarised as follows:



# Local Transport Plan 5 Consultation Report



- 1.347.1 Support for a wide range of the proposals within the LTP5.
- 1.347.2 A concern about pollution in Tonbridge town centre and suggestion for a one-way system to route traffic around via the A26.
- 1.347.3 A concern about the size of vehicles using the roads in Sevenoaks town
- 1.347.4 A suggestion that bus services be improved, be better timetabled across operators to enable connections, and run to more locations including smaller rural villages, train stations, and heritage attractions. Also, that bus stops and access to service information be improved.
- 1.347.5 Concern about cycle theft in their local area.
- 1.347.6 Concern about safety and support at rail stations, with a suggestion they be better staffed.
- 1.347.7 Concern that new road capacity leads to induced traffic and that the LTP5 is not in the best interests of the county.
- 1.347.8 A suggestion to spend more funding on walking and cycling and the bus network, and on monitoring air pollution and carbon emissions from transport.
- 1.347.9 A suggestion that KCC work to persuade the public to change the way they travel.
- 1.347.10 A suggestion that KCC should discourage out of town shopping centres and drive-through fast food outlets.
- 1.347.11 Concern that the Lower Thames Crossing is more expensive per mile than HS2 phase 2.
- 1.347.12 A suggestion to reduce demand for the road network by introducing road pricing and funding better public transport.

## Conclusion

- 1.348 The responses we have received from our consultation exercise will be considered and inform the remaining development of our Local Transport Plan. We will set out our response to the main issues raised from the consultation in a document called '2024 Consultation You Said We Did'. We will publish that document, which will explain our consideration of the main issues raised and any changes we decided to make to the Local Transport Plan 5 as a result.
- 1.349 If we are successful in obtaining funding to progress and deliver proposals in our Local Transport Plan 5, we will aim to make further use of the feedback received in this consultation as well as feedback from any further targeted consultation on specific proposals.
- 1.350 Thank you for taking the opportunity to have your say and provide your feedback on the Local Transport Plan 5.



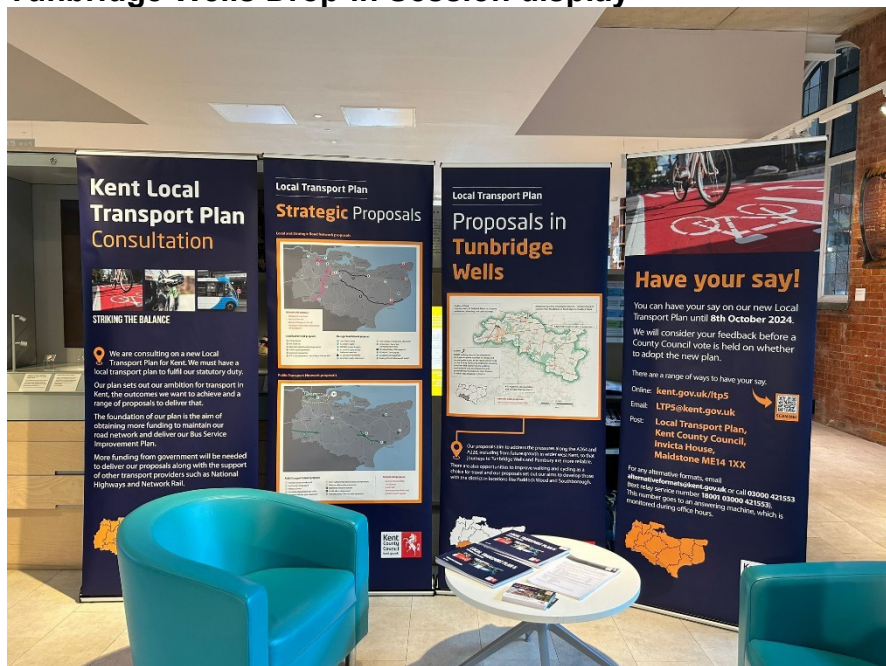
# Local Transport Plan 5 Consultation Report

## Appendix A – Photos of drop-in sessions and social media

### Ramsgate consultation drop-in session display



### Tunbridge Wells Drop-in Session display



# Local Transport Plan 5 Consultation Report

## Ashford on-street wayfinding for drop-in session



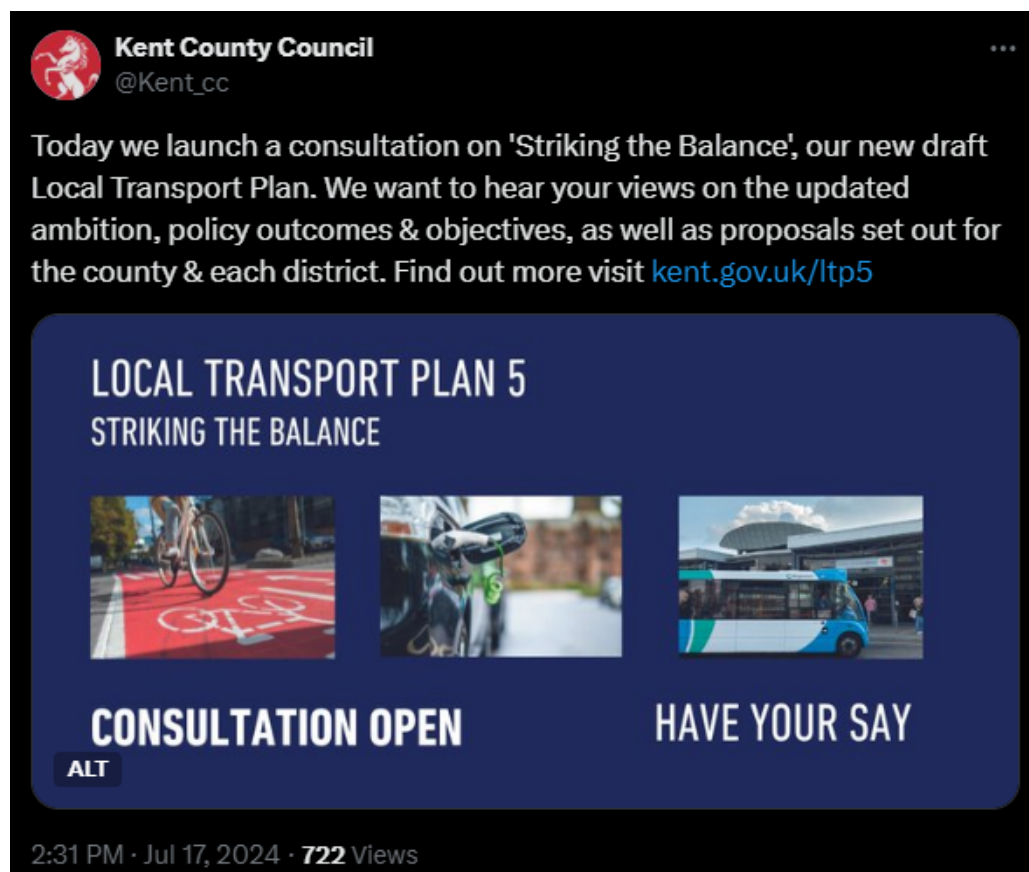
## Folkestone on-street wayfinding for drop-in session





# Local Transport Plan 5 Consultation Report

Example post from Kent County Council X account advertising the consultation



Example Facebook post from Kent County Council Facebook advertising the consultation



### Appendix B – Copy of Consultation Questionnaire

We would like to hear your views on our draft Local Transport Plan 5 called *Striking the Balance*. The plan sets out the ambition we have for transport and the journeys it provides for residents, business and visitors to Kent. The plan sets out proposals for improving roads and public transport in Kent, which will help us to focus our future efforts and invest funding we can get from the government.

Your views are important in helping us to decide whether the plan we have developed will improve journeys and deliver the outcomes our plan aims to deliver.

We will use your feedback to help us to finalise the Plan.

We have provided this questionnaire for you to give your comments. The questionnaire is split into seven sections:

Section 1 – About You	Page 3
Section 2 – Overall support for the new draft Local Transport Plan	Page 5
Section 3 – Strategic network-wide proposals	Page 7
Section 4 – District proposals	Page 14
Section 5 – Any other comments on the draft Local Transport Plan	Page 27
Section 6 – Supporting evidence base and assessments	Page 28
Section 7 – More About You	Page 33

**You can respond to all or as many of the sections/questions as you like. If you would rather not provide feedback on a section or question, just move on to the next one.**

This questionnaire can be completed online at [www.kent.gov.uk/ltp5](http://www.kent.gov.uk/ltp5)

Alternatively, if you are unable to complete the questionnaire online, please complete this Word/paper form and return to:

**Email:** [ltp5@kent.gov.uk](mailto:ltp5@kent.gov.uk)

**Address:** Local Transport Plan  
Kent County Council  
Invicta House  
Maidstone  
ME14 1XX

**Please ensure your response reaches us by midnight 8 October 2024.**

**What information do you need before completing the questionnaire?**

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We recommend that you read the draft Local Transport Plan online at [www.kent.gov.uk/ltp5](http://www.kent.gov.uk/ltp5) before responding to this questionnaire.

If you need any help taking part in this consultation or have any questions, please contact us at [ltp5@kent.gov.uk](mailto:ltp5@kent.gov.uk) or telephone us and leave a voice message at 03000 41 65 95.

**Privacy:** Kent County Council (KCC) collects and processes personal information in order to provide a range of public services. KCC respects the privacy of individuals and endeavours to ensure personal information is collected fairly, lawfully, and in compliance with the United Kingdom General Data Protection Regulation and Data Protection Act 2018. Read the full Privacy Notice at the end of this document.

**Alternative formats:** If you require any of the consultation material in an alternative format or language, please email: [alternativeformats@kent.gov.uk](mailto:alternativeformats@kent.gov.uk) or call: 03000 42 15 53 (text relay service number: 18001 03000 42 15 53). This number goes to an answering machine, which is monitored during office hours.

## Section 1 – About you

### Q1. Are you responding...?

Please select the option from the list below that most closely represents how you are responding to this consultation.

Select **one** option.

<input type="checkbox"/>	As a Kent resident
<input type="checkbox"/>	As a resident from somewhere else, such as Medway
<input type="checkbox"/>	In a professional capacity, please specify: <input type="text"/>
<input type="checkbox"/>	On behalf of a Charity or a Voluntary, Community or Social Enterprise organisation (VCSE)
<input type="checkbox"/>	On behalf of a business
<input type="checkbox"/>	On behalf of a District / Borough / Town / Parish Council in an official capacity
<input type="checkbox"/>	As a Parish / Town / Borough / District / County Councillor
<input type="checkbox"/>	Other, please specify: <input type="text"/>

### Q1a. If you are responding on behalf of an organisation, please tell us the name of your organisation. Write in below.

### Q2. Please tell us the first 5 characters of your postcode:

Please do not reveal your whole postcode. If you are responding on behalf of an organisation, please use your organisation's postcode. We use this to help us to analyse our data. It will not be used to identify who you are.

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## Q3. How did you find out about this consultation?

Select *all* that apply.

<input type="checkbox"/>	Email from KCC's Transport Strategy team	
<input type="checkbox"/>	Email from Let's talk Kent / KCC's Engagement and Consultation team	
<input type="checkbox"/>	From my Parish / Town / Borough / District Council	
<input type="checkbox"/>	From a friend or relative	
<input type="checkbox"/>	KCC County Councillor	
<input type="checkbox"/>	Kent.gov.uk website	
<input type="checkbox"/>	Newspaper	
<input type="checkbox"/>	Poster	
<input type="checkbox"/>	Radio	
<input type="checkbox"/>	Social media	
<input type="checkbox"/>	From another organisation, please specify:	<input type="text"/>
<input type="checkbox"/>	Other, please specify:	<input type="text"/>

## Section 2 – Overall support for the new draft Local Transport Plan

**Q4. Do you support our new draft Local Transport Plan?**

*Select **one** option.*

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

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



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**Q5. In 2023 we consulted on our draft Emerging Local Transport Plan and received feedback on the Plan's ambition, outcomes and objectives. If you wish to make any comment on these aspects, please tell us in the box below.**

*Please do not include any information that could identify you or anyone else in your response.*

## Section 3 – Strategic network-wide proposals

In this section you have the opportunity to tell us your views on our Strategic network-wide proposals (from page 22 of the draft LTP5). These have been grouped under four themes:

- Strategic Road Network
- Local Road Network
- Public and Shared Transport Network
- Walking, cycling and other forms of non-motorised travel.

You can answer all or as many of the questions on each of these as you like. If you would rather not provide feedback on a question, just move on to the next one.

### **Q6. Do you agree with the proposals identified for the Strategic Road Network?**

Select **one** response option per proposal/row.

<b>Strategic Road Network proposals</b>	<b>Yes</b>	<b>Partly</b>	<b>No</b>	<b>Don't know</b>
Lower Thames Crossing				
M2 Junction 1 capacity enhancement				
A282 (M25) Junction 1A capacity enhancement				
M2 Junction 4 capacity and local development connections				
M2 road capacity enhancement				
M2 Junction 7 capacity enhancement				
South Canterbury A2 junction access enhancements				
A2 Dover Access / Duke of York and Whitfield interim improvements				
International haulage traffic management				
M25-M26-A21 East-facing slips				
A21 Kipping's Cross enhancements				
Trunking: A229 and A249, both between M2 and M20				

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**Q6a. If you would like to make any comments on the Strategic Road Network proposals or would like to suggest any new proposals for consideration in our Local Transport Plan, please tell us in the box below.**

*If your comment relates to a specific proposal, please make this clear in your answer.*

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## Q7. Do you agree with the proposals identified for the Local Road Network?

Select **one** response box per proposal/row.

Local Road Network proposals	Yes	Partly	No	Don't know
Maintaining the road network				
Road Safety Vision Zero				
A229 Blue Bell Hill improvements				
North Thanet Link				
Alkham Valley Spitfire Way junction improvements				
Sandwich bypass improvements				
A2 Gravesend local junction improvements				
A228-A264 corridor improvements – West Malling to Tunbridge Wells				
Development Management				
Supporting the shift to electric vehicles through new charging points				

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**Q7a. If you would like to make any comments on the Local Road Network proposals or would like to suggest any new proposals for consideration in our Local Transport Plan, please tell us in the box below.**

*If your comment relates to a specific proposal, please make this clear in your answer.*

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## Q8. Do you agree with the proposals identified for Public and Shared Transport Network?

Select **one** response option per proposal/row.

Public and Shared Transport Network proposals	Yes	Partly	No	Don't know
Rail freight gauge enhancement for international traffic				
Maidstone mainline rail journey time improvements				
Gatwick access improvements				
Dover / Folkestone High Speed rail journey time improvements				
International rail passenger services for Kent				
Sturry and Canterbury West rail corridor improvements				
Local rail services				
Bus Service Improvement Plan (county-wide)				
Thameside Fastrack network growth				
Dover Fastrack network growth				
Mobility as a Service				
Cycle Hire trials				
Shared transport hubs (also known as Mobility Hubs)				
Elizabeth line extension to Ebbsfleet				
Opposition to Gatwick expansion				

**Q8a. If you would like to make any comments on the Public and Shared Transport Network proposals or would like to suggest any new proposals for consideration in our Local Transport Plan, please tell us in the box below.**

*If your comment relates to a specific proposal, please make this clear in your answer.*

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**Q9. Do you agree with the proposals identified for walking, cycling and other forms of non-motorised travel?**

Select **one** response option per proposal/row.

<b>Walking, cycling and other forms of non-motorised travel proposals</b>	<b>Yes</b>	<b>Partly</b>	<b>No</b>	<b>Don't know</b>
Our 15 initial proposed walking zones we will focus on from our Kent Cycling and Walking Infrastructure Plan				
Our 15 initial proposed cycling route corridors we will focus on from our Kent Cycling and Walking infrastructure plan				
Public Rights of Way improvements				

**Q9a. If you would like to make any comments on the walking, cycling and other forms on non-motorised travel proposals or would like to suggest any new proposals for consideration in our Local Transport Plan, please tell us in the box below.**

*If your comment relates to a specific proposal, please make this clear in your answer.*



## Section 4 – District proposals

In this section you have the opportunity to tell us your views on our district specific proposals (from page 58 of the draft LTP5). These have been grouped into each of Kent's 12 districts:

- Ashford
- Canterbury
- Dartford
- Dover
- Folkestone and Hythe
- Gravesham
- Maidstone
- Sevenoaks
- Swale
- Thanet
- Tonbridge and Malling
- Tunbridge Wells

You can answer all or as many of the questions on each of the districts as you like. If you would rather not provide feedback for a question/district, just move on to the next one.

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## Q10. Do you agree with the proposals identified for the district of Ashford?

Select **one** response box per proposal/row.

Ashford proposals	Yes	Partly	No	Don't know
International traffic management improvements				
Return of international passenger rail services to Ashford International station				
International rail freight gauge enhancements				
Bus Service Improvement Plan				
Junction 10a improvements for local traffic				
A28 Chart Road improvements				
Local rail service improvements for Maidstone and Marshlink line				
Ashford to Charing corridor cycling improvements as set out in our Kent Cycling and Walking Infrastructure Plan (KCWIP)				
Ashford to Folkestone corridor cycling improvements as set out in our KCWIP				
Improved local connections to Appledore station				

**Q10a. If you would like to make any comments on the proposals for Ashford or would like to suggest any new proposals for consideration in our Local Transport Plan, please tell us in the box below. *If your comment relates to a specific proposal, please make this clear in your answer.***

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## Q11. Do you agree with the proposals identified for the district of Canterbury?

Select **one** response box per proposal/row.

Canterbury proposals	Yes	Partly	No	Don't know
M2 Junction 7 Brenley Corner improvements				
A2 junction improvements south and west of Canterbury city				
A299 Thanet Way renewal				
A299 Thanet Way Chestfield access improvements				
Sturry link road				
Bus Service Improvement Plan				
Return of international passenger rail services to Kent				
Local rail service improvements towards Faversham and Dover				
Potential rail service to Gatwick				
Sturry and Canterbury West station and surrounds improvements				
Cycling corridor improvements southwards out of Canterbury towards Dover, Folkestone and Sandwich as set out in our Kent Cycling and Walking Infrastructure Plan (KCWIP)				
Cycling corridor improvements eastwards out of Canterbury towards Birchington as set out in our KCWIP				

**Q11a. If you would like to make any comments on the proposals for Canterbury or would like to suggest any new proposals for consideration in our Local Transport Plan, please tell us in the box below. If your comment relates to a specific proposal, please make this clear in your answer.**

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## Q12. Do you agree with the proposals identified for the district of Dartford?

Select **one** response box per proposal/row.

Dartford proposals	Yes	Partly	No	Don't know
The Lower Thames Crossing				
M25 (A282) Junction 1A improvements				
Return of international passenger rail services to Ebbsfleet International				
Elizabeth line extension to Ebbsfleet				
Kent Thameside Fastrack network expansion				
Bean Fastrack tunnels				
Bus Service Improvement Plan				
Fastrack interchange hub as part of Ebbsfleet station quarter redevelopment				
Mobility as a Service pilot				
Learning from shared transport and any mobility hub pilots in Ebbsfleet Garden City				
Swanscombe and Stone and Dartford station improvements				
Dartford town centre improvements (further phases)				
Walking improvements for the wider Dartford, Swanscombe and Stone area as set out in our Kent Cycling and Walking Infrastructure Plan (KCWIP)				
Dartford to Stone and Gravesend cycling improvements as set out in our KCWIP				

**Q12a. If you would like to make any comments on the proposals for Dartford or would like to suggest any new proposals for consideration in our Local Transport Plan, please tell us in the box below. If your comment relates to a specific proposal, please make this clear in your answer.**

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**Q13. Do you agree with the proposals identified for the district of Dover? Select one response box per proposal/row.**

Dover proposals	Yes	Partly	No	Don't know
A2 Dover Access improvements and improvements to Duke of York and Whitfield roundabouts				
Bus Service Improvement Plan				
Dover and Folkestone High Speed rail journey time improvements				
Local rail service improvements for Dover to Canterbury East				
Dover to Canterbury and Deal corridor cycling improvements as set out in our Kent Cycling and Walking Infrastructure Plan (KCWIP)				
Improvements to walking in Dover as set out in our KCWIP				
Improvements to walking in Deal as set out in our KCWIP				
International traffic management improvements				
International rail freight gauge enhancements				
Sandwich bypass improvements				
Dover Fastrack network development				

**Q13a. If you would like to make any comments on the proposals for Dover or would like to suggest any new proposals for consideration in our Local Transport Plan, please tell us in the box below. If your comment relates to a specific proposal, please make this clear in your answer.**

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# Local Transport Plan 5

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**Q14. Do you agree with the proposals identified for the district of Folkestone and Hythe? Select **one** response box per proposal/row.**

<b>Folkestone and Hythe proposals</b>	<b>Yes</b>	<b>Partly</b>	<b>No</b>	<b>Don't know</b>
International traffic management				
International rail freight gauge enhancements				
Alkham Valley Spitfire Way junction improvements				
Folkestone and Dover High Speed rail journey time improvements				
Return of international passenger rail services to Kent via Ashford International station				
Bus Service Improvement Plan				
Westenhanger station upgrade for High Speed services				
Learning from shared transport and any mobility hub pilots in Otterpool Park Garden Town				
Folkestone to Canterbury corridor cycling improvements as set out in our Kent Cycling and Walking Infrastructure Plan (KCWIP)				
Hythe to Ashford corridor cycling improvements as set out in our KCWIP				
Sub-regional walking and cycling corridor from Hythe towards Rye in East Sussex				

**Q14a. If you would like to make any comments on the proposals for Folkestone and Hythe or would like to suggest any new proposals for consideration in our Local Transport Plan, please tell us in the box below. *If your comment relates to a specific proposal, please make this clear in your answer.***

# Local Transport Plan 5

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## Q15. Do you agree with the proposals identified for the district of Gravesham?

Select **one** response box per proposal/row.

Gravesham proposals	Yes	Partly	No	Don't know
The Lower Thames Crossing				
Improvements to the local junctions for the A2				
Kent Thameside Fastrack network expansion				
Bus Service Improvement Plan				
Return of international passenger rail services to Kent via Ashford International station				
Mobility as a Service pilot				
M2 Junction 1 enhancements				
Gravesend to Stone and Dartford cycling improvements as set out in our Kent Cycling and Walking Infrastructure Plan (KCWIP)				
Gravesend to Meopham cycling improvements as set out in our KCWIP				
Elizabeth line extension to Ebbsfleet				

**Q15a. If you would like to make any comments on the proposals for Gravesham or would like to suggest any new proposals for consideration in our Local Transport Plan, please tell us in the box below. If your comment relates to a specific proposal, please make this clear in your answer.**

# Local Transport Plan 5

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## Q16. Do you agree with the proposals identified for the district of Maidstone?

Select **one** response box per proposal/row.

Maidstone proposals	Yes	Partly	No	Don't know
A229 Blue Bell Hill improvements				
M20 Junction 7 improvements				
M2 Junction 4 improvements to support bifurcation strategy, given local growth pressures				
International traffic management improvements				
International rail freight gauge enhancements				
Bus Service Improvement Plan				
Step free access improvements e.g. Maidstone West, Yalding, Marden				
Maidstone town centre improvements including Maidstone West urban realm, river crossings, town centre congestion, junctions' performance				
Maidstone to Sittingbourne corridor cycling improvements as set out in our Kent Cycling and Walking Infrastructure Plan (KCWIP)				
Extending cycling corridor improvements from Ashford to Charing into the district towards Lenham and Bearsted				

**Q16a. If you would like to make any comments on the proposals for Maidstone or would like to suggest any new proposals for consideration in our Local Transport Plan, please tell us in the box below. If your comment relates to a specific proposal, please make this clear in your answer.**



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## Q17. Do you agree with the proposals identified for the district of Sevenoaks?

Select **one** response box per proposal/row.

Sevenoaks proposals	Yes	Partly	No	Don't know
M25-M26-A21 – slips for journeys eastwards on M26 to avoid Sevenoaks town centre				
Opposition to Gatwick expansion due to noise disturbance from flight paths				
Bat and Ball junction improvements				
Improved rail stations in Edenbridge				
Bus Service Improvement Plan				
Improvements to walking in Swanley as set out in our Kent Cycling and Walking Infrastructure Plan (KCWIP)				
Improvements to cycling corridors in Sevenoaks.				

**Q17a. If you would like to make any comments on the proposals for Sevenoaks or would like to suggest any new proposals for consideration in our Local Transport Plan, please tell us in the box below. *If your comment relates to a specific proposal, please make this clear in your answer.***

# Local Transport Plan 5

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**Q18. Do you agree with the proposals identified for the district of Swale? Select one response box per proposal/row.**

Swale proposals	Yes	Partly	No	Don't know
M2 Junction 7 Brenley Corner improvements				
M2 corridor capacity enhancement junction 4 to junction 7				
Key Street junction improvements				
Local rail service improvements Sheerness to Sittingbourne and Faversham to Medway				
Bus Service Improvement Plan				
Sittingbourne town centre improvements including walking journeys as set out in our Kent Cycling and Walking Infrastructure Plan (KCWIP) and consideration of approaches to congestion relief including potential new highways routes between the A2 and M2				
Sittingbourne to Faversham cycling corridor improvements as set out in our KCWIP, along with associated opportunities from the M2 Junction 7 improvements				
Sheerness to Leysdown cycling corridor improvements as set out in our KCWIP				

**Q18a. If you would like to make any comments on the proposals for Swale or would like to suggest any new proposals for consideration in our Local Transport Plan, please tell us in the box below. If your comment relates to a specific proposal, please make this clear in your answer.**

# Local Transport Plan 5

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**Q19. Do you agree with the proposals identified for the district of Thanet? Select one response box per proposal/row.**

Thanet proposals	Yes	Partly	No	Don't know
A28 North Thanet Link				
Supplemental local development delivered link roads to maximise connectivity and capacity benefits from the North Thanet Link				
Bus Service Improvement Plan				
Ramsgate and Margate town centre improvements as part of funded Town Deals				
Broadstairs station step free access				
Birchington walking improvements as set out in our Kent Cycling and Walking Infrastructure Plan (KCWIP)				
Westwood walking zone improvements as set out in our KCWIP				
Birchington to Canterbury and Ramsgate cycling corridors improvements as set out in our KCWIP				

**Q19a. If you would like to make any comments on the proposals for Thanet or would like to suggest any new proposals for consideration in our Local Transport Plan, please tell us in the box below. If your comment relates to a specific proposal, please make this clear in your answer.**

# Local Transport Plan 5

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**Q20. Do you agree with the proposals identified for the district of Tonbridge and Malling? Select *one* response box per proposal/row.**

<b>Tonbridge and Malling proposals</b>	<b>Yes</b>	<b>Partly</b>	<b>No</b>	<b>Don't know</b>
A229 Blue Bell Hill improvements				
A228-A264 corridor improvements				
Bus Service Improvement Plan				
Rail journey time improvements to the Maidstone mainline				
Potential rail service to Gatwick				
Improving journeys in the Medway gap including walking and cycling network connections				
Tonbridge walking zone improvements as set out in our Kent Cycling and Walking Infrastructure Plan (KCWIP)				

**Q20a. If you would like to make any comments on the proposals for Tonbridge and Malling or would like to suggest any new proposals for consideration in our Local Transport Plan, please tell us in the box below. *If your comment relates to a specific proposal, please make this clear in your answer.***

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**Q21. Do you agree with the proposals identified for the district of Tunbridge Wells? Select *one* response box per proposal/row.**

Tunbridge Wells proposals	Yes	Partly	No	Don't know
A228-264 corridor improvements				
Bus Service Improvement Plan				
A21 Kipping's Cross junction and corridor improvements				
Reinstatement of services from Maidstone to Tonbridge via Paddock Wood				
Southborough walking zone improvements				
Improvements in Paddock Wood to improve walking, wheeling and cycling journeys				

**Q21a. If you would like to make any comments on the proposals for Tunbridge Wells or would like to suggest any new proposals for consideration in our Local Transport Plan, please tell us in the box below. *If your comment relates to a specific proposal, please make this clear in your answer.***

## Section 5 – Any other comments on the draft Local Transport Plan

**Q22.** If you have any remaining comments on any other aspect of the draft Local Transport Plan, please provide these in the box below.

*If your comment relates to a specific section, please make this clear in your answer.*

## Section 6 – Supporting evidence base and assessments

**Q23. If you have any comments on our Supporting Evidence Base for the draft Local Transport Plan, please provide these in the box below.**

*If your comment relates to a specific section, please make this clear in your answer.*

**To help ensure that we are meeting our obligations under the Equality Act 2010 we have prepared an Equality Impact Assessment (EqIA) of our Local Transport Plan.**

An EqIA is a tool to assess the potential impact any proposals could have on the protected characteristics: age, disability, gender identity, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, sexual orientation. At KCC we also include carer's responsibilities. The EqIA is available online at [www.kent.gov.uk/ltp5](http://www.kent.gov.uk/ltp5) or in hard copy on request.

**Q24. We welcome your views on our equality analysis. If you think there is anything we should consider relating to equality and diversity, please add your comments below.**

*Please do not include any personal information that could identify you within your response.*



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**We are required to develop a Health Impact Assessment (HIA) to support the full final plan. We have prepared a HIA of our draft Local Transport Plan.**

The HIA is used to identify the health and wellbeing impacts of the proposed plan to help us with our planning. The HIA is available online at [www.kent.gov.uk/ltp5](http://www.kent.gov.uk/ltp5) or in hard copy on request.

**Q25. We welcome your views on our Health Impact Assessment. If you think there is anything we should consider relating to health and wellbeing, please add your comments below.**

*Please do not include any personal information that could identify you within your response.*

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**We are required to develop a Strategic Environmental Assessment (SEA) to support the full final plan. We have prepared a SEA of our draft Local Transport Plan.**

The SEA is used to identify the potential impacts of the proposed plan on environmental factors to help us with our planning. The SEA is available online at [www.kent.gov.uk/ltp5](http://www.kent.gov.uk/ltp5) or in hard copy on request.

**Q26. We welcome your views on our Strategic Environmental Assessment. If you think there is anything we should consider relating to the environment, please add your comments below.**

*Please do not include any personal information that could identify you within your response.*

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**We are required to develop a Habitats Regulation Assessment (HRA) to support the full final plan. We have prepared a HRA of our draft Local Transport Plan.**

The HRA is used to identify the potential impacts of the proposed plan on areas of Kent with particular environmental protections (Specifically Special Areas of Conservation, Special Protection Areas, Ramsar sites and areas secured as sites compensating for damage to a European site) to help us with our planning. The HRA is available online at [www.kent.gov.uk/ltp5](http://www.kent.gov.uk/ltp5) or in hard copy on request.

**Q27. We welcome your views on our Habitats Regulation Assessment. If you think there is anything we should consider relating to the findings of our assessment, please add your comments below.**

*Please do not include any personal information that could identify you within your response.*

## Section 7 – More about you

We want to make sure that everyone is treated fairly and equally, and that no one gets left out. That's why we are asking you these questions. We'll only use this information to help us make decisions and improve our services.

**If you would rather not answer any of these questions, you don't have to.**

**It is not necessary to answer these questions if you are responding on behalf of an organisation.**

### Q28. Which of the following best describes your working status?

*Select **one** option.*

- |                          |   |
|--------------------------|---|
| <input type="checkbox"/> | Working full time                                   |
| <input type="checkbox"/> | Working part time                                   |
| <input type="checkbox"/> | On a zero-hours or similar casual contract          |
| <input type="checkbox"/> | Temporarily laid off                                |
| <input type="checkbox"/> | Freelance/self employed                             |
| <input type="checkbox"/> | Unemployed  |
| <input type="checkbox"/> | Not working due to a disability or health condition |
| <input type="checkbox"/> | Carer   |
| <input type="checkbox"/> | Homemaker   |
| <input type="checkbox"/> | Retired   |
| <input type="checkbox"/> | Student   |
| <input type="checkbox"/> | Other, please specify:                              |

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## Q29. Are you...?

Select **one** option.

<input type="checkbox"/>	Male
<input type="checkbox"/>	Female
<input type="checkbox"/>	I prefer not to say

## Q30. Is your gender the same as at your birth?

Select **one** option.

<input type="checkbox"/>	Yes
<input type="checkbox"/>	No
<input type="checkbox"/>	I prefer not to say

## Q31. Which of these age groups applies to you?

Please select **one** option.

0-15	<input type="checkbox"/>	16-24	<input type="checkbox"/>	25-34	<input type="checkbox"/>	35-49	<input type="checkbox"/>	50-59	<input type="checkbox"/>
60-64	<input type="checkbox"/>	65-74	<input type="checkbox"/>	75-84	<input type="checkbox"/>	85+ over	<input type="checkbox"/>	I prefer not to say	<input type="checkbox"/>

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**Q32. Do you regard yourself as belonging to a particular religion or holding a belief?**

*Please select **one** option.*

☐

Yes

☐

No

☐

I prefer not to say

**Q32a. If you answered 'Yes' to Q32, which of the following applies to you?**

*Please select **one** option.*

☐

Christian

☐

Buddhist

☐

Hindu

☐

Jewish

☐

Muslim

☐

Sikh

☐

Other

☐

I prefer not to say

If you selected Other, please specify:

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The Equality Act 2010 describes a person as disabled if they have a long-standing physical or mental condition that has lasted, or is likely to last, at least 12 months; and this condition has a substantial adverse effect on their ability to carry out normal day-to-day activities. People with some conditions (cancer, multiple sclerosis, and HIV/AIDS, for example) are considered to be disabled from the point that they are diagnosed.

**Q33. Do you consider yourself to be disabled as set out in the Equality Act 2010?**

*Please select **one** option.*

- |                          |                     |
|--------------------------|---------------------|
| <input type="checkbox"/> | Yes                 |
| <input type="checkbox"/> | No                  |
| <input type="checkbox"/> | I prefer not to say |

**Q33a. If you answered 'Yes' to Q33, please tell us the type of impairment that applies to you.**

*You may have more than one type of impairment, so please select all that apply. If none of these applies to you, please select 'Other' and give brief details of the impairment you have.*

- |                          |  |
|--------------------------|--|
| <input type="checkbox"/> | Physical impairment  |
| <input type="checkbox"/> | Sensory impairment (hearing, sight or both)  |
| <input type="checkbox"/> | Long-standing illness or health condition, such as cancer, HIV/AIDS, heart disease, diabetes or epilepsy |
| <input type="checkbox"/> | Mental health condition  |
| <input type="checkbox"/> | Learning disability  |
| <input type="checkbox"/> | I prefer not to say  |
| <input type="checkbox"/> | Other  |

Other, please specify:

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A Carer is anyone who provides unpaid care for a friend or family member who, due to illness, disability, a mental health problem or an addiction, cannot cope without their support. Both children and adults can be carers.

## Q34. Are you a Carer?

Select **one** option.

- |                          |                     |
|--------------------------|---------------------|
| <input type="checkbox"/> | Yes                 |
| <input type="checkbox"/> | No                  |
| <input type="checkbox"/> | I prefer not to say |

## Q35. Are you ...?

Select **one** option.

- |                          |                       |
|--------------------------|-----------------------|
| <input type="checkbox"/> | Heterosexual/Straight |
| <input type="checkbox"/> | Bi/Bisexual           |
| <input type="checkbox"/> | Gay man               |
| <input type="checkbox"/> | Gay woman/Lesbian     |
| <input type="checkbox"/> | Other                 |
| <input type="checkbox"/> | I prefer not to say   |



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## Q36. To which of these ethnic groups do you feel you belong?

Select **one** option. (Source 2011 Census)

White English	<input type="checkbox"/>	Mixed White & Black Caribbean	<input type="checkbox"/>
White Scottish	<input type="checkbox"/>	Mixed White & Black African	<input type="checkbox"/>
White Welsh	<input type="checkbox"/>	Mixed White & Asian	<input type="checkbox"/>
White Northern Irish	<input type="checkbox"/>	Mixed Other*	<input type="checkbox"/>
White Irish	<input type="checkbox"/>	Black or Black British Caribbean	<input type="checkbox"/>
White Gypsy/Roma	<input type="checkbox"/>	Black or Black British African	<input type="checkbox"/>
White Irish Traveller	<input type="checkbox"/>	Black or Black British Other*	<input type="checkbox"/>
White Other*	<input type="checkbox"/>	Arab	<input type="checkbox"/>
Asian or Asian British Indian	<input type="checkbox"/>	Chinese	<input type="checkbox"/>
Asian or Asian British Pakistani	<input type="checkbox"/>	I prefer not to say	<input type="checkbox"/>
Asian or Asian British Bangladeshi	<input type="checkbox"/>		
Asian or Asian British Other*	<input type="checkbox"/>		

\*Other - If your ethnic group is not specified on the list, please describe it here:

**Thank you for taking the time to complete this questionnaire; your feedback is important to us. All feedback received will be reviewed and considered to help finalise the Local Transport Plan 5.**

**We will report back on the feedback we receive, but details of individual responses will remain anonymous, and we will keep your personal details confidential.**

**Closing date for responses: 7 October 2024.**