

# Medway Third Local Transport Plan SA Report

Sustainability Appraisal / Strategic Environmental Assessment

August 2010  
Medway Council





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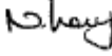


August 2010

Medway Council

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# Abbreviations

<b>AMR</b>	Annual Monitoring Report
<b>AONB</b>	Area of Outstanding Natural Beauty
<b>AQMA</b>	Air Quality Management Area
<b>BAP</b>	Biodiversity Action Plan
<b>CSPs</b>	Community Safety Partnerships
<b>CTRL</b>	Channel Tunnel Rail Link
<b>DaSTS</b>	Delivering a Sustainable Transport System
<b>DCLG</b>	Department of Communities and Local Government
<b>DEFRA</b>	Department for Environment, Food and Rural Affairs
<b>DfT</b>	Department for Transport
<b>GOSE</b>	Government Office South East
<b>LDF</b>	Local Development Framework
<b>LTP</b>	Local Transport Plan
<b>LTP2</b>	Second Local Transport Plan
<b>LTP3</b>	Third Local Transport Plan
<b>NKTS</b>	North Kent Transport Strategy
<b>NO<sub>2</sub></b>	Nitrogen Dioxide
<b>NVQ</b>	National Vocational Qualifications
<b>ONS</b>	Office for National Statistics
<b>PPG</b>	Planning Policy Guidance
<b>PPS</b>	Planning Policy Statement
<b>RIGS</b>	Regionally Important Geological and Geomorphological Sites
<b>RSS</b>	Regional Spatial Strategy
<b>RTS</b>	Regional Transport Strategy
<b>SA</b>	Sustainability Appraisal
<b>SAC</b>	Special Area of Conservation
<b>SEA</b>	Strategic Environmental Assessment
<b>SEEDA</b>	South East England Development Agency
<b>SPA</b>	Special Protection Area
<b>SSSI</b>	Site of Special Scientific Interest
<b>SUDS</b>	Sustainable Urban Drainage System
<b>TAG</b>	Transport Analysis Guidance
<b>TaSTS</b>	Towards a Sustainable Transport System
<b>TGK</b>	Thames Gateway Kent

# Glossary

<b>Baseline</b>	A description of the present and future state of an area, in the absence of any development, taking into account changes resulting from natural events and from other human activities
<b>Consultation Body</b>	An authority which because of its environmental responsibilities is likely to be concerned by the effects of implementing plans and programmes and must be consulted under the SEA Directive. The Consultation Bodies designated in the SEA Regulations are Natural England, English Heritage and the Environment Agency
<b>Climate Change Adaptation</b>	Involves adjustments to natural or human systems in response to actual or expected climatic stimuli or their effects, which moderates harm or exploits beneficial opportunities
<b>Climate Change Mitigation</b>	Involves taking action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions
<b>Indicator</b>	A measure of variables over time, often used to measure achievement of objectives
<b>Local Development Framework (LDF)</b>	Sets out, in the form of a 'portfolio', the Local Development Documents which collectively deliver the spatial planning strategy for the area in question. The LDF also includes the Statement of Community Involvement, the Local Development Scheme and the Annual Monitoring Report.
<b>Mitigation Measures</b>	Refers to measures to avoid, reduce or offset significant adverse effects
<b>Objective</b>	A statement of what is intended, specifying the desired direction of change in trends
<b>Scoping</b>	The process of deciding the scope and level of detail of an SA, including the sustainability effects and options which need to be considered, the assessment methods to be used, and the structure and contents of the SA Report
<b>SEA Directive</b>	European Directive 2001/42/EC 'on the assessment of the effects of certain plans and programmes on the environment'. Transposed into UK law via The Environmental Assessment of Plans and Programmes Regulations 2004
<b>Strategic Environmental Assessment</b>	Generic term used internationally to describe environmental assessment as applied to policies, plans and programmes. In this report, 'SEA' is used to refer to the type of environmental assessment required under the SEA Directive
<b>Sustainability Appraisal</b>	Generic term used in this report to describe the form of assessment that considers environmental, social and economic effects. However, for this report it is not the formal process associated with the Planning and Compulsory Purchase Act 2004
<b>Sustainability Appraisal Framework</b>	This is the objectives and criteria developed for the project
<b>Sustainability Objectives</b>	These are specific objectives that have been developed for this project.

They are also part of the SA Framework, against which the project objectives and design have been tested for the purposes of this SA

# Non-Technical Summary

## **Introduction**

Mott MacDonald was commissioned by Medway Council to undertake an integrated Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) of the Medway Third Local Transport Plan (LTP3).

The SA/SEA was undertaken in accordance with the Department for Transport (DfT) Draft Guidance 'Strategic Environmental Assessment for Transport Plans and Programmes – TAG Unit 2.11' (April 2009). It has also followed the requirements of the European Union Directive 2001/42/EC, commonly known as the SEA Directive and resulting Regulations.

The Medway LTP3 Scoping Report was sent out for formal consultation in May 2010 to the three statutory consultees (the Environment Agency, Natural England and English Heritage). Comments received have been taken into consideration in preparation of the SA Report and the LTP3.

## **LTP3 Context**

The current Medway Second Local Transport Plan (LTP2) covers the period until 2011. Medway Council are currently developing their Third Local Transport Plan (LTP3), which will cover the period until 2026. The LTP3 will build on the objectives and targets set out in the LTP2.

The Local Transport Plan (LTP) is a statutory function under the Transport Act 2000. The Act states that LTP should consist of a long term Transport Strategy containing policies and short term Implementation Plans. Medway's LTP3 will consist of:

- long term Transport Strategy – (covers period from 2011 until 2026); and
- short term Implementation Plan – every three years (first Plan will cover period 2011 until 2014).

The LTP3 objectives span the period of the plan and can demonstrate continuity in the objectives previously set out in LTP2. Each transport objective has a specific focus and seeks to deliver improvements towards the overarching priorities. The transport objectives for Medway are:

- **highway maintenance** - to undertake enhanced maintenance of the highway network in the most sustainable way practical;
- **improving transport infrastructure capacity** - to respond to regeneration by efficiently and safely managing and improving Medway's road network, including improving road freight movements through Medway;

- **improving public transport** - to respond to the regeneration of Medway by encouraging travel by public transport including improving the quality, reliability, punctuality and efficiency of services;
- **encouraging active travel and improving health** - to contribute to improving health by promoting and developing transport corridors that encourage personal movement and by improving air quality; and
- **improving travel safety** - To reduce casualties on Medway's roads and to encourage changes to travel habits by the implementation of Safer Routes to School projects.

### **Scoping Results**

The scoping process identified the relevant plans and programmes at International, National, Regional and Local level and their implications for the SA/SEA and LTP3. Scoping has also set the environmental, social and economic baseline context the LTP3 area, and identified key sustainability challenges and opportunities.

An SA/SEA Framework consisting of sustainability objectives and indicators was developed for the Medway LTP3 SA/SEA. The sustainability objectives were produced by Mott MacDonald and Medway Council. They are based on the SEA Directive topics, the Medway LDF Initial Sustainability Appraisal Objectives and the Medway LTP2 SA/SEA objectives. The SA/SEA objectives are:

1. Conserve and enhance Medway's biodiversity (habitats and species) and geo-diversity;
2. To improve the health and well-being of the Medway population through reducing traffic accidents, promoting active transport modes and reducing transport related air and noise effects;
3. Make the best use of land through appropriate development on brownfield sites and use of existing transport network;
4. Maintain and improve the quality and quantity of ground and surface waters in Medway;
5. Reduce air pollution and improve air quality;
6. Ensure the transport network is resilient to climate change effects such as flood risk (adaptation to climate change);
7. Mitigate against climate change through reducing CO<sub>2</sub> and other greenhouse gases through modal shift, traffic management and renewable energy;
8. Protect and enhance Medway's landscape (in particular the Kent Downs AONB), townscape and historic environment, including historic buildings, archaeological sites and culturally important features;
9. Reduce the need to travel through sustainable design and mixed-use developments, and improve travel choice and integration, and use of sustainable transport;

10. Improve accessibility of communities to key centres, facilities, goods, education, housing, services and countryside recreation, facilitating social inclusion and reducing inequalities in poverty;
11. To create and sustain vibrant, safe communities in Medway and reduce crime;
12. To sustain local economic growth and competitiveness by delivering reliable and efficient transport networks;
13. Ensure prudent use of natural resources and use of sustainable waste management practices when undertaking maintenance of the transport network.

### **Assessment Results**

In developing Medway's LTP3 strategy, four high level options were assessed:

- Do Minimum;
- Predict and Provide;
- High Quality Public Transport; and
- Sustainable Transport.

Medway Council took a number of factors into account when determining the preferred strategic option for the LTP3 strategy. These include the SA/SEA, policy fit, funding availability and contribution to the overarching priorities of Medway Council and its partners. The preferred option is a combined approach integrating the 'sustainable transport' option and the 'high quality public transport' option which collectively will aim to manage travel demand. This preferred option was taken forward by Medway Council and developed into a detailed LTP3 strategy document containing priorities, objectives and actions for transport in Medway.

The provisional LTP3 strategy was appraised against the sustainability framework by determining the level of sustainability performance of the LTP3 against each of the framework objectives. For each objective a score (where possible or appropriate) and record of decision was recorded in an appraisal matrix. A cumulative assessment for each LTP3 objective as a whole has also been assessed.

### **LTP3 Objective 1: Highway Maintenance Summary**

Overall the LTP3 objective one and its associated priority schemes and actions perform positively against the SA/SEA objectives. Maintenance schemes will help ensure the continuing and future use of the transport network. Maintenance to upgrade facilities and repair damage will help to maximise use of the existing network and reduce future congestion having positive effects on climate change adaptation and mitigation, sustainable transport, accessibility, communities, economic growth and resource use.

### **LTP3 Objective 2: Improving Infrastructure Capacity Summary**

Overall the LTP3 objective two and its associated priority schemes and actions are likely to have a neutral/positive effect on the SA/SEA objectives. In particular, tackling congestion hotspots and encouraging freight to use rail or more strategic roads will help reduce congestion having positive effects on air quality, health, climate change mitigation, accessibility and economic growth. However, re-distribution of traffic to roads nearer to sensitive receptors may have negative effects. The UTMC is likely to increase bus punctuality and reliability having positive effects on accessibility, sustainable transport, and health.

### **LTP3 Objective 3: Improving Public Transport Summary**

Overall the LTP3 objective three and its associated priority schemes and actions are likely to have both positive and negative effects on the SA/SEA objectives. Overall improving public transport is likely to have positive effects on accessibility, health, economic growth and air quality. In particular, actions on improving travel by bus and taxi and improving travel by train will have many positive effects. Developing park and ride is likely to have a number of positive and negative effects. Negative effects include landtake, possible loss of biodiversity, and visual intrusion on the landscape. However, there may be positive effects on health, air quality, climate change mitigation, sustainable transport and economic growth.

### **LTP3 Objective 4: Encouraging Active Travel and Improving Health Summary**

Overall the LTP3 objective four and its associated priority schemes and actions perform positively against the SA/SEA objectives. Overall encouraging active travel and improving health is likely to help facilitate modal shift away from private car use having positive effects on biodiversity, health, air quality, climate change mitigation, sustainable transport and accessibility. 'Shared space' proposals under the design guidance for developments action may have potential conflicts with disability groups.

### **LTP3 Objective 5: Improving Travel Safety Summary**

Overall the LTP3 objective five and its associated priority schemes and actions perform neutrally against the SA/SEA objectives. Overall improving travel safety is likely to have positive effects on health and accessibility. There may some potential negative effects from erection of travel safety infrastructure on archaeological assets and landscape.

## ***Conclusions and Recommendations***

The SA/SEA process has informed the decision-making for the preferred option for the LTP3, and has demonstrated the predicted effects of implementing the Medway LTP3 Strategy. Overall the transport objectives, and priority schemes and actions set out in the LTP3 are likely to have positive effects in terms of relieving congestion, encouraging modal shift, improving public transport, maximising use of the existing network, and increasing road safety which will have positive effect on accessibility, health, safety, air quality, climate change, sustainable transport and economic development. Some measures outlined in the LTP3 are likely to have negative effects such as landtake, habitat loss, waste generation, resource use and disturbance to heritage assets.

A number of mitigation and enhancement measures were suggested as a result of the assessment. Measures specific to policy wording within the LTP3 Strategy have been taken forward into recommendations. The other measures suggested should be taken forward for the Implementation Plan and incorporated in the future implementation of the schemes/actions in the LTP3.

Monitoring the significant sustainability effects of implementing the LTP3 is an essential ongoing element of the SA/SEA process. Monitoring ensures that the identified SA/SEA objectives are being achieved, allows early identification of unforeseen adverse effects and thus appropriate remedial action can be taken. Monitoring will be an important requirement to measure performance and ensure the LTP3 is being successfully implemented. Monitoring proposals have been developed based in the SA/SEA indicators and focus on predicted significant affects.



# 1. Introduction

## 1.1 Terms of Reference

Mott MacDonald was commissioned by Medway Council to undertake an integrated Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) of the Medway Third Local Transport Plan (LTP3).

The SA/SEA was undertaken in accordance with the Department for Transport (DfT) Draft Guidance 'Strategic Environmental Assessment for Transport Plans and Programmes – TAG Unit 2.11' (April 2009). It has also followed the requirements of the European Union Directive 2001/42/EC, commonly known as the SEA Directive and resulting Regulations.

This Sustainability Appraisal (SA) Report covers Stages A-C of the SA/SEA process as defined in the DfT Guidance. The report should be read in conjunction with the draft Medway LTP3 Strategy Document.

The SA Report is being sent to a number of organisations to obtain their views, including the Environment Agency, Natural England, English Heritage, other key stakeholders and the public.

Medway Council appreciate that many of the consultees are extremely busy organisations but would appreciate your time in reviewing the information and assessment contained within the Sustainability Appraisal Report. Consultees have from [DATE] until [DATE] to respond in writing (please note that early responses would be greatly appreciated). All responses should be directed to Mark Johnson, Medway Council, to the address or email details given below:

Mark Johnson  
Medway Council  
Integrated Transport Team  
Gun Wharf  
Dock Road  
Chatham  
Kent  
ME4 4TR

Tel: 01634 331505  
Email: mark.johnson@medway.gov.uk

## 1.2 Purpose of SA/SEA and the SA Report

This SA Report is required as an output of the appraisal process by Article 5(1) of the SEA Directive, and Stage C of the Department for Transport (DfT) 'Strategic Environmental Assessment for Transport Plans and Programmes – TAG Unit 2.11'. The report presents information on the effects of the Plan, which forms the basis for formal consultation. This report also includes the findings from Stage A of the SA/SEA process as set out in the Scoping Report (April 2010).

### 1.3 Structure and Components that make up the SA Report

#### 1.3.1 Structure of the SA Report

The SA Report has been structured into the following Chapters:

- Chapter 1: Introduction – sets out the terms of reference for the project, purpose of the SA/SEA, components in the SA Report that are required by the SEA Directive and any limitations of the SA/SEA;
- Chapter 2: Approach to the SA/SEA – details the legislative requirements for SA and SEA, the project team and timetable, the methodology used and scoping consultation results;
- Chapter 3: LTP3 Context – presents information about the context and process of LTP3, and the LTP3 objectives and priorities;
- Chapter 4: Stage A Scoping Results – presents information from the Scoping Report including the review of plans and programmes, baseline information, evolution of the baseline, key challenges and opportunities, and the SA/SEA Framework;
- Chapter 5: Development and Appraisal of LTP3 Strategic Options – details the strategic options considered for LTP3, an assessment of the options, and the preferred option;
- Chapter 6: Appraisal of LTP3 Strategy – presents the results of the assessment of the LTP3 strategy, the assessment workshop methodology, and any assumptions, risk or uncertainties encountered in the assessment;
- Chapter 7: SA/SEA Mitigation and Enhancement – details the mitigation and enhancement measures proposed for the LTP3 as a result of the assessment;
- Chapter 8: Conclusions and Recommendations – provides an overall conclusions to the SA/SEA, and sets out recommendations to be taken forward into the LTP3;
- Chapter 9: Implementation and Monitoring – describes the implementation of LTP3 in relation to other plans and the project level, and sets out proposals for monitoring the effects of implementing the LTP3.

#### 1.3.2 Components that make up the SA Report

This SA Report incorporates the requirements for an Environmental Report as required by the SEA Directive. Table 1.1 below indicates where specific requirements of the Strategic Environmental Assessment (SEA) Directive can be found within this report.

Table 1.1: SEA Directive Requirements Checklist

Environmental Report Requirements	Section of the Report
a) an outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes;	Chapter 3
b) the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme;	Chapter 4, Section 4.2 and 4.3
c) the environmental characteristics of areas likely to be significantly affected;	Chapter 4, Section 4.3
d) any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC;	Chapter 4, Section 4.2
e) the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation;	Chapter 4, Section 4.1 and Appendix B
f) the likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors;	Chapter 6 and Appendix C

Environmental Report Requirements	Section of the Report
g) the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme;	Chapter 7
h) an outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information;	Chapter 5 and Chapter 6
i) a description of the measures envisaged concerning monitoring in accordance with Article 10;	Chapter 9
j) a non-technical summary of the information provided under the above headings.	Prior to Chapter 1 Introduction

### 1.4 **Limitations of the SA/SEA**

Medway Council and Mott MacDonald have relied on published data and information provided by Medway Council and other organisations in the production of this SA/SEA Report. The compiled baseline data has been used to provide a ‘snapshot’ of current key issues associated with the LTP3.

A number of specialists with no prior knowledge of the local area have been involved in the production of this SA/SEA Report and more specifically in the appraisal of the alternatives.

## 2. Approach to the SA/SEA

### **2.1 Strategic Environmental Assessment Legislative Requirements**

An SEA is required for the Medway LTP3 under the European Union Directive 2001/42/EC, more commonly known as the SEA Directive. The Directive was transposed into UK law via the Environmental Assessment of Plans and Programmes Regulations 2004, which requires an assessment of the effects of certain plans and programmes on the environment.

Some of the key objectives of the SEA process are to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans with a view to promoting sustainable development. The SEA also works to inform the decision-making process through the identification and assessment of the significant and cumulative effects a plan or programme will have on the environment at the strategic level and to enable consultation on the potential effects with a wide range of stakeholders.

### **2.2 Sustainability Appraisal Legislative Requirements**

In addition to the SEA Directive, the Planning and Compulsory Purchase Act 2004 has introduced a wider requirement for a SA to be undertaken for a range of planning policy documents.

SA is a generic term used to describe the form of assessment that considers the social, environmental and economic affects of implementing a particular planning policy document. It is considered by the UK Government that the implementation of the SA process helps local planning authorities to fulfil the objective of contributing to the achievement of sustainable development when preparing their plans.

### **2.3 Integrating NATA into the SA/SEA Process**

NATA is an approach for improving the consistency and transparency with which transport decisions are made. It presents the key economic, environmental and social impacts of decisions in a clear, consistent and balanced way. NATA is the basis for appraising multi-modal studies, Highway Agency road schemes, Local Transport Plans, major road and public transport schemes, Strategic Rail Authority schemes, seaports, and the Government's airports strategy. The appraisal is in relation to the Government's five objectives for transport:

- environment – to protect the built and natural environment;
- safety – to improve safety;
- economy – to support sustainable economic activity and get good value for money;
- accessibility – to improve access to facilities for those without a car and to reduce severance; and
- integration – to ensure that all decisions are taken in the context of the Government's integrated transport policy.

The DfT Guidance (April 2009) (TAG Unit 2.11) on the SEA process integrates SEA requirements with the existing NATA processes. Therefore, this SEA has made reference to the links between SEA and NATA as defined in the Table 2.1. Table 2.2 shows how the NATA objectives and sub-objectives fit within the SEA Directive topics.

Table 2.1: Stages, Decisions and Outputs of SEA

NATA stage (from TAG Unit 2.5)	SEA Stage	Similarities/ differences between NATA & SEA
1.Setting objectives and problem definition  2.Understanding the current situation  3.Understanding the future situation  4.Consultation, participation, information	<b>A: Setting the context and objectives, establishing the baseline and deciding on the scope</b> A1: Identifying other relevant plans, programmes and environmental protection objectives A2: Collecting baseline information A3: Identifying environmental problems A4: Developing SEA objectives A5: Consulting on the scope of the SEA	This SEA stage adds emphasis to the need to consider environmental issues at this stage of the process. SEA requires more information on the environmental baseline and identification of environmental problems.
5.Options for solutions  6.Appraisal framework  7.Appraisal tools and procedures  8.Costs  9.Options testing and appraisal	<b>B: Developing and refining alternatives and assessing effects</b> B1: Testing the plan objectives against the SEA objectives B2: Developing strategic alternatives B3: Predicting the effects of the draft plan, including alternatives B4: Evaluating the effects of the draft plan, including alternatives B5: Considering ways of mitigating adverse effects B6: Proposing measures to monitor the environmental effects of plan implementation	Plan alternatives should also aim to deal with environmental problems, or at least not make them worse.  NATA and SEA Directive topics are similar but not exactly the same.  Requirements regarding environmental mitigation are strengthened under SEA.
10.Distillation and comparison of options	<b>C: Preparing the Environmental Report</b> C1: Prepare an Environmental Report in which the likely significant effects on the environment of implementing the plan, and reasonable alternatives taking into account the objectives and geographical scope of the plan, are identified, described and evaluated. The information to be given is listed in Article 5 and Annex 1 of the SEA Directive.	The requirement to show how the environment has been taken into account in decision-making is more specific in the SEA Directive than in NATA.
11.Consultations  12.Outputs from the study  13.Funding sources	<b>D: Consulting on the draft plan and the Environmental Report</b> D1: Consulting on the draft plan and Environmental Report D2: Assessing significant changes D3: Decision making and providing information	The Directive requires consultation on a <i>draft</i> plan.
14.Implementation programme  15.Monitoring and evaluation	<b>E: Monitoring the significant effects of implementing the plan on the environment</b> E1: Developing aims and methods for monitoring E2: Responding to adverse effects	NATA does not currently address monitoring.

Source: DfT (April 2009) Draft: Strategic Environmental Assessment for Transport Plans and Programmes - TAG Unit 2.11

Table 2.2: NATA Objectives and SEA Topics

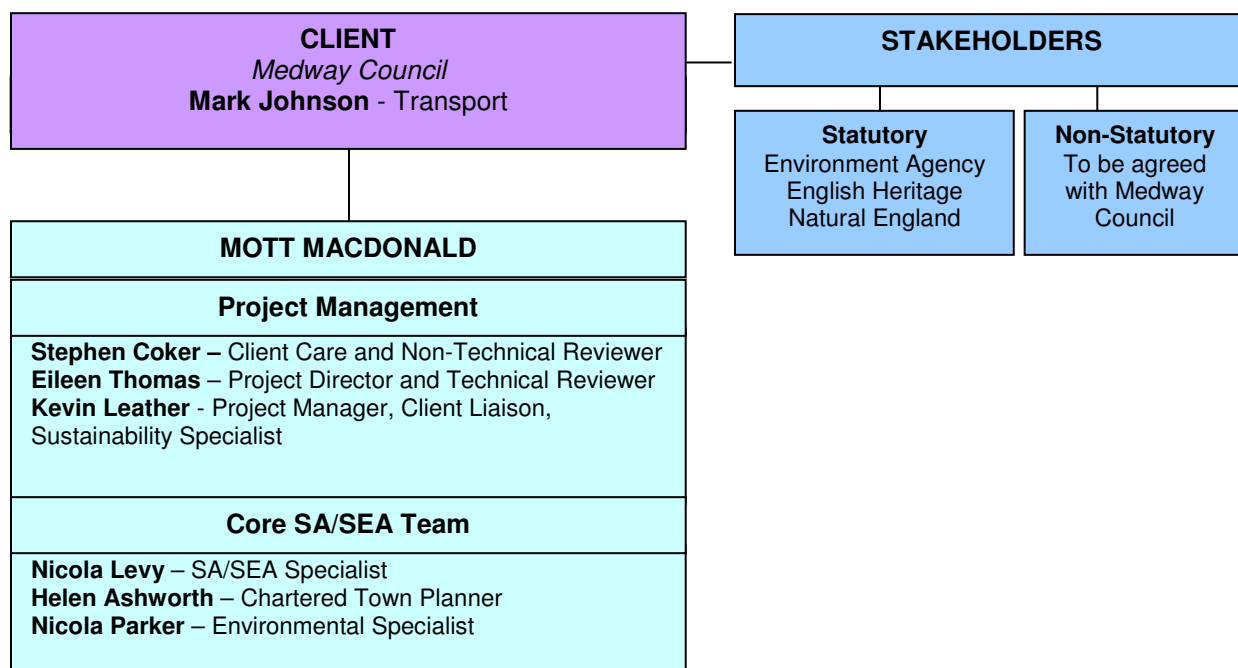
NATA Objective	NATA Sub-Objective	SEA Topic (SEA Directive, Annex If)
Environment	Noise	Human health, population, inter-relationships
	Local air quality	Air, human health, population
	Greenhouse gases	Climatic factors
	Landscape	Landscape
	Townscape	
	Heritage	Cultural heritage including architectural and archaeological heritage
	Biodiversity	Biodiversity, faun, flora, soil
	Water environment	Water
	Physical fitness	Human health, population
Safety	Accidents	Human health, population
	Security	
Accessibility	Community severance	Population
	Access to the transport system	
Economy	Public accounts	Material assets
	Business users and providers	
	Consumer users	

Source: DfT (April 2009) Draft: Strategic Environmental Assessment for Transport Plans and Programmes - TAG Unit 2.11

## 2.4 SA/SEA Project Team

The SA/SEA project team for the Medway LTP3 consists of transport and planning officers from Medway Council and sustainability specialists and environmental planning consultants from Mott MacDonald (Figure 2.1). It was felt that it is important in the sustainability appraisal process to include both people who are involved in the production and development of the LTP3 as well as consultants, who can contribute a more independent view to the sustainability appraisal exercise.

Figure 2.1: SA/SEA Team Organogram



## 2.5 Medway LTP3 SA/SEA Timetable

Table 2.3 below establishes who carried out/will carry out each stage of the SA/SEA process. It also incorporates the SA/SEA and LTP3 process timetables into an integrated programme.

Table 2.3: Medway LTP3 SA/SEA Timetable

LTP3 Process	Sustainability Appraisal Stage	Who carried / will carry this out	When
Evidence Gathering	<b>A: Setting the context and objectives, establishing the baseline and deciding on the scope</b>		
	A1: Identifying other relevant plans, programmes, and sustainability objectives	MM Consultancy Team with input from Medway Council	Jan/Feb 2010
	A2: Collecting baseline information	MM Consultancy Team with input from Medway Council	Jan/Feb 2010
	A3: Identifying sustainability issues and problems	MM Consultancy Team with input from Medway Council	Jan/Feb 2010
	A4: Developing the SA/SEA Framework	MM Consultancy Team with input from Medway Council	Jan/Feb 2010
	A5: Consulting on the scope of the SA/SEA	Medway Council / MM Consultancy Team	Apr/May 2010
Preparation of draft LTP3	<b>Stage B: Developing and refining options and assessing effects</b>		
	B1: Testing the LTP3 objectives against the SA/SEA Framework	MM Consultancy Team with input from Medway Council	Jun 2010
	B2: Developing the LTP3 Options	Medway Council / MM Consultancy Team	Jun 2010

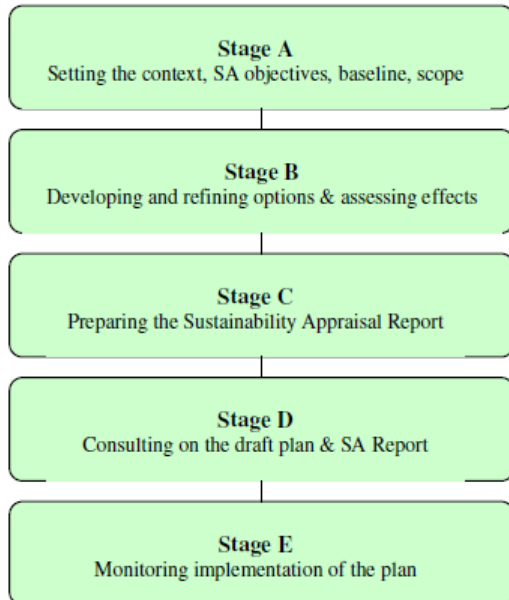
	B3: Predicting the effects of the draft LTP3	MM Consultancy Team/ Medway Council	Jul 2010
	B4: Evaluating the effects of the draft LTP3	MM Consultancy Team/ Medway Council	Jul 2010
	B5: Considering ways of mitigating adverse effects and maximising beneficial effects	MM Consultancy Team with input from Medway Council	Jul 2010
	B6: Proposing measures to monitor the significant effects of implementing the LTP3	MM Consultancy Team with input from Medway Council	Jul 2010
<b>Stage C: Preparing the SA Report</b>			
	C1: Preparing the SA Report	MM Consultancy Team with input from Medway Council	Jul/Aug 2010
Public participation on draft LTP3	<b>Stage D: Consulting on the draft LTP3 and SA Report</b>		
	D1: Public Participation on the draft LTP3 and SA Report	Medway Council / MM Consultancy Team	Aug/Sep 2010
Representations and finalise LTP3	D2: Appraising significant changes	MM Consultancy Team with input from Medway Council	TBC
Adoption	D3: Making decisions and providing information	MM Consultancy Team with input from Medway Council	TBC
Implementing, monitoring and review	<b>Stage E: Monitoring the significant effects of implementing the LTP3</b>		
	E1: Finalising aims and methods for monitoring	Medway Council	TBC
	E2: Responding to adverse effects	Medway Council	TBC

## 2.6 SA/SEA Methodology

The SA/SEA was carried out in accordance with the DfT Draft Guidance ‘Strategic Environmental Assessment for Transport Plans and Programmes – TAG Unit 2.11’ (April 2009), and will meet the requirements of the SEA Directive (and resulting SEA Regulations). A Habitat Regulations Assessment is currently being undertaken by Medway Council for the Medway Local Development Framework, and is being used as a basis for the LTP3 HRA. The HRA will be used to inform the SA/SEA.



Figure 2.2: SA/SEA Process



## 2.7 Scoping Consultation Results

The Medway LTP3 Scoping Report was sent out for formal consultation in May 2010 to the three designated bodies with environmental responsibilities, as stated in the DCLG Guidance – the Environment Agency, Natural England and English Heritage. Comments were received from the Environment Agency and Natural England, and have been taken into consideration in preparation of the SA Report and the LTP3. The comments received have been recorded in Appendix A.

## 3. LTP3 Context

### 3.1 LTP3 Process

The current Medway Second Local Transport Plan (LTP2) covers the period until 2011. Medway Council are currently developing their Third Local Transport Plan (LTP3), which will cover the period until 2026. The LTP3 will build on the objectives and targets set out in the LTP2.

The LTP2 has eight key objectives:

- supporting regeneration;
- movement in Medway;
- improving public transport;
- improving accessibility;
- improving travel safety;
- encouraging river movement;
- supporting freight; and
- road maintenance.

The Local Transport Plan (LTP) is a statutory function under the Transport Act 2000. The Act states that LTP should consist of a long term Transport Strategy containing policies and short term Implementation Plans. Medway's LTP3 will consist of:

- long term Transport Strategy – (covers period from April 2011 until March 2026); and
- short term Implementation Plan – every three years (first Plan covers period April 2011 until March 2014).

### 3.2 LTP3 Priorities

There are five priorities which underpin Medway's LTP3. These have been developed to support a number of plans and strategies including the Draft North Kent Transport Strategy, Regeneration Strategy, Economic Strategy, Rural Strategy, and Wildlife, Countryside and Open Space Strategy, amongst other.

The five priorities are:

- priority 1 - regeneration and economic competitiveness;
- priority 2 – the natural environment;
- priority 3 – connectivity;
- priority 4 - equality of opportunity; and
- priority 5 - safety, security and public health.

#### **Priority 1 – Regeneration and Economic Competitiveness**

To support Medway's regeneration, economic competitiveness and growth by securing a reliable and efficient local transport network.

#### **Priority 2 – The Natural Environment**

To support a healthier natural environment by contributing to tackling climate change and improving air quality.

#### **Priority 3 – Connectivity**

To ensure Medway has good quality transport connections to key markets and major conurbations' in Kent and London.

#### **Priority 4 - Equality of Opportunity**

To support equality of opportunity to employment, education, goods and services for all residents in Medway.

#### **Priority 5 - Safety, Security and Public Health**

To support a safer, healthier and more secure community in Medway by promoting active lifestyles and by reducing the risk of death, injury or ill health or being the victim of crime.

### **3.3 LTP3 Objectives**

The LTP3 objectives span the period of the plan and can demonstrate continuity in the objectives previously set out in LTP2. Each transport objective has a specific focus and seeks to deliver improvements towards the overarching priorities. The transport objectives for Medway are:

- highway maintenance;
- improving transport infrastructure capacity;
- improving public transport;
- encouraging active travel and improving health; and
- improving travel safety.

#### **Highway Maintenance**

Principle of objective: To undertake enhanced maintenance of the highway network in the most sustainable way practical.

#### **Improving Infrastructure Capacity**

Principle of objective: To respond to regeneration by efficiently and safely managing and improving Medway's road network, including improving road freight movements through Medway.

#### **Improving Public Transport**

Principle of objective: To respond to the regeneration of Medway by encouraging travel by public transport including improving the quality, reliability, punctuality and efficiency of services.

#### **Encouraging Active Travel and Improving health**

Principle of objective: To contribute to improving health by promoting and developing transport corridors that encourage personal movement and by improving air quality.

#### **Improving Travel Safety**

Principle of objective: To reduce casualties on Medway's roads and to encourage changes to travel habits by the implementation of Safer Routes to School projects.

## 4. Stage A Scoping Results

### 4.1 Relationship with other Policies, Plans and Programmes

#### 4.1.1 Plans and Programmes Review

Mott MacDonald reviewed the key International, European, National, Regional and Local policies, plans, programs and local documents relevant to the LTP3. Their implications for the SA/SEA have been assessed in order to comply with Annex 1(a) of the SEA Directive and Task A1 of the DfT Guidance (April 2009). The findings are detailed in a Policy Register in Appendix B. The documents reviewed include:

##### International and European

- Johannesburg Declaration on Sustainable Development (2002);
- EU Sustainable Development Strategy (2006);
- EU Air Quality Directive 2008/50/EC;
- EU Waste Framework Directive (2008) 2008/98/EC;
- European Transport White Paper 'European Transport Policy for 2010: Time to Decide' (September 2001);
- Keep Europe Moving - Sustainable Mobility for our Continent - Mid term review of the White Paper (September 2006);
- Water Framework Directive 2000/60/EC;
- Habitats Directive (1992) 92/43/EEC;
- Birds Directive (1979) 79/409/EEC;
- European Landscape Convention (1991) 91/676/EC; and
- The Ramsar Convention (1971).

##### National

- The Transport Act 2008
- Countryside & Rights of Way Act 2000 (CRoW)
- Natural Environment and Rural Communities Act 2006;
- The Conservation (Natural Habitats, & c.) (Amendment) Regulations 2007;
- The Conservation of Habitats and Species Regulations 2010;
- Wildlife and Countryside Act (as amended) 1981;
- Securing the Future: The UK Government Sustainable Development Strategy (2005);
- Climate Change – UK Programme (2000);
- Government Transport White Paper: A New Deal for Transport (1998);
- Government Transport White Paper: The Future of Transport (2004);
- Delivering a Sustainable Transport System – Department for Transport (2008);
- Biodiversity: The UK Action Plan (1994);
- Working with the Grain of Nature – A Biodiversity Strategy for England (2002);
- Air Quality Strategy for England, Scotland, Wales and Northern Ireland (2007);
- Making the Connections (2003);
- Sustainable Communities Plan - Sustainable Communities: Building for the future (2003);
- Urban White Paper: Our Towns & Cities: The Future (2000);
- Rural White Paper: Our Countryside: The Future (2000);
- Heritage White Paper: Heritage Protection for the 21st Century (Consultation) (2007);
- Waste Strategy for England (2007);
- Minerals Planning Statement 1(2006);
- Planning Policy Statement 1: Delivering Sustainable Development (2005);

- Planning Policy Statement: Planning and Climate Change – Supplement to Planning Policy Statement 1 (2007);
- Planning Policy Guidance 2: Green Belt (1995);
- Planning Policy Statement 3: Housing (2006);
- Planning Policy Statement 4: Planning for Sustainable Economic Growth (2009);
- Planning Policy Statement 7 (PPS7): Sustainable Development in Rural Areas (2004);
- Planning Policy Statement 9: Biodiversity and Geological Conservation(2005);
- Planning Policy Guidance 13: Transport (2001);
- Planning Policy Guidance 15: Planning and the Historic Environment (1994);
- Planning Policy Guidance 16: Archaeology and Planning (1990);
- Consultation on Draft Planning Policy Statement 15: Planning for the Historic Environment (2009);
- Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation (2002);
- Planning Policy Guidance 20: Coastal Planning (1992);
- Planning Policy Statement 23: Planning and Pollution Control (2004);
- Planning Policy Guidance Note 24: Planning and Noise (1994); and
- Planning Policy Statement 25: Development and Flood Risk (2006).

### Regional

- The South East Plan (Regional Spatial Strategy for the South East of England) (2009);
- The Regional Economic Strategy 2006-2016: A Framework for Sustainable Prosperity, SEEDA (2006);
- Regional Sustainable Development Framework: A Better Quality of Life in the South East (2001);
- Creating Sustainable Communities: Delivering the Thames Gateway (2005);
- Draft North Kent Transport Strategy (2009);
- Regional Housing Strategy 2008-2011 (2008);
- South East Region Social Inclusion Statement (2008);
- Kent and Medway Tourism Development Framework (2009);
- Kent Environment Strategy (Consultation Document) (2009) ;
- Kent Biodiversity Action Plan (BAP) (1997);
- Kent Downs AONB Management Plan 2009 – 2014 (2009);
- Kent Obesity Strategy: A Strategy for Consultation on Tackling Overweight and Obesity Across Kent (2008);
- Kent Fire and Rescue Area Performance Report: Medway 1 April 2008 - 31 March 2009 (2008); and
- Policing Kent: the Kent Policing Plan 2009 – 2012 (2009);
- Kent Public Health Strategy (2008);
- Thames Estuary 2100 Plan;
- Greening the Gateway;
- Thames Gateway Parklands;
- Thames Path City to Sea;
- Valley of Visions Scheme;
- Thames Gateway Eco Region; a prospectus; and
- Environment Agency – Towards water neutrality in the Thames Gateway.

### Local

- Medway Local Plan (2003);
- Core Strategy (Issues and Options Report) (2009);
- Medway’s Council Plan 2009 – 2012 (2009);
- Medway’s Community Plan 2007 – 2010 (2007);
- Medway Sustainable Community Strategy (2010);

- Medway Economic Development Strategy 2009 – 2012 (2009);
- Wildlife, Countryside and Open Space Strategy 2008 – 2016 (2008);
- Medway’s Local Transport Plan 2 2006 – 2011 (2006);
- Medway Regeneration Framework 2006-2016 (2006);
- A Social Regeneration Strategy for Medway 2008-2016 (2008);
- Medway’s Community Safety Partnership Plan 2009-2012 (2009);
- Medway Housing Strategy 2008 – 2011 (2008);
- Medway Cultural Strategy 2009 – 2014 (2008);
- Medway Rural Action Plan 2004-2009: A strategy to secure sustainable villages and countryside (2004);
- Medway Children and Young People’s Plan 2009-2011 (2009);
- Medway Obesity Strategy 2005;
- Medway Green Grid; and
- Medway Joint Strategic Needs Assessment Annual Public Health Report 2008/09.

#### **4.1.2 Policy Context**

Details of plans and programmes listed in Section 4.1.1 are presented in Appendix B. A few key national, regional and local sustainability and transport plans have been reviewed in more detail below.

#### **National Context**

*Securing the Future, Delivering the UK Sustainable Development Strategy (2005)*

The national strategy for delivery of Sustainable Development was published by the UK Government in March 2005, ‘Securing the Future, Delivering the UK Sustainable Development Strategy’. The strategy provides a set of shared UK guiding principles that the Government will use to achieve our sustainable development purposes. The guiding principles bring together and build on the various previously existing UK sustainability principles to set out an overarching approach which will focus the basis for policy in the UK. These are identified below:

- living within environmental limits;
- ensuring a strong, healthy and just society;
- achieving a sustainable economy;
- promoting good governance; and
- using sound science responsibly.

The strategy also provides a set of ‘shared priorities for UK action’ which will also help to shape the way the UK works internationally in ensuring that the UK’s objectives and activities are aligned with international goals. The shared priorities are set out below:

- sustainable consumption and production;
- climate change and energy;
- natural resource protection and environmental enhancement; and
- sustainable communities.

*Planning Policy Statement 1: Delivering Sustainable Development (2005)*

Planning Policy Statement (PPS) 1 ‘Delivering Sustainable Development’ (2005) outlines the general principles under which the planning system operates following the introduction of the Planning and Compulsory Purchase Act 2004. It sets out an overview and general statement on the objectives of the planning system. PPS1 follows the Government’s sustainable development themes of:

- social cohesion and inclusion;
- prudent use of natural resources;
- sustainable economic development; and
- integrating sustainable development plans.

*Delivering a Sustainable Transport System (2008)*

‘Delivering a Sustainable Transport System’ (DaSTS) describes how the Government will take ‘Towards a Sustainable Transport System’ (TaSTS) forward. In DaSTS, the Government continues its commitment to long term transport planning and identifies the priorities for transport investment in England from 2014 across all transport networks. The biggest challenge is considered to be tackling climate change and growth together. DaSTS builds on the goals identified in TaSTS and there is an expectation that there will be a strong synergy between goals, for example, measures encouraging a modal shift to public transport will help tackle congestion and are therefore likely to make a positive contribution to economic growth, cutting emissions and enhancing the local environment, as well as improving health. The five goals for transport are as follows:

- to support national economic competitiveness and growth, by delivering reliable and efficient transport networks;
- to reduce transport’s emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change;
- to contribute to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health;
- to promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society; and
- to improve quality of life for transport users and non-transport users, and to promote a healthy natural environment.

**Regional Context**

*The South East Plan: Regional Spatial Strategy for the South East of England (2009)*

The Plan forms the Regional Spatial Strategy (RSS) for the South East of England and sets out the long term spatial planning framework for the region for 2006-2026. The Plan is a key tool to help achieve more sustainable development, protect the environment and combat climate change. It provides a spatial context within which Local Development Frameworks and Local Transport Plans need to be prepared. The Plan includes spatial policies for the scale and distribution of new housing; priorities for new infrastructure and economic development; the strategy for protecting countryside, biodiversity and the built and historic environment; tackling climate change and safeguarding natural resources, including water and minerals.

Chapter 8 of the Plan forms the Regional Transport Strategy (RTS) for South East England to 2026. The RTS sets out to deliver the following vision “A high quality transport system to act as a catalyst for continued economic growth and provide for an improved quality of life for all in a sustainable and socially inclusive manner; a regional transport system that progressively reaches the standard of the best in North West Europe.”

Policy CC1 of the Plan relates to Sustainable Development and states that the principal objective of the Plan is to achieve and to maintain sustainable development in the region. Sustainable development priorities for the South East are identified as:



- achieving sustainable levels of resource use;
- ensuring the physical and natural environment of the South East is conserved and enhanced;
- reducing greenhouse gas emissions associated with the region;
- ensuring that the South East is prepared for the inevitable impacts of climate change;
- achieving safe, secure and socially inclusive communities across the region; and
- ensuring that the most deprived people also have an equal opportunity to benefit from and contribute to a better quality of life.

Further changes to the planning system were, however, announced in May 2010 by the new coalition Government and on 6th July 2010, the new Secretary of State for Communities, Eric Pickles, announced the revocation of Regional Spatial Strategies (RSSs) with immediate effect. As such, RSS (in this case, the South East Plan, 2009) no longer forms part of the 'Development Plan' and the policies are no longer relevant in making planning decisions. Local planning authorities must still have regard to the 'Development Plan' in making planning decisions. However, this now consists of adopted DPDs, 'saved policies' and any old style plans that have not yet lapsed. The new coalition Government may issue further changes to the planning system over the coming months and as such it would be advisable to regularly monitor any changes that may be relevant to the Medway LTP3.

*Regional Sustainable Development Framework: A Better Quality of Life in the South East (2001)*

The Framework aims to clarify what sustainable development means for the South East of England and how the Region can contribute to sustainable development of the Country as a whole, through identifying objectives to work towards. The vision is "...of a prosperous Region delivering a high quality of life and environment for everyone, now and in the future." The Framework seeks to achieve:

- social progress which recognises the needs of everyone;
- effective protection of the environment;
- prudent use of natural resources; and
- maintenance of high and stable levels of economic growth and employment.

*Draft North Kent Transport Strategy (2009)*

The purpose of the North Kent Transport Strategy (NKTS) is to:

- identify sub-regional priorities for transport that address the key challenges faced by North Kent and act as a catalyst for realising future regeneration opportunities across the sub-region;
- identify and disseminate best practice, build upon recent successes and add value to existing strategies and programmes of work to provide an enhanced integrated transport system that meets the needs of current and future communities;
- provide a strategic framework for decision making and prioritising investment programmes, engaging with regional and national Government and agencies and enhancing relationships with local transport operators and users;
- ensure transport improvements are progressed in the context of economic regeneration, with due regard for the natural environment and the needs of local communities in order contribute towards delivering the overarching vision for Thames Gateway Kent (TGK); and
- embrace the principle of reduce-manage-invest, providing a strategy for reducing and managing the demand to travel whilst identifying investment needs where appropriate.

The NKTS sets five objectives for transport that seek to address the wider social, economic and environmental challenges and opportunities to deliver the vision for North Kent, these are as follows:



- objective 1 – Economic Regeneration & Competitiveness - The NKTS will support sustainable economic regeneration, competitiveness and growth by promoting measures to secure a reliable, efficient and integrated transport and making more effective use of the existing transport network;
- objective 2 – Natural Environment - The NKTS will seek to promote a healthier environment and tackle climate change by reducing transport’s emissions of carbon dioxide, other greenhouse gases and pollutants;
- objective 3 – Connectivity - The NKTS will support measures that enhance inter- and intra-regional connectivity and directly contribute towards achieving the overarching vision for TGK;
- objective 4 – Equality of Opportunity & Improved Quality of Life - The NKTS will support equality of opportunity in order to improve quality of life for local residents by enhancing access to key services by sustainable transport modes, through integrated services and ticketing, and by creating new opportunities for all; and
- objective 5 – Safety, Security & Public Health - The NKTS will support the creation of a safer, more secure community and contribute towards improving public health, by reducing the risk of death, injury or ill health arising from transport and by promoting the travel modes that encourage active lifestyles.

The NKTS identifies priority measures in support of each of the objectives. The NKTS also identifies funding opportunities that may be available to deliver the strategy.

### Local Context

#### *Medway Local Plan (2003)*

The development strategy of the Plan aims to achieve the physical and economic regeneration of Medway by re-cycling previously used brown land, whilst protecting open areas and environmental quality within the urban area. The strategy also seeks to achieve a better relationship between land uses to reduce the length and number of journeys and to enable multi-purpose trips to take place. The Plan contains specific policies in relation to the built and natural environment; economic development; housing; town centres and retail; leisure; community facilities; and transportation. The transportation objectives identified in Chapter 8 of the Plan are to:

- develop strategies which encourage more sustainable transport choices for journeys, in particular home to school and home to work, by the encouragement of new, and the protection and improvement of existing, public transport provision and the provision of increased opportunities for cyclists and pedestrians;
- traffic management measures to optimise management of the road network, reduce unnecessary use of the private car, increase road safety, and improve opportunities for public transport, cycling and/or walking;
- a co-ordinated vehicle parking strategy for the urban area which encourages a reduction in the unnecessary use of the private car;
- action to assist easy, safe and dignified access by people with disabilities;
- promoting new development that reduces the need to travel and offers transport choices (particularly to move freight by rail or river), is well related to the planned future transport network, does not impair highway safety and is phased to the provision of any transport works or facilities necessary to enable the development to proceed;
- limited new highway construction, where there are demonstrable benefits to cycling, walking and/or public transport and where there are proven and clear economic development, highway safety and/or environmental benefits which accrue; and
- achieve all of the above while, at the same time, protecting the economic competitiveness of the area.

The Local Plan will be replaced by the Local Development Framework (LDF), which will be the key spatial plan for Medway, guiding development over the period to 2026 and addressing issues relevant to the area. The Core Strategy will set out the vision, strategic objectives and an overall strategic framework for Medway.

*Medway's Local Transport Plan 2 2006 – 2011 (2006)*

Medway's Local Transport Plan 2 (LTP) seeks to deliver six overarching priorities, which are to:

- tackle congestion;
- deliver improved accessibility;
- make our roads safer;
- improve air quality;
- deliver sustainable regeneration; and
- contribute to improving the health of Medway's residents.

**4.1.3 Implications of the Policy Review**

During the plan and policy review, a number of key messages were identified that should be taken into account in developing the LTP3 and SA/SEA. These include:

- **Nature Conservation** - enhance existing wildlife habitats and provide new areas for wildlife as opportunities arise;
- **Air Quality** - improve local air quality, especially in AQMA by reducing the need to travel, reducing congestion, and encouraging use of sustainable transport modes;
- **Climate Change Mitigation and Adaptation** – encourage the use of renewable/sustainable energy sources and low carbon technology for transport infrastructure projects in the LTP3, in addition to the implementation of energy efficiency measures. Also, new transport developments should be designated to adapt to climate change (climate proofing);
- **Water Quality** - ensure that transport projects are designed so as not to increase flood risk; and to encourage the use of SUDS;
- **Cultural Heritage** - protect heritage assets from damage and adverse impacts on their setting;
- **Landscape** - safeguard and enhance landscapes that contribute to the distinctive character of the Region. The LTP3 and SA/SEA should also seek to avoid the loss of trees and of open space for transport projects, including greenspace, allotments, playing pitches, green corridors and city centre public spaces, wherever possible;
- **Resource Consumption and Waste** - encourage the use of local materials and the use of re-used and recycled materials;
- **Health** - promote active transport modes and routes such as cycling and walking and provide infrastructure that makes health care facilities accessible to the residents of Medway;
- **Sustainable Transport** - reduce traffic growth and congestion and improve sustainable transport modes such as bus, rail, cycling to facilitate modal shift. Integration of sustainable transport modes should be encouraged to improve the network;
- **Social Inclusion and Accessibility** - improve accessibility to residential areas, jobs and health facilities via an improved public transport system. Links to deprived areas could be prioritised to facilitate social inclusion. The LTP3 should also ensure that sustainable transport is accessible for all promoting equality; and
- **Economic Growth** - support and contribute to economic growth and business success.

## 4.2 Baseline Conditions and Key Challenges and Opportunities

### 4.2.1 Introduction

This section presents the environmental, social and economic baseline conditions for Medway split into topics. Under each topic is a description of the current baseline situation and key issues, constraints and opportunities for the LTP3. As required by the SEA Directive, Section 5.3 details the likely future evolution of the baseline without the implementation of any LTP3 measures.

Task A2 of the DfT Guidance (April 2009) is concerned with the collecting of baseline information. Baseline information provides the basis for predicting and monitoring effects and helps to identify sustainability problems and alternative ways of dealing with them in respect of national, regional and local targets and trends. A large amount of baseline data has already been collected for the Medway area as part of the LDF process. Use was made of existing baseline data from the Medway LDF SA Scoping Report (April 2009) and the Medway Draft LDF Transport Strategy (November 2009).

Task A3 in the DfT Guidance (April 2009) looks at identifying sustainability issues within the plan area which may be affected by, or affect the LTP3. Sustainability issues relating to the LTP3 were identified from baseline data and key sustainability issues identified in the Medway LDF SA Scoping Report (April 2009), Medway Draft LDF Transport Strategy (November 2009), and the Medway LTP2 SA/SEA Report (March 2006). Key opportunities and constraints for the LTP3 have also been identified.

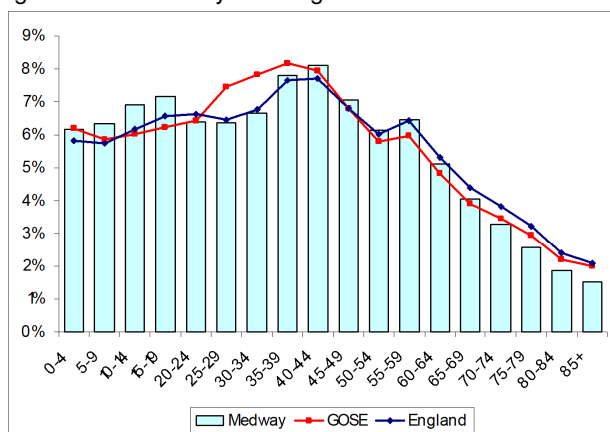
### 4.2.2 Environmental, Social and Economic Conditions and Issues

#### Population

The population of Medway as given by the 2001 Census was 249,488 while the 2006 mid-year population estimates for Medway (produced by ONS) shows a 0.9% increase in population at approximately 251,700.

Medway has a younger population profile when compared against England and the South East (as shown below). The average age of the population of Medway is 37.4 years.

Figure 4.1: Medway and England/Government Office for the South East Age Distribution



Source: 2006-based subnational population projections, ONS

Source: Medway LDF SA Scoping Report (Medway Council, April 2009)

Office of National Statistics figures indicates that Medway has a predominantly white population. The largest ethnic minority group is the Asian or Asian British group with 3.4% of population falling within this group, 2.2% of which are Indian and 1.2% other Asian or Asian British (Medway LDF SA Scoping Report, April 2009).

**Health**

The life expectancy of those born in Medway today is lower than the South East and England as a whole however the number of years which the new born are expected to be either in good health or disability free is equal to the national average (Joint Strategic Needs Assessment: annual public health report 2008/09).

In Medway 25.3% of people are obese, this represents the sixth highest percentage of the 67 local authorities in the South East.

Success has been achieved in reducing road casualty numbers in Medway over the past four years, with the number killed or seriously injured reducing from 97 in 2004 to 81 in 2008 (Draft LDF Transport Strategy, November 2009).

**Sustainability Issue**

Health in Medway is average compared to the national position, following trends for increasing life expectancy, though this is not as dramatic as nationally. Medway has the sixth highest percentage of the 67 authorities in the South East for obesity. A key issue is obesity and poor mental and physical health of adults and children.

**Opportunity:** Improving health through active travel and improved access to the natural environment, for example, through the Walking for Health project and Green Exercise programme.

**Constraint:** Difficulty in changing people's behaviour and getting modal shift from car to non-car modes of transport.

**Deprivation**

Medway has higher levels of general deprivation than Local Authority neighbours within Kent and the South East of England and ranks as the 150th most deprived Local Authority out of the 354 Local Authorities in England (Joint Strategic Needs Assessment: annual public health report 2008/09).

Three Wards in Medway fall within the 20% most deprived neighbourhoods in England, and two fall within the 20% least deprived. However there is significant variation within each ward for instance within River Ward alone 35% of people live within one of the most deprived neighbourhoods and 28% live within one of the least deprived neighbourhoods in England (Medway LDF SA Scoping Report, April 2009).

**Sustainability Issue**

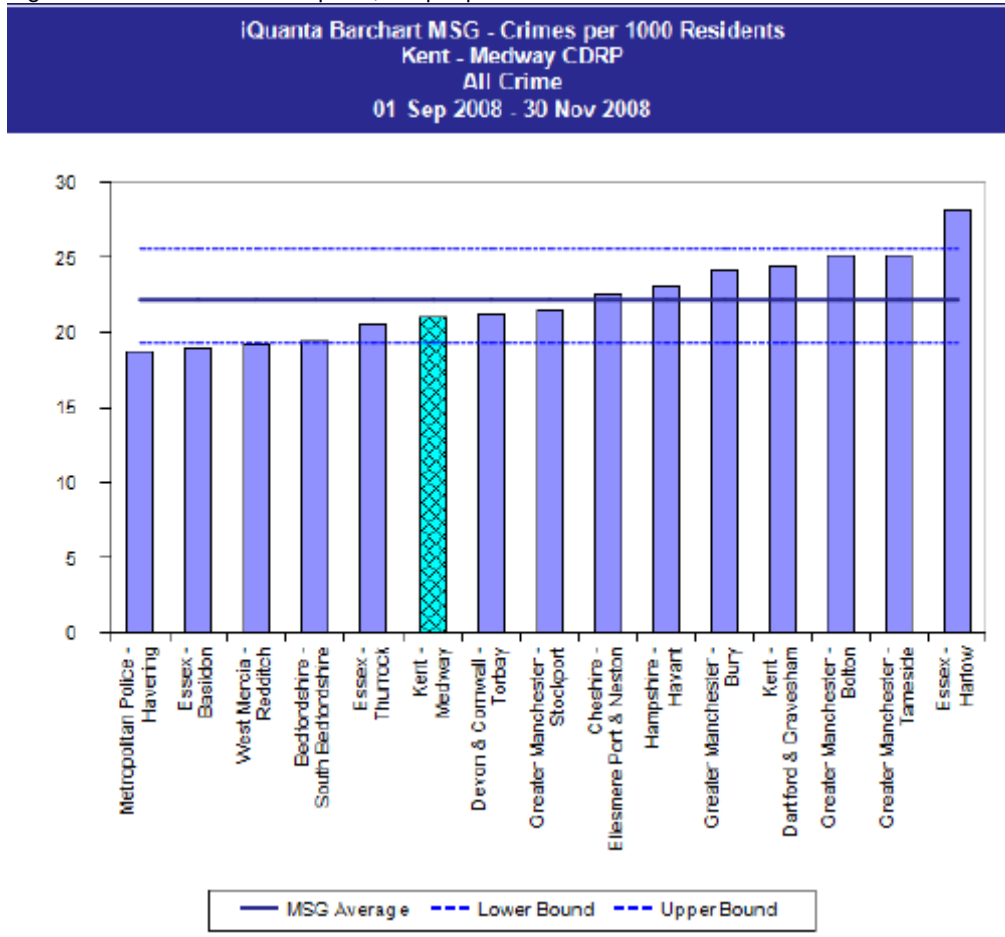
Though the area is not generally deprived, this masks areas of moderate and extreme deprivation. Deprivation occurs both in terms of income and employment. These have consequent impacts on other areas such as health

Opportunity: Potential to improve accessibility of deprived areas to key centres, services and goods.

**Crime**

Table 4.2 shows Medway compared with 14 other Community Safety Partnerships (CSPs) around the country, which have been deemed as being similar to Medway in respect of population, employment, economics, education and crime. Medway has made some vast improvements with reducing crime and disorder over the last year, with around 1500 less victims compared with 2007/08. Burglary has seen a reduction of over 24% and Vehicle Crime has had a reduction of just over 17% when compared with 2007/08. Reductions have also been experienced in Violent Crime and Criminal Damage both by 7% and, but we want to reduce this more (Medway Community Safety Partnership Plan 2009-2012).

Figure 4.2: Record Crimes per 1,000 people



Source: Medway Community Safety Partnership Plan 2009-2012

**Sustainability Issue**

There are issues in relation to serious crimes and those related to youth-crime and the night time economy.

Opportunity: Potential to improve transport related crime and anti-social behaviour through improved safety and security measures.

## Economy and Employment

Medway is the largest urban area in the South East outside London and the biggest regeneration zone within the Thames Gateway. It has a population of 252,200 which equates to 18% of the total population of Kent according to 2007 mid-year population estimates and is expected to rise to approximately 300,000 by 2026 (Medway Economic Development Strategy 2009-12 (2009), Medway Council). The Medway economy is worth £3.3bn per year and grew at a rate of 56% between 1998 and 2006 (State of Medway Report: Employment & Economy (2009), Medway Council LDF).

The unemployment claimant rate in Medway in December 2008 was 3.1%. This was above the claimant rate for Great Britain (3.0%), the South East (2.0%) and Kent (2.4%). In Medway 4,950 people were claiming Jobseekers Allowance (State of Medway Report: Employment & Economy (2009), Medway Council LDF).

The average weekly wage for Medway residents is higher than the average for the South East and England as a whole however the average weekly wage for individuals working in Medway is lower than that evident in the South East and the UK. This suggests that Medway has a lower concentration of well paid jobs than regionally or nationally and also reflects the disproportionately high level of part time working.

Relative to its working age population, Medway has the highest proportion of Benefits Claimants of all county and unitary authorities in the South East. In May 2008 the benefit claimant rate was approximately 13% which is considerably higher than the regional average of 9.6%, although it is comparable with the national average (Medway Economic Development Strategy 2009-12 (2009), Medway Council).

The narrower measure of incapacity claimants also reveals a similar picture, with the percentage of the working age population in Medway claiming incapacity benefits again being higher than the regional average, at the most recent count, but lower than the national average.

The Medway economy is heavily skewed towards services, as shown below, with over 83% of employees employed in the sector. Despite this Medway has a higher proportion of employees in employment in the manufacturing sector than is the case in Kent or across the region.

Table 4.1: Percentage Employment by Sector

Sector	Medway	Kent	South East	GB
Primary	1.3	1.1	0.9	0.9
Manufacturing	10.1	8.9	8.6	10.4
Construction	5.5	5.7	4.6	4.9
Services	83.3	84.3	85.9	83.5

Source: Annual Business Inquiry 2007 (Medway Economic Development Strategy 2009-12 (2009), Medway Council)

According to the 2007 Index of Multiple Deprivation, Medway is the 150<sup>th</sup> most deprived local authority in England & Wales (out of 354) and the 14<sup>th</sup> most deprived in the South East (out of 67).

Medway has 108 schools, including six grammar schools, with a total of almost 43,000 pupils.

The 2009 Secondary School GCSE Achievement & Attainment Tables (Department for Children, Schools & Families) indicate that the level of students achieving 5 or more GCSEs at grades A\* to C in Medway exceeds national average in England.

Measures of educational achievement published in The Medway Economic Development Strategy 2009/2012 show the area has a significantly lower proportion of people with qualifications at NVQ3 and above and NVQ4 (degree level) and above compared to regional and national averages.

However, substantial progress that has been made in raising workforce skills and qualification levels over recent years, with workforce qualification levels growing at a significantly faster rate in Medway than both the regional and national averages. This has been assisted by the growing presence of universities within easy reach of Medway. These include The University of Greenwich at Medway; University of Kent at Medway; Canterbury Christ Church University; University for the Creative Arts and The Open University (Medway LDF SA Scoping Report, April 2009)

#### Sustainability Issue

Medway lies at the heart of the Thames Gateway. Regeneration across North Kent is driven by economic growth, thereby setting a clear priority for the creation of business and employment opportunities. However, the major redevelopment that is planned to take place will result in a significant demand for increased travel and these additional journeys could cause increased congestion on both the local and strategic transport networks. Increased congestion will affect the operational efficiency of the transport network, which could impact on the local economy, the environment, personal health and social equality (Draft LDF Transport Strategy, November 2009).

**Opportunity:** Potential to increase investment into the area through an improved, more efficient and more reliable transportation network. The LTP3 could promote improved access to employment centres and educational facilities. Opportunity to link new employment development to existing or new transport infrastructure and particularly to locate such economic development close to existing urban population centres in order to reduce transport, especially that by private vehicle.

**Constraint:** Congestion can reduce the efficiency and reliability of the transport network, hindering economic growth.

#### Housing

Medway's 2006 Housing Strategy Statistical Appendix states that at April 2006, there were an estimated 106,394 dwellings in Medway, of which, 3161 were in Council ownership. In addition, the North Kent Gypsy and Traveller Study, 2006, identified 14 gypsy and traveller households accommodated on authorised sites in Medway and an authorised site for travelling showpeople with a capacity of 29 caravans.

Medway's Annual Monitoring Report for 2007 concludes that its housing stock is not typical of the regional or national average. Medway has a large proportion of owner occupied properties, and as a consequence the rented sector is smaller. The report also recognises that the type of housing in Medway is not typical with the number of terraced houses significantly above average and the number of flats limited. The age profile of dwellings within Medway is broadly consistent with that of the region and England as a whole, although there are slightly more pre-1919 dwellings and slightly less of the most recently built.



The latest figures for empty properties in Medway, recorded in April 2007, for the Housing Strategy Statistical Appendix show that the percentage of empty properties in the private sector in Medway is lower than the National Average and is currently 1.6%.

The Annual Monitoring Report, 2007, found that while house prices in the Medway Towns have doubled since 1999, resident earnings have increased by less than 50%. The consequence has been that overall affordability as measured by the ratio of average resident earnings to house prices has fallen by 50% (Medway LDF SA Scoping Report, April 2009).

Access to the housing market is restricted by price. 42.6% of all new forming households can afford to pay no more than £300 pcm rent. Access rents are £353 pcm. The ability of concealed households to access the market is very limited. Only 29.8% of concealed households have incomes above £27,500; only 15.9% have incomes above £40,000. The cheapest 2 bed terraced property in the District require an income threshold of £28,000 (State of Medway Report: Housing (2008), Medway Council LDF)

#### **Sustainability Issue**

The South East Plan requires 16,300 houses to be accommodated in the area during the Plan period putting additional pressure on the transport network.

**Opportunity: Link planned new housing developments with new or existing transport infrastructure.**

#### **Air Quality**

The Environment Act 1995 placed a statutory duty on Local Authorities to undertake periodic reviews and assessments of air quality within their boundaries. This should give consideration to the current and future air quality against health based objectives set out in the Government's Air Quality Strategy. Where objectives are not likely to be met by the relevant date Local Authorities must declare an Air Quality Management Area (AQMA) and develop an action plan. Consideration should also be given to current and future air quality on biodiversity and nature conservation. Emissions can lead to adverse effects on designated nature conservation sites (in particular those with low nutrient systems such as chalk downland).

Continuing air quality monitoring and a detailed assessment of air quality in Medway has highlighted five new areas where nitrogen dioxide is above the annual mean objective. Medway previously had six separate Air Quality Management Areas (AQMAs) but five of these needed to be extended. Monitoring also showed that the Maidstone Road, Chatham AQMA could be revoked.

At its meeting on 29 June 2010, Medway Council's Cabinet agreed to declare these new and extended areas as AQMAs by revoking the existing six AQMAs and replacing them with one large central AQMA and two smaller areas. The new AQMAs areas are:

- Pier Road, Gillingham;
- High Street, Rainham; and
- Central Medway.

(Medway Council website)

Although, the NO<sub>2</sub> targets have been exceeded, those for sulphur dioxide, carbon monoxide and PM<sub>10</sub> have not been (Medway LDF SA Scoping Report, April 2009).



**Sustainability Issue**

Three AQMAs have been declared due to the impact of NO<sub>2</sub> levels. NO<sub>2</sub> is generally associated with transport, therefore journey times need to be reduced, through traffic needs to be moved away from the town centres and there needs to be greater incorporation of other forms of transport.

**Opportunity:** Potential to help reduce air pollution through promotion of sustainable transport modes, park and ride sites, and deterrents to using the car.

**Constraint:** Difficulty in changing people's behaviour to use sustainable transport modes rather than the private car to create modal shift.

**Conservation & Heritage**

Due to its location along the River and its estuary, Medway has a rich maritime and military history that has resulted in an extensive number of material assets, many of which have important cultural and historical ties. The most prominent, well known and large scale of these is Rochester Castle and Rochester Cathedral, dating from Roman times and the Rochester Bridge that was built later. Associated with the castle are the main castle grounds that are important as a large area of open space for recreation and also for the staging of various cultural and music events throughout the year.

Also sited within Rochester, is the private King's School, which is an important part of the cultural heritage of the town, with connections to the neighbouring Cathedral. The school itself provides a mix of public and private open space to the inhabitants of the town, that connect with an important area of open space at The Vines Park and to St Margaret's Street that links to a path by the river and the eastern rising valley of the Medway.

In addition, there are other remaining castles at both Cooling and Upnor that were originally built as part of a network of forts, as well as the large area and structures that make up the Historic Dockyard. These are crucially important to the cultural heritage and subsequent development of the associated towns. The buildings of the Dockyard are in the process of being reused and where necessary restored back to their former state, as a 'Living Museum', for use by members of the public.

There are also a number of other buildings that are linked to the naval presence within the towns or their historic development, such as The Brook, which is the old town hall and associated gardens. Overall there are over 900 Listed Structures in Medway.

There are also 79 Scheduled Ancient Monuments (SAMs) within the area, including the fortifications at Fort Amherst, Chatham Lines and the field of fire at the Great Lines. There are also 26 Conservation Areas. In addition, the area covering the Great Lines and areas connected with the development of the dockyard and its defences, including Fort Amherst and Upnor Castle are on the Government's tentative list of potential UNESCO World Heritage Sites (State of Medway Report: Built Environment (2009), Medway Council LDF).

As well as the most prominent physical features mentioned above, Medway is known for buildings and features that had connections to Charles Dickens or influenced his writing. These links are celebrated each year in a four day festival based around Rochester.

Other important material assets identified in the LDF State of Medway Report: Infrastructure (2009) include 5 hospitals; 68 GP practices and 15 health centres; 108 schools; 24 community halls; 8 sport and leisure centres; 3 theatres; 16 libraries and 5 council contact points sited in the town centres or in close proximity (Medway LDF SA Scoping Report, April 2009).

### Sustainability Issue

Medway has a rich maritime and military history that has provided a number of assets (listed buildings and larger parks and open spaces) of cultural significance. There are also a wide range of assets for the community that in general are well-positioned, though there are some smaller rural areas which are not served as well. The historic core of Medway makes a valuable contribution to the cultural, social and economic life of the area.

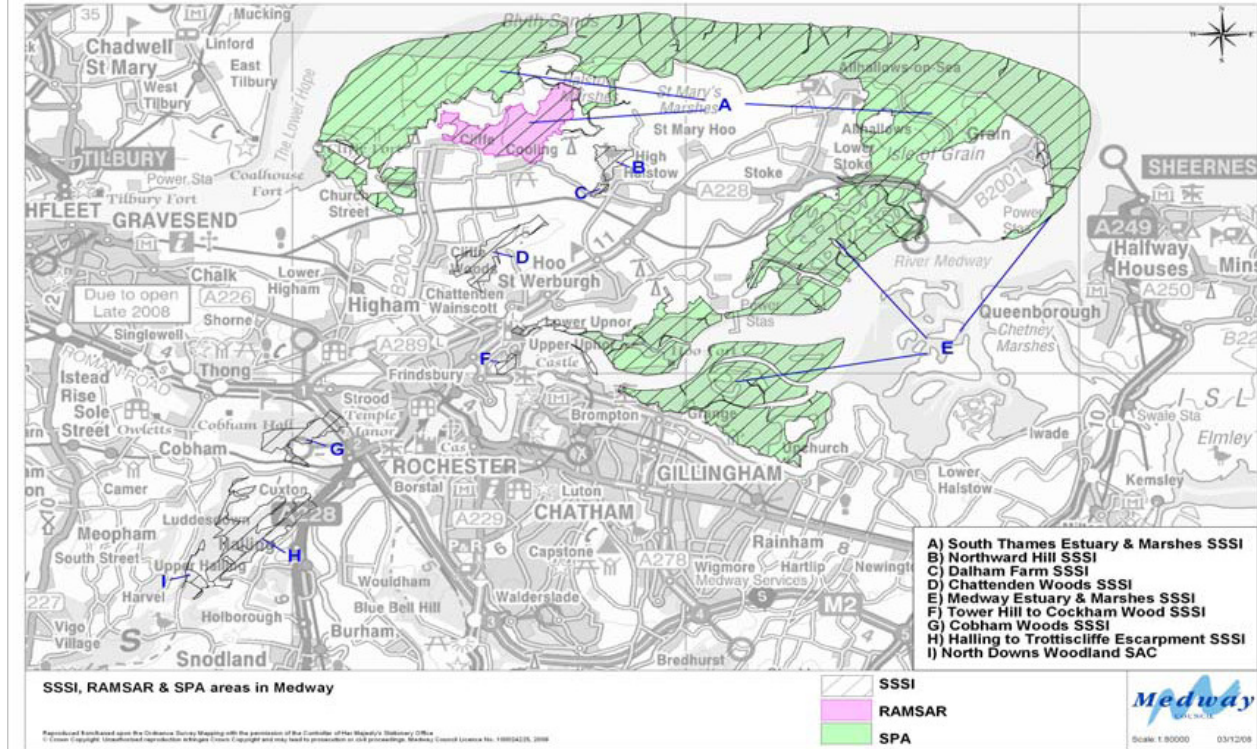
**Opportunity:** Contributing to the social, cultural and economic life of the area by promoting improved public access to the Historic core in the LTP3. There is considerable potential to integrate and hence improve access to the historic core within the transport strategy. This opportunity could be further enhanced by reinforcing the identity and character of the area. For example, by clearing clutter and improving street paving or furniture.

**Constraint:** Development can be restricted by heritage assets such as conservation areas, listed buildings and scheduled ancient monuments as inappropriate development which affects their setting is usually not permitted.

### Biodiversity & Landscape

The position of Medway on the North Kent Coast and the large open areas on the Peninsula, mean that it has a wide variety of habitats and a rich diversity of species. Many of these have been recognized nationally and internationally, mainly through being designated as Special Protection Areas (SPAs) under the Habitats Directive (79/409/EEC). In coincidence with this, through membership of the European Union, Britain is also a signatory of the RAMSAR Convention that is a voluntary agreement to protect areas that are particularly important for migrating wildfowl. Together these areas are collectively known as 'Natura 2000' sites and form part of an overall network across Europe of areas important for their conservation importance. Figure 4.3 shows the different designations within the Medway area.

Figure 4.3: Designations within the Medway Area



Source: Medway LDF SA Scoping Report (Medway Council, April 2009)

The Wildlife, Countryside and Open Space Strategy 2008-2016 adopted by Medway Council in 2008 indicates that approximately 28% of Medway, mainly the mudflat, freshwater grazing marsh and the saltmarsh, is designated for its international ecological importance as Special Protection Areas (SPA) sites. This also includes the Medway Estuary & Marshes and Thames Estuary & Marshes RAMSAR sites.

There are six SSSIs in Medway; Chattenden Woods; Dalham Forest; Medway Estuary and Marshes; Northward Hill; South Thames Estuary and Marshes (partly within Medway); and Tower Hill to Cockham Wood. Table 4.2 shows the condition of the SSSIs.

Table 4.2: Condition of SSSIs

SSSI	% favourable	% unfavourable recovering	% unfavourable no change	% unfavourable declining	% destroyed / part destroyed
Chattenden Woods	100	-	-	-	-
Dalham Forest	-	-	100	-	-
Medway Estuary and Marshes	98.84	-	0.68	-	0.48
Northward Hill	100	-	-	-	-
South Thames Estuary and Marshes	95.28	2.35	0.59	1.79	-
Tower Hill to Cockham Wood	72.26	-	-	27.74	-

Source: Natural England, 2010

There is one Special Area of Conservation (SAC) near Upper Halling, which is a small part of the North Downs SAC that is important for its beech and yew forest, as it is one of the best in the country. In close proximity to this there are a number of semi-natural dry grasslands, other woodlands and scrubland.

Regionally Important Geological and Geomorphological Sites (RIGS) were established in 1990 by the Nature Conservancy Council and continue to be supported by Natural England. Although they do not have the formal, statutory, protection afforded to SSSIs their importance is recognised in national planning policy PPS9. The Kent RIGS Group notified Medway Council of four sites in its area at Halling, Cliffe and Fort Amherst in 2006

Local Nature Reserves are designated under Section 21 of the National Parks and Access to the Countryside Act, 1949, by local authorities. There are currently eight Local Nature Reserves in Medway at Baty's Marsh, South Wood, Berengrave Chalk Pit, Rainham Dock (east), Darland/Ambley Wood, Darland Banks, Foxburrow Wood and Levan Strice.

In addition, the Medway Local Plan identifies 17 local wildlife sites as Sites of Nature Conservation Interest.

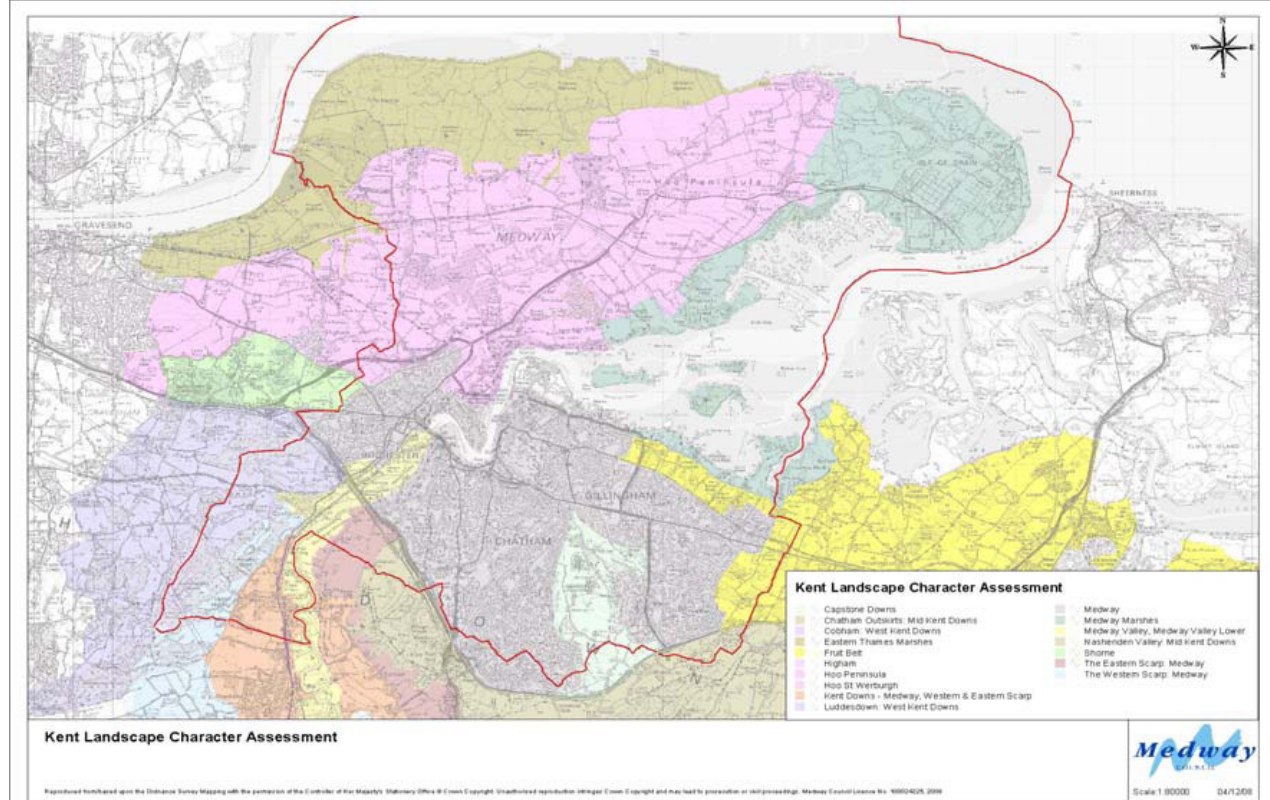
The Kent Downs Area of Outstanding Natural Beauty (AONB) covers 5% of Medway and is the fifth largest AONB in England and Wales (Medway Wildlife Countryside and Open Space Strategy 2008-2016). The purpose of the AONB (the National Parks and Access to the Countryside Act 1949) is to conserve and enhance natural beauty with the steep slopes and dry river valleys of the Kent Downs are the main focus for the designation

In addition to the AONB is the North Kent Marshes Special Landscape Area which occupies 19% of rural Medway and is considered of rural importance due to its marshland landscape, with broad and low horizons which are of particular importance for wetland birds.

In 2004, Kent County Council commissioned a study of landscape character areas throughout Kent, including Medway. For each character area, it provided a description of the landscape and a landscape strategy that directly reflected the condition and sensitivity of the area. Within Medway, it identified nine character areas, some of which were subdivided. These are shown below and include Eastern Thames Marshes; Medway Marshes; Hoo Peninsula; Fruit Belt; Mid Kent Downs – A: Outskirts of Chatham & B: Nashenden Valley ;Capstone Valley; West Kent Downs; Kent Downs Medway; and Medway Valley.



Figure 4.4: Medway Landscape Character



Source: Medway LDF SA Scoping Report (Medway Council, April 2009)

In 2007, Medway Council published a comprehensive Countryside and Open Space Strategy which indicated that Medway has approximately 1,909 ha of open space. In addition there are also significant areas of privately owned open space such as Dean Ridge, Gillingham Golf Course and Rochester Forest that are not included in this figure (Medway LDF SA Scoping Report, April 2009).

**Sustainability Issue**

Overall, Medway has a rich and diverse range of habitats and species, which are important to biodiversity and connections between habitats. The majority of SSSIs are favourable although some sites need better management. All sites and connections between them need to be conserved.

It is important for indirect pressures on biodiversity and habitats to be considered, such as fragmentation of habitats, impacts of recreational use and water usage and loss of non- designated wildlife and landscape areas.

Over the next 100 years sea level, wave heights and offshore wind speeds in the Greater Thames Estuary are all predicted to increase due to climate change. This will result in 'coastal squeeze' where intertidal habitats are squeezed between flood defences and the rising sea level. In the Greater Thames Estuary it is predicted that 1000ha of intertidal habitat will be lost over the next 100 years. The most effective way of meeting the requirements of the Habitats Directive is to create new intertidal habitat in proximity to the SPAs by realigning flood defences (Environment Agency scoping comments).

Other key issues include:

- impacts on the natural environment from transport and associated infrastructure;
- poor access to the natural environment; and
- car based visitor pressure affecting protected landscapes and sites of biodiversity value.

**Opportunity:** Potential exists to integrate sites of nature conservation into the LTP3. However, their protection should be borne in mind in any integration. The LTP3 could also promote public access to nature conservation sites, where this does not conflict with the nature conservation interest of a site. Opportunity to use transport infrastructure to provide wildlife corridors, through, for instances, native wildflower verge and embankment planting. Opportunities also exist for:

- conserving and enhancing local landscape (and townscape) character and quality, and local distinctiveness (including reducing noise and light pollution);
- conserving and enhancing biodiversity (habitats and species) and geo-diversity;
- maintaining and enhancing green infrastructure as part of the transport network for its wide ranging contribution to biodiversity; geo-diversity; accessible recreation and associated health benefits; adapting to climate change (e.g. carbon storage, drainage and water conservation);
- maintaining and enhancing access to green and open spaces;
- maintaining and improving the public rights of way and wider access network (through integration with and implementation of the Rights of Way Improvement Plan);
- more sustainable access in rural locations that provide benefits for residents as well as visitors; and
- protect sites becoming exemplars of sustainable transport.

**Constraint:** The LTP3 will be constrained by the existence of designated and non-designated nature conservation sites and the protection of these areas. Impact of implementing LTP3 measures on compensation SPA habitat created in Medway.

## Water & Soil

### *Water Supply*

Water in Medway is sourced predominately from 34 local groundwater sources accounting for approximately 76% of Medway's supply. Additional surface water supplies are sourced from outside the Medway area at Bewl Water near Tunbridge Wells accounting for approximately 24% of the supply (State of Medway Report: Water Supply (2008), Medway Council LDF). The majority of this, 79%, is used in the public supply with industrial uses accounting for 19% and other uses, including agriculture, accounting for 2% of water use.

Due to the presence of surface water storage, the area is generally resilient to one season's drought but becomes more vulnerable to two or more seasons of low rainfall. Medway has suffered from the effects of drought on a number of occasions, with the most recent being in 2004-2006. In this instance there was serious stress on water resources and a drought plan had to be applied for, although due to changes in supply, this did not need to be activated.

Areas within the South East, including Medway, are also considered to be over abstracted, meaning that existing groundwater abstraction is causing unacceptable damage to the environment at low flows.

Medway is not a suitable location for a surface water reservoir so any additional future demand will have to be managed through demand management or be met from sources outside the area or by introducing desalination

### *Water Quality*

Water quality within the South East has been improving since 1990, mainly due to better control of potentially polluting activities and also significant investment by the water companies in treatment. This rate of improvement has however slowed in recent years.

The Environment Agency classifies river quality into five groups ranging from A (very good) to F (bad). None of the streams within the Medway area are tested so no direct comparisons can be made on water quality. However, Environment Agency testing in the River Medway at the Allington Sluices, Ensfield Bridge in 2008 gave the following results.

Table 4.3: Water Quality recorded on the River Medway at Allington Sluices, Ensfield Bridge for 2008

Chemistry	Biology	Nitrates	Phosphates
B	C	4	5
B	C	4	5
B	C	4	5
A	C	4	5
C	A	4	5
C	A	3	5

Source: Medway LDF SA Scoping Report (Medway Council, April 2009)

As can be seen from these results the general water quality is good, although there is some room for improvement across both the chemical and biological results, as well as higher levels of both nitrates and phosphates present within the water content

Groundwater quality needs to be protected from pollution and the Environment Agency set Groundwater Source Protection Zones, containing both Inner and Outer Zones. The impact on water quality needs to be considered and addressed through both the SA process and production of the LDF. Diffuse and point source pollution are possible in Medway with a number of commercial businesses located along or in close proximity to the river.

The soil quality throughout the Medway area varies widely, with pollution on old industrial sites that are no longer in use and also areas of Grade I agricultural land. However, the Council are generally aware of those polluted sites and where there has been containment.

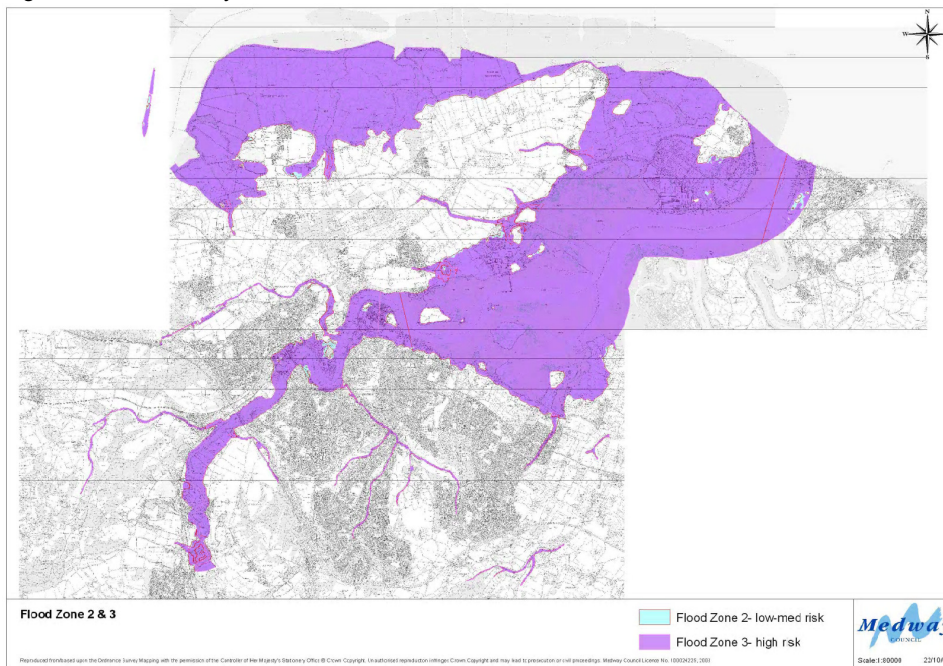
### *Flooding*

Medway is located at the end of the Thames Estuary, with the main towns of Chatham, Rochester and some of Strood directly situated along the banks of the River Medway. The authority area also covers large sections of the North Kent coast. This means there are a large number of water bodies and streams that could potentially contribute to an overloading of both the natural and man-made water systems.

Flood management in the Thames Estuary area is guided by the Thames Estuary 2100 Plan. The TE2100 Plan covers the tidal Thames and its floodplain. It connects adjoining catchment flood management plans (CFMPs), which cover non-tidal flood risk management, with the shoreline management plans (SMPs) in Kent and Essex, which cover coastal flood and erosion risk management. This suite of plans sets the strategic direction for future flood risk management in the areas which adjoin the Thames estuary.

Within the Medway area (as shown below) there are 1551 properties at risk from the likelihood of fluvial flooding at some point during a 1 in 1000 years return period. 1,363 properties have also been identifies as being within the likelihood of flooding during a 1 in 100 year event (State of Medway Report: Climate Change, Renewables and Flooding (2009), Medway Council LDF).

Figure 4.5: Medway Flood Zones 2 and 3



Source: Medway LDF SA Scoping Report (Medway Council, April 2009)

The Medway Estuary and Swale Shoreline Management Plan lays out the constraints to development that need to be accounted for in terms of flooding and coastal erosion (Medway LDF SA Scoping Report, April 2009).

**Sustainability Issue**

Medway is largely supplied from local groundwater or surface water from outside the area, therefore protection of groundwater is essential. In general water quality is reasonable although there is room for improvement of both biological and chemical indicators, as well as a need to reduce levels of pollutants.

The Thames estuary is the meeting place of the freshwater River Thames, its many tributaries and the North Sea. The Thames estuary has an average daily rise and fall of water levels of 7 m. In addition to the daily tides, the Thames estuary is prone to an increase in water levels caused by a North Sea surge. On top of this, strong northerly winds can increase the height of the surge. A surge tide entering the Thames estuary can increase water levels by over 1 m and can be a major flood threat especially if this happens during a 'spring' tide when normal tide levels are higher (TE2100 Plan).

**Opportunity: Potential for the LTP3 to promote improved public access to the River Medway and riverbank routes. Promotion of the use of the River Medway for transportation. Location of transport infrastructure to avoid flood risk areas.**



Constraint: The transport strategy is significantly restricted by the presence of nature conservation designations within and around the River Medway. Existing developments on flood risk areas still need transportation links.

### Traffic & Transport

Medway is located approximately 30 miles from London to the west and 40 miles from Dover to the east, with the five historic towns of Strood, Rochester, Chatham, Gillingham and Rainham forming the urban core. Larger villages in the more rural parts of Medway include Cuxton, Halling and the Isle of Grain. This combined with the young age demographic of the area and the higher number of older people living longer and more independently, mean there are a wide variety of needs to be catered for.

The area has excellent transport links to the national motorway and rail networks, as well as those throughout Kent. Access to the Channel Tunnel Rail Link is also in close proximity and faster services will be introduced serving Rochester from 2009 onwards (Medway LDF SA Scoping Report, April 2009). In recent years bus punctuality has improved, from 80% in 2005/06 to 87% in 2008/09 (Draft LDF Transport Strategy, November 2009).

The main issues for the road system around Medway are related to congestion and a resultant perception of inaccessibility. Though there are good links to the main road network, there are particular problems on the M25 around the A2 junction, junctions 3-5 of the M20 and its knock-on effects on the A228 and junction 5 of the M2. There is currently little distinction between the role of town centres and the crossroad functions of the main towns of Chatham and Strood.

The River Medway is also an important transport link for the area. However, there is a need to ensure adequate landside capacity for onward movement of freight from deepwater ports and local berths. The exact amount of expansion and increase in transport here will depend on the impacts of other regional ports, such as Shell Haven and where proposals can be linked to tourism and urban renewal strategies. In addition, the River Medway offers opportunities for river bus services or the movement of material by barge. Environmental impacts on the river system also need to be considered (Medway LDF SA Scoping Report, April 2009).

Medway's Local Area Agreement (2008 – 2011) contains three targets focusing on travel, one of which addresses congestion. The target is to limit journey times into Chatham in the morning peak to 4 minutes per mile. Whilst measurements indicate that this is being achieved, they also exposure significant journey time variations between school days and non-school days.

Interventions to encourage cycling has resulted in growth in cycling on the strategic cycle network and to key destinations, such as stations, where there has been an 80% growth in the number of rail passengers cycling to station between 2003 and 2008 (Draft LDF Transport Strategy, November 2009).

### Sustainability Issue

Transport will be necessary for improving economic performance and ensuring services are accessible. The school run causes a large amount of congestion. Without interventions, journey times are predicted to increase as a result of regeneration of the area (Draft LDF Transport Strategy, November 2009).

The predicted increase in rail heading from stations in Medway by commuters using Channel Tunnel Rail Link (CTRL) domestic services is likely to result in additional burdens on the local transport network, town centre and the poor facilities at stations.

For the journey to work there are significant numbers of short journeys up to 20km (73.4%) on the highway network making it difficult for traditional public transport to offer a real alternative to the private car. Furthermore, the poly-centric nature of the Medway area results in a large amount of inter-urban trips. As a result, the Medway area has a high proportion of car use for the journey to work, with relatively low numbers using public transport to commute on a daily basis (Draft LDF Transport Strategy, November 2009).

**Opportunity:** The LTP3 has the potential to make a large beneficial contribution to reducing congestion through improvements to public transport, cycle and walking routes etc. Promoting rail and water transportation for freight. Introducing deterrents to using the private car such as increased car parking fees in town centres. Travel planning and initiative for schools could be investigated.

**Constraint:** Changing behaviour to get modal shift away from the private car.

### Climate adaptation and mitigation

The main impacts predicted across the country of climate change, will be hotter, drier summers and milder, wetter winters with an intensification of urban island effects (general temperature warming). There is also the possibility that there will be higher winds and more severe storms, as well as climate events being of a more extreme nature with hot days having higher temperatures and downpours being more intense, as well as greater levels of coastal erosion and greater frequency and height of tidal surges.

DEFRA has published estimates and the best available figures for the South East consider there will be a warming of 1.5-2.5°C by 2050 and a change in the distribution of precipitation throughout the year with a predicted decrease in summer by 30-40% and an increase of 15-20% in winter (State of Medway Report: Climate Change, Renewables and Flooding (2009), Medway Council LDF).

It is predicted that due to isostatic rebound (land tilting) sea levels will rise by at least 6mm a year. Some models have predicted that sea levels around Kent could rise 16cm by 2020 and 74cm by 2080. This along with the increased number of and intensity of heavier rainfall incidents, as well as expected stormy weather mean that it is likely the greatest impact on the Medway area resulting from climate change is likely to be a greater risk of flooding from higher water levels in rivers and surges of sea water being pushed into the estuaries, as well as the possibility of increased coastal erosion around the Peninsula (State of Medway Report: Climate Change, Renewables and Flooding (2009), Medway Council LDF).

### Sustainability Issue

Climate change effects such as increased temperatures, and severe weather conditions could have affect on the transport network.

Flood risk is a continued risk to particular areas and a constraint to be considered for new transport infrastructure.

Carbon emissions from transport.

Opportunity: Mitigation and adaptation to climate change through:

- reducing carbon emissions;
- making the best use of existing transport infrastructure;
- making use of green infrastructure associated with transport networks for climate change adaptation e.g. carbon storage, sustainable drainage, energy generation, and water conservation;
- reducing the need to travel; and
- shifting necessary travel to more sustainable modes (public rights of way and wider access network improvements) and behaviours, and locking in the benefits.

Constraint: Climate change is a global issue. Cost involved in climate proofing transport infrastructure. Difficulty in achieving significant modal shift.

### 4.3 Evolution of the Baseline without the LTP3

The SEA Directive requires that ‘the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme are identified’. Prediction of future trends is difficult because they depend on a wide range of global, national and regional factors and decision-making. A ‘Do Nothing’ or ‘Business as Usual’ scenario has been assessed and the results presented in Table 4.4.

From an initial review of baseline it is likely that the following trends will continue:

- **air quality** – it is likely that increased economic growth and development will lead to increased car use and congestion leading to localised air quality issues. National and local air quality targets and European Emission Standards for new cars should contribute to reducing this predicted increase;
- **biodiversity** – it is likely that increased economic growth and development, and climate change effects will result in loss of habitats and species;
- **climate change** – it is likely that climate change effects will continue including increased temperatures, gales, severe storms and flooding;
- **cultural heritage** – heritage assets are likely to continue to be preserved through legislation. Development could put pressure on heritage assets and their setting;
- **water management** – increased economic growth is likely to cause an increase in run-off and potential contamination and disruption of flows for surface water and groundwater, there is also likely to be an increase in demand for water;
- **landscape** – it is likely that continued development and changing farming practices will affect the countryside character;
- **employment** – economic growth and employment is likely to continue;
- **education** - it is presumed that educational achievement would increase in line with that of the national average;
- **crime** - it is likely that overall crime figures will continue to fall if current aspirations with respect of community are met; and
- **health** – obesity is a growing problem and is likely to continue. Active lifestyles and healthy eating campaigns will help reduce this trend.

Table 4.4: Evolution of the Baseline

Ref	Medway LTP3 SA/SEA Objectives	
1	Conserve and enhance Medway’s biodiversity (habitats and species) and geo-diversity	-
2	To improve the health and well-being of the Medway population through reducing traffic accidents, promoting active transport modes and reducing transport related air and noise effects	0
3	Make the best use of land through appropriate development on brownfield sites and use of existing transport network	0

Ref	Medway LTP3 SA/SEA Objectives	
4	Maintain and improve the quality and quantity of ground and surface waters in Medway	-
5	Reduce air pollution and improve air quality	-
6	Ensure the transport network is resilient to climate change effects such as flood risk (adaptation to climate change)	-
7.	Mitigate against climate change through reducing CO <sub>2</sub> and other greenhouse gases through modal shift, traffic management and renewable energy	-
8.	Protect and enhance Medway's landscape (in particular the Kent Downs AONB), townscape and historic environment, including historic buildings, archaeological sites and culturally important features	0
9.	Reduce the need to travel through sustainable design and mixed-use developments, and improve travel choice and integration, and use of sustainable transport	0
10.	Improve accessibility of communities to key centres, facilities, goods, education, housing, services, and countryside recreation, facilitating social inclusion and reducing inequalities in poverty	0
11.	To create and sustain vibrant, safe communities in Medway and reduce crime	+
12.	To sustain local economic growth and competitiveness by delivering reliable and efficient transport networks	+
13.	Ensure prudent use of natural resources and use of sustainable waste management practices when undertaking maintenance of the transport network	-

#### 4.4 Developing the SA/SEA Framework

A set of SA/SEA objectives have been devised in order to describe, analyse and compare the effects of implementing the LTP3. The list of objectives was produced by Mott MacDonald and Medway Council and is based on the SEA Directive topics, the Medway LDF Initial Sustainability Appraisal Objectives and the Medway LTP2 SA/SEA objectives. The SA/SEA objectives or indicators are not specifically required under the SEA Directive but they are however a recognised way in which environmental effects can be described, analysed and compared.

Table 4.5: SA/SEA Objectives

Ref	Medway LTP3 SA/SEA Objectives	SEA Directive Topic / General Topic	Medway LTP2 SEA Objectives	Medway LDF SA Objectives
1	Conserve and enhance Medway's biodiversity (habitats and species) and geo-diversity	Biodiversity, fauna and flora	To conserve and enhance Medway's biodiversity and soil (Objective 4)	Conserve and enhance the diversity and abundance of habitats and species (Objective 1)
2	To improve the health and well-being of the Medway population through reducing traffic accidents, promoting active transport modes and reducing transport related air and noise effects	Human health	To improve the health and well-being of the Medway population and reduce inequalities in health (Objective 6)	Improve the health and well-being of the population and reduce health Inequalities (Objective 8)
3	Make the best use of land through appropriate development on brownfield sites and use of existing transport network	Soil (Land use)	To conserve and enhance Medway's biodiversity and soil (Objective 4)	Maximise land use efficiency through appropriate use of previously developed land and existing buildings (Objective 7)
4	Maintain and improve the quality and quantity of ground and surface waters in Medway	Water Management	To maintain and improve the water quality of Medway's rivers (Objective 5)	Maintain and improve quality of ground and surface waters and security of Supply (Objective 3)
5	Reduce air pollution and	Air	To reduce air pollution	Reduce air pollution and improve air

Ref	Medway LTP3 SA/SEA Objectives	SEA Directive Topic / General Topic	Medway LTP2 SEA Objectives	Medway LDF SA Objectives
	improve air quality		(Objective 1)	quality, including reduction of greenhouse gas Emissions (Objective 2)
6	Ensure the transport network is resilient to climate change effects such as flood risk (adaptation to climate change)	Climatic factors (Climate change adaptation)	None identified	Reduce risk of flooding and ensure flood resilience of buildings and minimise the effect on public services and infrastructure (Objective 4)
7.	Mitigate against climate change through reducing CO <sub>2</sub> and other greenhouse gases through modal shift, traffic management and renewable energy	Climatic Factors (Climate change mitigation)	To address and adapt to the causes of climate change (Objective 2)	Reduce air pollution and improve air quality, including reduction of greenhouse gas Emissions (Objective 2)  Increase energy efficiency; the proportion of energy generated from renewable sources and the diversity and security of energy supplies (Objective 13)
8.	Protect and enhance Medway's landscape (in particular the Kent Downs AONB), townscape and historic environment, including historic buildings, archaeological sites and culturally important features	Cultural heritage (including architectural and archaeological heritage)  Landscape	To protect and enhance Medway's landscape, townscape and historic environment (Objective 3)	Conserve and enhance historic buildings, archaeological site and culturally important features and increase engagement by all sections of community (Objective 12)
9.	Reduce the need to travel through sustainable design and mixed-use developments, and improve travel choice and integration, and use of sustainable transport	Population, Material assets (Sustainable transport)	To improve journey ambience by sustainable transport modes (Objective 7)	Reduce traffic and congestion by reducing need to travel and improving travel choice (Objective 14)
10.	Improve accessibility of communities to key centres, facilities, goods, education, housing, services, and countryside recreation, facilitating social inclusion and reducing inequalities in poverty	Population (Accessibility, social inclusion, equality)	To improve accessibility to every day needs without the need to travel by car (Objective 8)	Improve accessibility to key services and facilities (inc. countryside, leisure/recreation and historic environment (Objective 11)  Reduce inequalities in poverty and social exclusion (Objective 9)
11.	To create and sustain vibrant, safe communities in Medway and reduce crime	Population (crime, safety)	To create and sustain vibrant, safe communities in Medway (Objective 9)	Reduce crime and the perception of crime (Objective 10)
12.	To sustain local economic growth and competitiveness by delivering reliable and efficient transport networks	Material assets (Economic growth)	To sustain local economic growth and competitiveness by supporting employment generation, sustainable tourism, and modernising transport facilities (Objective 10)	Support and improve employment and economic competitiveness in town centres and deprived areas (Objective 16)
13.	Ensure prudent use of natural resources and use of sustainable waste management practices when undertaking maintenance of the	Population, Material assets (Waste and resource use)	To make the best value of raw materials and reduce waste (Objective 11)	Reduce ecological footprint through prudent use of natural resources, factors reduction in waste and use of sustainable waste management practices (Objective 5)

Ref	Medway LTP3 SA/SEA Objectives	SEA Directive Topic / General Topic	Medway LTP2 SEA Objectives	Medway LDF SA Objectives
	transport network			
-	Education has been scoped out. It was not an objective in the LTP2. The LTP3 is more about accessibility to educational facilities, rather than education and skill development. Accessibility is dealt with in objective 10	Population (Education)	None identified	Raise educational achievements through developing opportunities to acquire skills, to develop and maintain workforce (Objective 15)
-	Housing has been scoped out. It was not an objective in the LTP2. The LTP3 is more about accessibility from housing developments to key centres, rather than construction of housing. Accessibility is dealt with in objective 10	Material assets (Housing)	None identified	Provide opportunity for everyone to live in a decent, sustainably constructed, affordable home suitable to their needs (Objective 6)

### 4.5 Developing SA/SEA Indicators

The second part of developing the SA/SEA framework is to develop indicators for each objective (Table 4.6). This helps determine the criteria for each objective and allows the baseline to be more focused. The indicators will be used as the basis for monitoring proposals to monitor the implementation of the LTP3. Monitoring proposals and specific indicators chosen will depend on the results of the assessment. Monitoring should be focused where negative effects are identified.

Table 4.6: SA/SEA Indicators

Ref	Draft Medway LTP3 SA/SEA Objective	SA/SEA Indicators	Baseline (and year)	Data Source
1	Conserve and enhance Medway’s biodiversity (habitats and species) and geo-diversity	Improved local biodiversity – proportion of local sites where positive conservation management has been or is being implemented (NI 197)	80% (2008/09)	Places Analysis Tool, DCLG
		Number and % area of land designated as a SSSI within Medway which is: (a) favourable (b) unfavourable recovery (c) unfavourable no change (d) unfavourable declining (e) destroyed / part destroyed	(1) Chattenden Woods - favourable (100%) (2) Dalham Forest – unfavourable no change (100%) (3) Medway Estuary and Marshes – favourable (98.84%), unfavourable no change (0.68%), destroyed (0.48%, not within Medway) (4) Northward Hill – favourable (100%) (5) South Thames Estuary and Marshes (partly in Medway) – favourable (95.28%), unfavourable recovery (2.35%), unfavourable no change (0.59%), unfavourable declining (1.79%) (6) Tower Hill to Cockham Wood – favourable (72.26%), unfavourable declining (27.74%) (2010)	Natural England, Sites of Scientific Interest Reports and Statistics
		Number of RIGS in Medway	4 RIGS: (1) Bores Hole, Halling (2) Halling Chalk Pit (3) Francis Chalk Quarry, Cliffe (4) Fort Amherst, Chatham (2010)	Kent RIGS Group
2	To improve the health and well-being of the Medway population through reducing traffic accidents, promoting active transport modes and reducing transport related air	Total killed and seriously injured casualties (BVPI99 <sub>(x)</sub> )	79 casualties (2007)	LTP Delivery Reports, Medway Council
		Children killed and seriously injured (BVPI99 <sub>(y)</sub> )	14 casualties (2007)	LTP Delivery Reports, Medway Council
		Total slight casualties (BVPI99 <sub>(z)</sub> )	45.28 casualties (2007)	LTP Delivery Reports, Medway Council



Ref	Draft Medway LTP3 SA/SEA Objective	SA/SEA Indicators	Baseline (and year)	Data Source
	and noise effects	Life expectancy at birth (a) Males (b) Females	(a) 76.78 (b) 81.25 (2008)	Office for National Statistics, Neighbourhood Statistics
3	Make the best use of land through appropriate development on brownfield sites and use of existing transport network	Road condition: (a) Principal roads where maintenance should be considered (NI 168, update to BVPI223) (b) Non-principal classified roads where maintenance should be considered (NI 169, update to BVPI224a)	(a) 5% (b) 11% (2008/09)	Places Analysis Tool, DCLG
4	Maintain and improve the quality and quantity of ground and surface waters in Medway	Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds (Major transport applications) (LDF Core indicator E1)	None (2009)	LDF Annual Monitoring Reports, Medway Council / EA website - high level target 5 development and flood risk
5	Reduce air pollution and improve air quality	Number of AQMAs in Medway (LTP Indicator 8)	3 (2010)	Medway Council website
		Changes in peak period traffic flows to urban centres (vehicle numbers or % of all journeys that are car driver journeys) (LTP Indicator 6)	220,491 (2006/07)	LTP Delivery Reports, Medway Council
6	Ensure the transport network is resilient to climate change effects such as flood risk (adaptation to climate change)	Planning to adapt to climate change (NI 188)	0 (2007/08)	Places Analysis Tool, DCLG
7.	Mitigate against climate change through reducing CO <sub>2</sub> and other greenhouse gases through modal shift, traffic management and renewable energy	Per capita reduction in CO <sub>2</sub> emissions in the local authority area (NI 186)	0.66 (2006)	Places Analysis Tool, DCLG
		Renewable energy generation (LDF Core indicator E3)	2 (1 wind, 1 solar) (2009)	LDF Annual Monitoring Reports, Medway Council
8.	Protect and enhance Medway's landscape (in particular the Kent Downs AONB), townscape and historic environment, including historic buildings, archaeological sites and culturally important features	Improved street and environmental cleanliness: (a) litter (b) detritus (c) graffiti (d) fly-posting (NI 195)	(a) 4% (b) 7% (c) 4% (d) 0% (2008/09)	Places Analysis Tool, DCLG
		Number of heritage assets in Medway on the English Heritage 'Heritage at Risk Register'	13 buildings (2010)	English Heritage, Heritage at Risk Register
		Number of Conservation Areas and Conservation Area Appraisals	(a) 26 Conservation Areas (b) 5 Conservation Area Appraisals	Medway Council website, Conservation Areas



Ref	Draft Medway LTP3 SA/SEA Objective	SA/SEA Indicators	Baseline (and year)	Data Source
9.	Reduce the need to travel through sustainable design and mixed-use developments, and improve travel choice and integration, and use of sustainable transport	Change in area wide road traffic mileage (LTP indicator 2)	1,398 (2006)	LTP Delivery Reports, Medway Council
		Footway condition (% of category 1, 1a, and 2 footway network where structural maintenance should be considered) (BVPI187)	10% (2007/08)	LTP Delivery Reports, Medway Council
		Cycle trips (annualised Index (LTP indicator 3)	239 (2007/08)	LTP Delivery Reports, Medway Council
		Modal share of journeys to school: (a) % by car (b) % by car share (c) % by public transport (d) % by walking (e) % by cycling (LTP indicator 4)	(a) 33% (b) 4% (c) 4% (d) 54% (e) 1% (in 2007/08)	LTP Delivery Reports, Medway Council
10.	Improve accessibility of communities to key centres, facilities, goods, education, housing, services, and countryside recreation, facilitating social inclusion and reducing inequalities in poverty	Number of accessible bus stops (LTP indicator 1)	225 (2007)	LTP Delivery Reports, Medway Council
		Satisfaction with local bus services (BVPI104)	51% (2006/07)	LTP Delivery Reports, Medway Council
		Bus services running on time - proportion running on time (NI 178)	87% (2008/09)	Places Analysis Tool, DCLG
11.	To create and sustain vibrant, safe communities in Medway and reduce crime	Crime rates: (a) violence against the person (b) theft of a motor vehicle (c) theft from a motor vehicle (d) total fire service incidents	(a) 4,297 (b) 885 (c) 1,694 (d) 3,318	Office for National Statistics, Neighbourhood Statistics
		Perceptions of anti-social behaviour (% of respondents having a high level of perceived anti-social behaviour) (NI 17)	25% (2008)	Places Analysis Tool, DCLG
12.	To sustain local economic growth and competitiveness by delivering reliable and efficient transport networks	Working age people with access to employment by public transport (NI 176)	82% (2008)	Places Analysis Tool, DCLG
13.	Ensure prudent use of natural resources and use of sustainable waste management practices when undertaking maintenance of the transport network	% of total material used for major transport schemes that is recycled / re-used	None available	Medway Council, Major Planning Applications
		Production of secondary/recycled aggregates (LDF Core indicator M2)	267,290 tonnes (2009)	LDF Annual Monitoring Reports, Medway Council

### 4.6 Compatibility of LTP3 and SA/SEA Objectives

Table 4.7 demonstrates how the draft LTP3 SA/SEA objectives support wider transport objectives and priorities. The full SA/SEA objectives are detailed in Section 4.4, the Medway transport priorities in Section 3, and the North Kent Transport Strategy objectives, and DaSTS objectives are detailed in Section 4.1.

Table 4.7: How the Medway LTP3 SA/SEA Objectives Support Wider Transport Objectives and Priorities

		Draft Medway LTP3 SEA/SA Objectives													
		1. Biodiversity / Geo-diversity	2 Health	3. Land Use	4. Water Management	5. Air Quality	6. Climate Change Adaptation	7. Climate Change Mitigation	9. Cultural Heritage, Landscape	10. Sustainable Transport	11. Accessibility, Social Inclusion	12. Crime, Vibrant Communities	13. Economic Growth	14. Waste, Resource Use	
<b>Medway Transport Priorities</b>	Regeneration and economic competitiveness			✓						✓	✓		✓		
	The natural environment	✓	✓		✓	✓	✓	✓	✓						
	Connectivity									✓	✓		✓		
	Equality of opportunity		✓								✓	✓	✓		
	Safety, security and public health		✓							✓	✓	✓			
<b>North Kent Transport Strategy Objectives</b>	Economic regeneration and competitiveness			✓						✓	✓		✓		
	Natural environment	✓	✓		✓	✓	✓	✓	✓	✓					
	Connectivity									✓	✓				
	Equality of opportunity and improved quality of life		✓							✓	✓	✓			
	Safety, security and public health		✓			✓				✓		✓			
<b>DaSTS</b>	Support economic growth									✓			✓		
	Tackle climate change					✓	✓	✓		✓					
	Contribute to better safety, security and health		✓							✓		✓			
	Promote equality of opportunity		✓								✓	✓			
	Improve quality of life and a healthy natural environment	✓	✓		✓	✓			✓			✓			

## 5. Development and Appraisal of LTP3 Strategic Options

### 5.1 LTP3 Strategic Options

In developing Medway's LTP3 strategy, four high level options were considered:

- **Do Minimum;**
- **Predict and Provide** - predict the likely growth in traffic and fully accommodate the growth by building more roads;
- **High Quality Public Transport** – including:
  - improve bus journey times, reliability, quality of service, accessibility, journey information and smart ticketing;
  - improve rail services through station improvements and lobbying for network improvements.
- **Sustainable Transport** - package of integrated transport and land-use planning measures including:
  - enabling more sustainable transport choices, through improving and promoting public transport, walking and cycling;
  - improving the efficiency of the existing transport networks;
  - tackling congestion hotspots;
  - ensuring new development has high accessibility to public transport
  - encouraging mixed-use development.

### 5.2 LTP3 Strategic Options Assessment

#### 5.2.1 Assessment against National Transport Goals

Table 5.1 assesses the LTP3 strategic options against the delivery of national DaSTS transport goals. The assessment demonstrates that, in terms of policy fit, the 'High quality public transport' and the 'Sustainable transport package' approaches are the favoured options. With the 'Do minimum' and 'Predict and provide' options being contrary to national policy.

Table 5.1: Assessment of LTP3 Options against Delivery of DaSTS Goals

National transport goals	LTP3 Strategic Options			
	Do minimum	Predict & provide	High quality public transport	Sustainable transport
Support economic growth	X	✓	✓	✓
Reduce carbon emissions	X	x	✓	✓
Promote equality of opportunity	X	X	✓	✓
Contribute to better safety, security and health	X	X	✓	✓
Improve quality of life and a healthy natural environment	x	X	✓	✓

Source: Medway Provisional LTP3

### 5.2.2 Assessment against SA/SEA Objectives

Table 5.2 assesses the LTP3 strategic options against the SA/SEA objectives to determine which strategic options support the SA/SEA objectives.

Table 5.2: Assessment of the LTP3 Options against the SA/SEA Objectives

SA/SEA Objectives	LTP3 Strategic Options			
	Do minimum	Predict & provide	High quality public transport	Sustainable transport
1. Conserve and enhance Medway’s biodiversity (habitats and species) and geo-diversity	X	X	✓	✓
2. To improve the health and well-being of the Medway population through reducing traffic accidents, promoting active transport modes and reducing transport related air and noise effects	X	X	✓	✓
3. Make the best use of land through appropriate development on brownfield sites and use of existing transport networks	✓	X	✓	✓
4. Maintain and improve the quality and quantity of ground and surface waters in Medway	X	X	✓	✓
5. Reduce air pollution and improve air quality	X	X	✓	✓
6. Ensure the transport network is resilient to climate change effects such as flood risk (adaptation to climate change)	X	X	✓	✓
7. Mitigate against climate change through reducing CO <sub>2</sub> and other greenhouse gases through modal shift, traffic management and renewable energy	X	X	✓	✓
8. Protect and enhance Medway’s landscape (in particular the Kent Downs AONB), townscape and historic environment, including historic buildings, archaeological sites and culturally important features	X	X	✓	✓
9. Reduce the need to travel through sustainable design and mixed-use developments, and improve travel choice and integration, and use of sustainable transport	X	X	✓	✓
10. Improve accessibility of communities to key centres, facilities, goods, education, housing, services, and countryside recreation, facilitating social inclusion and reducing inequalities in poverty	X	X	✓	✓
11. To create and sustain vibrant, safe communities in Medway and reduce crime	X	X	✓	✓
12. To sustain local economic growth and competitiveness by delivering reliable and efficient transport networks	X	✓	✓	✓
13. Ensure prudent use of natural resources and use of sustainable waste management practices when understanding maintenance of the transport network	✓	x	?	?

#### Do Minimum

The ‘Do minimum’ option is unlikely to support many of the SA/SEA objectives because ‘Do minimum’ would involve little to no new schemes, improvements or investment in the transport network. Without any improvements congestion is likely to increase negatively affecting air quality, climate change, water quality, biodiversity, health and safety. No improvements to public transport will do little to increase accessibility, and healthy travel modes. The ‘Do minimum’ option may support the SA/SEA objectives on land-use and

waste. This is because if there are no new schemes or improvement works then there will be no landtake required and no new waste generated.

### **Predict and Provide**

The 'Predict and provide' option is unlikely to support many of the SA/SEA objectives. Building new roads is unlikely to solve long-term congestion problems as new roads will get congested as more people use their cars because of a lack of efficient and reliable alternative travel modes. This is likely to negatively affect air quality, climate change, water quality, biodiversity, health and safety. The 'Predict and provide' option may support economic growth through building of new roads to access new development and employment opportunities. However, continued congestion may also hinder economic growth.

### **High Quality Public Transport**

The 'High quality public transport' option is likely to support most of the SA/SEA objectives. Improving bus journey times, reliability, accessibility, information and ticketing; and improving rail services will help facilitate modal shift to public transport reducing road traffic congestion. This may have positive effects on air quality, climate change, health, biodiversity and water quality. Improved bus and rail services will also provide more sustainable, healthy travel options, and increase accessibility and social inclusion for non-car users. Good public transport can encourage investment into an area and make employment opportunities more accessible to non-car users. This option is likely to support the SA/SEA objective on waste management, however, a question mark has been recorded in the assessment because waste may be generated as a result of improvement works, but following current Council best practice re-use and recycling of materials would be undertaken.

### **Sustainable Transport**

The 'Sustainable transport' option is likely to support most of the SA/SEA objectives. Integrated transport and land-use planning will help ensure new developments are accessible by sustainable transport modes including public transport, cycle and pedestrian routes. This may have positive effects on accessibility, economic growth, and social inclusion. Improvements and promotion of sustainable transport choice will help facilitate modal shift reducing congestion. This may have positive effects on air quality, climate change, health, biodiversity and water quality. This option is likely to support the SA/SEA objective on waste management, however, a question mark has been recorded in the assessment because waste may be generated as a result of improvement works, but following current Council best practice re-use and recycling of materials would be undertaken.

## **5.3 Preferred Strategic Option**

Medway Council took a number of factors into account when determining the preferred strategic option for the LTP3 strategy. These include the SA/SEA, policy fit, funding availability and contribution to the overarching priorities of Medway Council and its partners. The preferred option is a combined approach integrating the 'sustainable transport' option and the 'high quality public transport' option which collectively will aim to manage travel demand.

This preferred option was taken forward by Medway Council and developed into a detailed LTP3 strategy document containing priorities, objectives and actions for transport in Medway. Further details on the LTP3 can be found in Chapter 3 and Appendix D.

# 6. Appraisal of LTP3 Strategy

## 6.1 Assessment Workshop

The provisional LTP3 strategy was appraised against the sustainability framework by determining the level of sustainability performance of the LTP3 against each of the framework objectives. It should be noted that the assessment was a high level, strategic evaluation of implementing policy. The appraisal took place in the form of a workshop with specialists from Mott MacDonald and Medway Council.

The methodology used for the appraisal in the workshop was based on the Department for Communities and Local Government (DCLG) Sustainability Appraisal methodology. As well as predicting and evaluating the effects of the provisional LTP3 strategy, it also focused on identifying sustainability opportunities/mitigation to enhance policy wording. To assess an objective a group discussion took place to gain views and opinions on effects. A consensus of opinion was then reached as to the predicted effects and the specialist in that area gave their expert views.

During the workshop the five core LTP3 objectives and associated priority schemes and actions (described in Appendix D) were assessed against each of the SA/SEA objectives. For each objective a score (where possible or appropriate) and record of decision was recorded in an appraisal matrix.

Scoring Method:

++	Significant positive effect
+	Marginal positive effect
0	Neutral or no effect
-	Marginal negative effect
--	Significant negative effect
D	Effect depends on implementation
?	Uncertainty over effect

## 6.2 Appraisal Results

The full appraisal results matrices are presented in Appendix C. Tables 6.1 to 6.5 provide a summary of the appraisal results for each of the five LTP3 objectives and associated priority schemes and actions. A cumulative assessment for each LTP3 objective as a whole has also been assessed.

Table 6.1: LTP3 Objective 1 Summary Appraisal

SA/SEA Objectives (topic)	LTP3 Transport Objective 1: Highway Maintenance						Cumulative Effects
	Management of highway assets	Medway Tunnel upgrade	Structural infrastructure maintenance	Carriageway maintenance	Footway and cycle track maintenance	Public rights of way maintenance	
1. Biodiversity, Geo-diversity	+	0	0	+	0	0	0
2. Health	+	D	0	+	+	+	+
3. Land Use	+	0	0	D	0	0	0
4. Water Management	0	0	0	+	+	+	+
5. Air Quality	0	0	0	0	0	+	0
6. Climate Change Adaptation	+	+	+	+	+	+	+

SA/SEA Objectives (topic)	LTP3 Transport Objective 1: Highway Maintenance						Cumulative Effects
	Management of highway assets	Medway Tunnel upgrade	Structural infrastructure maintenance	Carriageway maintenance	Footway and cycle track maintenance	Public rights of way maintenance	
7. Climate Change Mitigation	0	+	0	+	+	+	+
8. Cultural Heritage, Landscape	+	0	0	0	+	+	+
9. Sustainable Transport	0	+	+	+	+	+	+
10. Accessibility, Social Inclusion	++	+	0	+	+	+	+
11. Crime, Vibrant Communities	+	+	0	0	+	+	+
12. Economic Growth	+	+	+	+	0	0	+
13. Waste, Resource Use	+	0	+	+	+	+	+

### LTP3 Objective 1: Highway Maintenance Summary

Overall the LTP3 objective one and its associated priority schemes and actions perform positively against the SA/SEA objectives. Maintenance schemes will help ensure the continuing and future use of the transport network. Maintenance to upgrade facilities and repair damage will help to maximise use of the existing network and reduce future congestion having positive effects on climate change adaptation and mitigation, sustainable transport, accessibility, communities, economic growth and resource use. A detailed record of decision describing the predicted effects of LTP3 objective one is presented in Appendix C.1.

Table 6.2: LTP3 Objective 2 Summary Appraisal

SA/SEA Objectives (topic)	LTP3 Transport Objective 2: Improving Infrastructure Capacity						Cumulative Effects
	Operation of UTMIC		Tackling congestion hotspots	Strategic car park management	Management of freight		
1. Biodiversity, Geo-diversity	0	+	-	0	+	-	0
2. Health	+	++		0	+		+
3. Land Use	0	0	0	0	0		0
4. Water Management	0	0	0	0	+		0
5. Air Quality	0	+	+	0	+		0
6. Climate Change Adaptation	0	0	0	0	+	D	0
7. Climate Change Mitigation	+	++	+	0	D	++	D
8. Cultural Heritage, Landscape	0	+	+	0	-		0
9. Sustainable Transport	+	+	+	D	+		+
10. Accessibility, Social Inclusion	+	+	+	0	0		+
11. Crime, Vibrant Communities	0	0	0	0	0		0
12. Economic	0	+	+	0	+		+

SA/SEA Objectives (topic)	LTP3 Transport Objective 2: Improving Infrastructure Capacity				Cumulative Effects
	Operation of UTMC	Tackling congestion hotspots	Strategic car park management	Management of freight	
Growth					
13. Waste, Resource Use	0	0	0	0	0

### LTP3 Objective 2: Improving Infrastructure Capacity Summary

Overall the LTP3 objective two and its associated priority schemes and actions are likely to have a neutral/positive effect on the SA/SEA objectives. In particular, tackling congestion hotspots and encouraging freight to use rail or more strategic roads will help reduce congestion having positive effects on air quality, health, climate change mitigation, accessibility and economic growth. However, re-distribution of traffic to roads nearer to sensitive receptors may have negative effects. The UTMC is likely to increase bus punctuality and reliability having positive effects on accessibility, sustainable transport, and health. A detailed record of decision describing the predicted effects of LTP3 objective two is presented in Appendix C.2.

Table 6.3: LTP3 Objective 3 Summary Appraisal

SA/SEA Objectives (topic)	LTP3 Transport Objective 3: Improving Public Transport							Cumulative Effects
	Improving travel by bus and taxi	Developing park and ride	Improving travel by train	Coach travel	Community Transport	River Transport and River Crossings		
1. Biodiversity, Geo-diversity	+	-	+	-	+	-	0	
2. Health	++	++	+	0	0	0	+	
3. Land Use	-	--	+	0	0	+	-	
4. Water Management	+	+	+	0	0	0	+	
5. Air Quality	+	++	+	0	+	0	+	
6. Climate Change Adaptation	+	0	0	0	0	0	0	
7. Climate Change Mitigation	+	++	+	0	0	0	+	
8. Cultural Heritage, Landscape	+	-	-	0	+	0	0	
9. Sustainable Transport	++	++	++	+	+	+	++	
10. Accessibility, Social Inclusion	++	0	+	0	++	+	+	
11. Crime, Vibrant Communities	+	0	0	0	0	0	0	
12. Economic Growth	++	++	++	+	+	+	+	
13. Waste, Resource Use	0	-	0	-	0	0	-	

### LTP3 Objective 3: Improving Public Transport Summary

Overall the LTP3 objective three and its associated priority schemes and actions are likely to have both positive and negative effects on the SA/SEA objectives. Overall improving public transport is likely to have positive effects on accessibility, health, economic growth and air quality. In particular, actions on improving



travel by bus and taxi and improving travel by train will have many positive effects. Developing park and ride is likely to have a number of positive and negative effects. Negative effects include landtake, possible loss of biodiversity, and visual intrusion on the landscape. However, there may be positive effects on health, air quality, climate change mitigation, sustainable transport and economic growth. A detailed record of decision describing the predicted effects of LTP3 objective three is presented in Appendix C.3.

Table 6.4: LTP3 Objective 4 Summary Appraisal

SA/SEA Objectives (topic)	LTP3 Transport Objective 4: Encouraging Active Travel and Improving Health								Cumulative Effects		
	Accessibility to bus services	Encouraging walking		Encouraging cycling		Green Grid	Improving air quality	Design guidance for new developments		Travel plans	
1. Biodiversity, Geo-diversity	+	+		+		++	++	0		0 D	+
2. Health	+	++		++		+	++	+		+	++
3. Land Use	0	0		0		0	0	0		0	0
4. Water Management	+	0	+	0	+	0	0	0		+	+
5. Air Quality	+	0	+	0	+	0	++	0		+	+
6. Climate Change Adaptation	+	0	+	0	+	+	0	+	++	0	+
7. Climate Change Mitigation	+	++		++		0	D	+		++	+
8. Cultural Heritage, Landscape	0	+		+		+	0	0		0	+
9. Sustainable Transport	+	++		++		+	0	++		+	++
10. Accessibility, Social Inclusion	++	+		+		+	+	-		+	+
11. Crime, Vibrant Communities	+	+		+		0	0	+		0	+
12. Economic Growth	0	+		+		0	0	+		+	+
13. Waste, Resource Use	0	0		0		+	0	0		0	0

**LTP3 Objective 4: Encouraging Active Travel and Improving Health Summary**

Overall the LTP3 objective four and its associated priority schemes and actions perform positively against the SA/SEA objectives. Overall encouraging active travel and improving health is likely to help facilitate modal shift away from private car use having positive effects on biodiversity, health, air quality, climate change mitigation, sustainable transport and accessibility. ‘Shared space’ proposals under the design guidance for developments action may have potential conflicts with disability groups. A detailed record of decision describing the predicted effects of LTP3 objective four is presented in Appendix C.4.

Table 6.5: LTP3 Objective 5 Summary Appraisal

SA/SEA Objectives (topic)	LTP3 Transport Objective 5: Improving Travel Safety						Cumulative Effects
	Road safety schemes	Road safety education & training	Road safety publicity and promotion	Road safety enforcement	Safer routes to school projects	Community safety initiatives	
1. Biodiversity, Geo-diversity	0	0	0	0	0	0	0

SA/SEA Objectives (topic)	LTP3 Transport Objective 5: Improving Travel Safety						Cumulative Effects
	Road safety schemes	Road safety education & training	Road safety publicity and promotion	Road safety enforcement	Safer routes to school projects	Community safety initiatives	
2. Health	++	+	++	+	+	0	+
3. Land Use	0	0	0	0	0	0	0
4. Water Management	+	0	0	0	0	0	0
5. Air Quality	0	0	0	0	0	0	0
6. Climate Change Adaptation	0	0	0	0	0	0	0
7. Climate Change Mitigation	0	+	0	0	+	0	+
8. Cultural Heritage, Landscape	-	0	0	-	0	0	-
9. Sustainable Transport	0	+	0	0	+	0	+
10. Accessibility, Social Inclusion	+	+	+	+	+	+	+
11. Crime, Vibrant Communities	0	0	0	0	+	++	+
12. Economic Growth	0	0	0	+	0	+	0
13. Waste, Resource Use	0	0	0	0	0	0	0

**LTP3 Objective 5: Improving Travel Safety Summary**

Overall the LTP3 objective five and its associated priority schemes and actions perform neutrally against the SA/SEA objectives. Overall improving travel safety is likely to have positive effects on health and accessibility. There may some potential negative effects from erection of travel safety infrastructure on archaeological assets and landscape. A detailed record of decision describing the predicted effects of LTP3 objective five is presented in Appendix C.5.

**6.3 Risks, Uncertainties and Assumptions**

The assessment has been undertaken at a high level on strategic policy. Where the LTP3 Strategy refers to a collective set of initiatives/actions rather than specific details of individual schemes/actions an assumption about the predicted effects has been taken based on the nature of the collective initiatives/actions.

The assessment has been undertaken by independent consultants with specialist knowledge on environmental, social and economic issues. However, because of the nature of the assessment as a high level qualitative assessment a degree of subjectivity remains.

The assessment has assumed that all actions listed in the LTP3 Strategy under each transport priority and objective will be implemented.

## 7. SA/SEA Mitigation and Enhancement

### 7.1 Mitigation and Enhancement Measures

Implementation of the LTP3 Strategy will have both positive and negative effects. Table 7.1 sets out mitigation and enhancement measures that were suggested during the assessment workshop. Implementation of these measures could further enhance the sustainability performance of the LTP3 and help to mitigate against negative effects. The mitigation and enhancement measures suggested have been split according to which LTP3 objective and scheme/action they apply to. Many of the suggested measures are detailed measures which should be implemented during construction, operation and maintenance of the proposed schemes/actions. These measures could also be incorporated into the LTP3 Implementation Plan. Some of the measures suggested relate to direct policy wording and format within the LTP2 Strategy document, and suggest additional policy wording and clarification that is needed in the document (highlighted in bold font).

Table 7.1: LTP3 Objective 1 Mitigation and Enhancement

<b>LTP3 Objective 1: Highway Maintenance</b>	
<b>Scheme</b>	<b>Mitigation/Enhancement</b>
Management of highway assets	<ul style="list-style-type: none"> <li>Climate change adaptation – consideration could be given to the type of surfacing used during highway maintenance to cope with warmer summers and colder winters</li> <li>Social inclusion – local demography of more vulnerable groups could be used to prioritise investment</li> <li>Accessibility – inclusion of countdown systems would benefit all pedestrian by removing any uncertainty they may have over crossing a road</li> <li>Water management - drainage solutions opportunities such as SUDS could be incorporated as part of the management measures</li> </ul>
Medway Tunnel upgrade	<ul style="list-style-type: none"> <li>Accessibility – because walking and cycling are not viable options through the tunnel, it should be ensured that efficient public transport is provided through the tunnel (bus services) and provision of carriage of cycles in buses is allowed</li> </ul>
Structural infrastructure maintenance	<ul style="list-style-type: none"> <li>Accessibility – opportunity to review structures in line with the Disability Discrimination Act</li> <li>Social inclusion – if structures are being considered for removal or significant change they should be subject to an Equality Impact Assessment</li> </ul>
Carriageway maintenance	<ul style="list-style-type: none"> <li>Climate change adaptation – consideration could be given to the type of surfacing used during carriageway maintenance to cope with warmer summers and colder winters</li> </ul>
Footway and cycle track maintenance	<ul style="list-style-type: none"> <li>Crime – opportunity to design out crime through installation of CCTV and increased lighting</li> <li>Economic growth – target improvements in areas where there are heritage and recreational assets to increase tourism</li> <li>Accessibility – any temporary diversion as a result of maintenance should be fully accessible for disabled people and others with restricted mobility</li> </ul>
Public rights of way maintenance	<ul style="list-style-type: none"> <li>Crime – opportunity to design out crime through installation of CCTV and increased lighting</li> <li>Economic growth – target improvements in areas where there are heritage and recreational assets to increase tourism</li> </ul>

Table 7.2: LTP3 Objective 2 Mitigation and Enhancement

LTP3 Objective 2: Improving Infrastructure Capacity	
Scheme	Mitigation/Enhancement
Operation of UTMC	<ul style="list-style-type: none"> <li>Air quality – investment in the system to measures air quality in hotspot areas related to traffic data</li> <li>Accessibility – the action to give out real time travel and parking information could be further expanded to include information on location and availability of Blue Badge spaces for disabled people</li> </ul>
Tackling congestion hotspots	<ul style="list-style-type: none"> <li>None identified</li> </ul>
Strategic car park management	<ul style="list-style-type: none"> <li>Climate change mitigation – disbenefits for car users are needed</li> <li>Crime – opportunity to improve car park safety at the same time as the strategic review e.g. lighting, CCTV, patrols</li> </ul>
Management of freight	<ul style="list-style-type: none"> <li>None identified</li> </ul>

Table 7.3: LTP3 Objective 3 Mitigation and Enhancement

LTP3 Objective 3: Improving Public Transport	
Scheme	Mitigation/Enhancement
Improved travel by bus and taxi	<ul style="list-style-type: none"> <li>Social inclusion – Promotion of bus services through the media should advertise the accessibility and safety features of services to that different groups know the level of assistance they can expect</li> <li>Crime – expand proposed text messaging service across the bus network to include a mechanism for direct reporting of any anti-social behaviour</li> </ul>
Developing park and ride	<ul style="list-style-type: none"> <li>Biodiversity – where possible locations of the park and ride facilities should avoid sensitive habitats in relation to air pollution</li> <li>Water management – opportunities should be sought to include sustainable drainage (SUDS) methods at the park and ride sites to prevent any increased runoff resulting from paved areas</li> <li>Water management – locations should not be located in the floodplain or, if they are, there should be compensation elsewhere for loss of floodplain volume</li> <li>Accessibility – park and ride services should form part of the transport interchange network so users without cars e.g. bus and rail can use the facilities</li> <li>Economic growth – involve local retail centres and business park in decision to develop park and ride connectivity</li> </ul>
Improving travel by train	<ul style="list-style-type: none"> <li>Accessibility – encourage train operators to permit carriage of cycles on trains</li> <li>Accessibility – station improvements should be fully DDA compliant</li> </ul>
Coach travel	<ul style="list-style-type: none"> <li>Biodiversity – where possible locations of the park and ride facilities should avoid sensitive habitats in relation to air pollution</li> </ul>
Community transport	<ul style="list-style-type: none"> <li>Social inclusion – involve local people to explore the real positives and negatives of <i>The Villager</i> to maximise the benefits of the service</li> </ul>
River transport and river crossings	<ul style="list-style-type: none"> <li>Health – opportunities should be sought to include innovative solutions such as facilitating cycle and pedestrian journeys on new (or existing) river crossings</li> </ul>

Table 7.4: LTP3 Objective 4 Mitigation and Enhancement

LTP3 Objective 4: Encouraging Active Travel and Improving Health	
Scheme	Mitigation/Enhancement
Accessibility to bus services	<ul style="list-style-type: none"> <li>Climate change adaptation - opportunities could be sought to incorporate solar panels into the design of the shelters to power lighting and the real time information boards</li> <li><b>Accessibility – bullet point 3 in the LTP3 strategy document section 5.5.3 on investigating measures to allow those with learning disabilities to undertake independent travel could be extended to include other disability groups.</b></li> </ul>

LTP3 Objective 4: Encouraging Active Travel and Improving Health	
Scheme	Mitigation/Enhancement
Encouraging walking	<ul style="list-style-type: none"> <li>• Accessibility – incorporate measures to make the bus service more accessible for people whose first language is not English</li> <li>• Accessibility – ensure bus services are fully accessible for all groups in order to comply with the DDA</li> </ul>
Encouraging cycling	<ul style="list-style-type: none"> <li>• <b>Health – consider re-structuring paragraph 5.5.5 so that actions are split into targeting specific users groups e.g. recreational users, commuters, users accessing services</b></li> <li>• Crime – ensure walking routes include safety design measures e.g. natural surveillance or CCTV, lighting</li> <li>• Economic growth – consideration should be given to pedestrianisation of certain areas to make town centres more attractive to shoppers</li> </ul>
Green Grid	<ul style="list-style-type: none"> <li>• <b>Health – expand and explain more about what the Green Grid is in the LTP3 strategy and the focus on recreational usage</b></li> <li>• Accessibility - when designing possible linkages with the Green Grid, opportunities could be sought to ensure that walk ways are step free and wide enough for parents with buggies and for wheelchair users. Consideration should also be given to methods that prohibit vehicles such as motorcycles from accessing the Green Grid links but whilst maintaining access for wheelchair users and parents with buggies and prams</li> </ul>
Improving air quality	<ul style="list-style-type: none"> <li>• <b>Health – the last bullet point in the provisional LTP3 strategy document in section 5.5.12 on disseminating air quality data to hospitals is possibly too detailed for the strategy document and would be better placed as a measure in the Implementation Plan, where more details could also be given on the delivery method. A more strategic approach to disseminating information could be adopted in the strategy document such as engaging with public health and environmental health professionals</b></li> <li>• <b>Air quality – transport schemes should be reviewed in terms of their air quality with input from the Medway Council air quality team. An extra bullet point action should be added to the LTP3 strategy document, section 5.5.12 stating that In advance of the Implementation Plan air quality issues associated with strategy actions should be reviewed</b></li> </ul>
Design guidance for new developments	<ul style="list-style-type: none"> <li>• <b>Air quality – design guidance for new developments should encourage electric vehicles by including electric car charging points within developments. This could be included as a separate bullet point action in section 5.5.14</b></li> <li>• Sustainable transport – new development should aim to reduce the need to travel in the first instance by creating mixed-used developments with residential, shops, employment within the development</li> <li>• Social inclusion – ‘shared space’ is opposed by disability charities, therefore consultation should be undertaken on this proposed action to ensure there are no negative effects for disability groups. If no alternatives to shared space can be found it should be ensured that shared spaces can be navigated with confidence by all users (e.g. putting in tactile pavements)</li> </ul>
Travel plans	<ul style="list-style-type: none"> <li>• Health – ensure travel plans focus on visitors as well as staff</li> <li>• <b>Social inclusion – the LTP3 strategy document, sections 5.5.15 and 5.5.16 should differentiate between different types of travel plans such as school/education, commercial etc.</b></li> <li>• Sustainable transport – incentives could be provided for SMEs in the same development/area to liaise on a joint travel plan to gain more benefits and sustainable transport opportunities</li> </ul>

Table 7.5: LTP3 Objective 5 Mitigation and Enhancement

<b>LTP3 Objective 5: Improving Travel Safety</b>	
<b>Scheme</b>	<b>Mitigation/Enhancement</b>
Road safety schemes	None identified
Road safety education and training	Social inclusion – all user groups should be considered as part of road safety education and training, for example elderly people
Road safety publicity and promotion	Social inclusion – work with local communities to develop the most effective promotion techniques
Road safety enforcement	None identified
Safer routes to school projects	Social inclusion – undertake consultation with local school and parent groups to avoid any detrimental impacts caused by parking restrictions/enforcements Crime – bus safety education could be expanded to include personal safety education
Community safety initiatives	Crime – socio-demographic mapping as well as working with the police to prioritise areas for investment

# 8. Conclusions and Recommendations

## 8.1 Conclusions

The SA/SEA process has informed the decision-making for the preferred option for the LTP3, and has demonstrated the predicted effects of implementing the Medway LTP3 Strategy. Overall the transport objectives, and priority schemes and actions set out in the LTP3 are likely to have positive effects in terms of relieving congestion, encouraging modal shift, improving public transport, maximising use of the existing network, and increasing road safety which will have positive effect on accessibility, health, safety, air quality, climate change, sustainable transport and economic development. Some measures outlined in the LTP3 are likely to have negative effects such as landtake, habitat loss, waste generation, resource use and disturbance to heritage assets. Mitigation and enhancement measures have been suggested to help enhance and mitigate the predicted effects of implementing the LTP3.

## 8.2 Recommendations

A number of mitigation and enhancement measures were suggested as a result of the assessment. These are presented in Chapter 7. Measures specific to policy wording within the LTP3 Strategy have been taken forward into recommendations. The other measures detailed in Chapter 7 should be taken forward for the Implementation Plan and incorporated in the future implementation of the schemes/actions in the LTP3.

### Recommendations for Changes to LTP3 Strategy Policy Wording

#### **Recommendation 1: Accessibility to Bus Services (Section 5.5.2, 5.5.3 LTP3 Provisional Strategy)**

The third bullet point in the LTP3 strategy document section 5.5.3 on investigating measures to allow those with learning disabilities to undertake independent travel could be extended to include other disability groups, not just those with learning difficulties.

**Reason for Recommendation 1:** People with learning disabilities are not the only group to have difficulty undertaking independent travel on public transport. The LTP3 would have a stronger positive outcome for equality groups if a range of disability groups were included.

#### **Recommendation 2: Encouraging Walking (Section 5.5.4, 5.5.5 LTP3 Provisional Strategy)**

Section 5.5.5 should be re-structured so that the bullet pointed schemes/actions are split into specific target user groups e.g. recreational/leisure users, commuters, users accessing services (shoppers, healthcare etc)

**Reason for Recommendation 2:** Re-structuring the schemes/actions into specific target groups will allow key aims and priorities for walking to be focused for each target group. This should help maximise the benefits of walking schemes for each target group.

#### **Recommendation 3: Encouraging Cycling (Section 5.5.6, 5.5.7 LTP3 Provisional Strategy)**

Section 5.5.7 should be re-structured so that the bullet pointed schemes/actions are split into specific target user groups e.g. recreational/leisure users, commuters, users accessing services (shoppers, healthcare etc)

**Reason for Recommendation 3:** Re-structuring the schemes/actions into specific target groups will allow key aims and priorities for cycling to be focused for each target group. This should help maximise the benefits of cycling schemes for each target group

#### **Recommendation 4: Green Grid (Section 5.5.8, 5.5.9, 5.5.10 LTP3 Provisional Strategy)**

Section 5.5.8 should be expanded to explain in more detail what the Green Grid is and focus on



recreational usage.

**Reason for Recommendation 4:** It is not currently clear in the LTP3 what the Green Grid is, its benefits and user groups. This should be clearly explained so the reader understands and is aware of the Green Grid and its benefits.

**Recommendation 5: Improving Air Quality (Section 5.5.11, 5.5.12 LTP3 Provisional Strategy)**

The last bullet point Section 5.5.12 on disseminating air quality data to hospitals is possibly too detailed for the strategy document and would be better placed as a measure in the Implementation Plan. The Implementation Plan could then present more details on the delivery method for this action. A more strategic approach to disseminating information could be adopted in the strategy document such as engaging with public health and environmental health professionals. The last bullet point should be changed to reflect this.

**Reason for Recommendation 5:** The LTP3 Strategy document should focus on strategic actions with the details being presented in the Implementation Plan. This allows the LTP3 Strategy to focus on strategic actions to meet the five transport objectives and priorities, and the Implementation Plan to deliver the actions by providing detailed measures for implementation.

**Recommendation 6: Improving Air Quality (Section 5.5.11, 5.5.12 LTP3 Provisional Strategy)**

Transport schemes/actions outlined in the LTP3 Strategy should be reviewed/modelled in terms of their air quality effects with input from the Medway Council air quality team. An extra bullet point action should be added to Section 5.5.12 stating that 'In advance of the Implementation Plan air quality effects associated with LTP3 strategy schemes/actions will be reviewed'.

**Reason for Recommendation 6:** A key aim of the LTP3 is to facilitate modal shift and relieve congestion leading to improved air quality. Therefore, the air quality effects of the schemes/actions outlined in the LTP3 should be reviewed/modelled to demonstrate tangible benefits, or where there are negative air quality effects to re-think inclusion of the scheme/action.

**Recommendation 7: Design Guidance for Developments (Section 5.5.13, 5.5.14 LTP3 Provisional Strategy)**

Design guidance for new developments should encourage electric vehicle usage by including electric car charging points within developments. This should be included as a separate bullet point action in section 5.5.14.

**Reason for Recommendation 7:** Electric vehicles are becoming a more popular, viable alternative to petrol/diesel vehicles, and have positive effects for the environment. The LTP3 should be encouraging their use through provision of the necessary infrastructure.

**Recommendation 8: Travel Plans (Section 5.5.15, 5.5.16 LTP3 Provisional Strategy)**

The LTP3 strategy document, sections 5.5.15 and 5.5.16 should be re-structured to differentiate between different types of travel plans such as school/education, commercial etc, with a clear focus for each type of travel plan.

**Reason for Recommendation 8:** Re-structuring the schemes/actions to focus on the different types of travel plans will allow key aims and priorities for travel plans to be targeted for each travel plan user group. This should help maximise the benefits of travel plans for different users.



## 9. Implementation and Monitoring

### **9.1 Links to Other Tiers of Plans, Programmes and the Project Level**

The Medway LTP3 helps deliver and supports several local national plans and transport priorities including the Local Development Framework and DaSTS. Improvements to the transport network including public transport, walking and cycling will have positive effects on tourism, accessibility, social inclusion and health which may help support strategies on tourism, culture and health.

The LTP3 has been assessed at a high strategic policy level. Specific schemes detailed in the LTP3 may be subject to an Environmental Impact Assessment under the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 (as amended). Requirements for EIA will be determined on a scheme by scheme basis once the scheme is at the stage to be taken forward.

### **9.2 Proposals for Monitoring**

Monitoring the significant sustainability effects of implementing the LTP3 is an essential ongoing element of the SA/SEA process. Monitoring ensures that the identified SA/SEA objectives are being achieved, allows early identification of unforeseen adverse effects and thus appropriate remedial action can be taken. Monitoring will be an important requirement to measure performance and ensure the LTP3 is being successfully implemented. Indicators and baseline information for each of the SA/SEA objectives is presented in Table 4.6. The DfT guidance states that it is inappropriate to monitor everything. Therefore the monitoring proposals outlined in Table 9.1 have been selected from Table 4.6 and focus on significant affects including those which:

- Indicate a likely breach of international, national or local legislation, recognised guidelines or standards;
- May give rise to irreversible damage, with a view to identifying trends before such damage occurs; and
- Were subject to uncertainty in the SA/SEA and where monitoring would enable prevention or mitigation measures to be taken.

Table 9.1: Monitoring Proposals

Medway LTP3 SA/SEA Objective	SA/SEA Indicators	Baseline (and year)	Data Source	Responsibility for Monitoring
1. Conserve and enhance Medway's biodiversity (habitats and species) and geo-diversity	Improved local biodiversity – proportion of local sites where positive conservation management has been or is being implemented (NI 197)	80% (2008/09)	Places Analysis Tool, DCLG	DCLG (Medway Council)
	Number and % area of land designated as a SSSI within Medway which is: (f) favourable (g) unfavourable recovery (h) unfavourable no change (i) unfavourable declining (j) destroyed / part destroyed	(1) Chattenden Woods - favourable (100%) (2) Dalham Forest – unfavourable no change (100%) (3) Medway Estuary and Marshes – favourable (98.84%), unfavourable no change (0.68%), destroyed (0.48%, not within Medway) (4) Northward Hill – favourable (100%) (5) South Thames Estuary and Marshes (partly in Medway) – favourable (95.28%), unfavourable recovery (2.35%), unfavourable no change (0.59%), unfavourable declining (1.79%) (6) Tower Hill to Cockham Wood – favourable (72.26%), unfavourable declining (27.74%) (2010)	Natural England, Sites of Scientific Interest Reports and Statistics	Natural England
2. To improve the health and well-being of the Medway population through reducing traffic accidents, promoting active transport modes and reducing transport related air and noise effects	Total killed and seriously injured casualties (BVPI99 <sub>(x)</sub> )	79 casualties (2007)	LTP Delivery Reports, Medway Council	Medway Council
	Total slight casualties (BVPI99 <sub>(z)</sub> )	45.28 casualties (2007)	LTP Delivery Reports, Medway Council	Medway Council
	Km of new access routes for walkers, cyclists and horse riders created as a result of the LTP3	N/A	Medway Council	Medway Council
3. Make the best use of land through appropriate development on brownfield sites and use of existing transport network	Road condition: (c) Principal roads where maintenance should be considered (NI 168, update to BVPI223) (d) Non-principal classified roads where maintenance should be considered (NI 169, update to BVPI224a)	(c) 5% (d) 11% (2008/09)	Places Analysis Tool, DCLG	DCLG (Medway Council)
4. Maintain and improve the quality and quantity of ground and surface waters in Medway	Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds (Major transport applications) (LDF Core indicator E1)	None (2009)	LDF Annual Monitoring Reports, Medway Council / EA website - high level target 5 development and	Medway Council

Medway LTP3 SA/SEA Objective	SA/SEA Indicators	Baseline (and year)	Data Source	Responsibility for Monitoring
			flood risk	
5. Reduce air pollution and improve air quality	Number of AQMAs in Medway (LTP Indicator 8)	3 (2010)	Medway Council website	Medway Council
	Changes in peak period traffic flows to urban centres (vehicle numbers or % of all journeys that are car driver journeys) (LTP Indicator 6)	220,491 (2006/07)	LTP Delivery Reports, Medway Council	Medway Council
6. Ensure the transport network is resilient to climate change effects such as flood risk (adaptation to climate change)	Planning to adapt to climate change (NI 188)	0 (2007/08)	Places Analysis Tool, DCLG	DCLG (Medway Council)
7. Mitigate against climate change through reducing CO <sub>2</sub> and other greenhouse gases through modal shift, traffic management and renewable energy	Per capita reduction in CO <sub>2</sub> emissions in the local authority area (NI 186)	0.66 (2006)	Places Analysis Tool, DCLG	DCLG (Medway Council)
8. Protect and enhance Medway's landscape (in particular the Kent Downs AONB), townscape and historic environment, including historic buildings, archaeological sites and culturally important features	Improved street and environmental cleanliness: (e) litter (f) detritus (g) graffiti (h) fly-posting (NI 195)	(e) 4% (f) 7% (g) 4% (h) 0% (2008/09)	Places Analysis Tool, DCLG	DCLG (Medway Council)
9. Reduce the need to travel through sustainable design and mixed-use developments, and improve travel choice and integration, and use of sustainable transport	Footway condition (% of category 1, 1a, and 2 footway network where structural maintenance should be considered) (BVPI187)	10% (2007/08)	LTP Delivery Reports, Medway Council	Medway Council
	Cycle trips (annualised Index (LTP indicator 3)	239 (2007/08)	LTP Delivery Reports, Medway Council	Medway Council
	Modal share of journeys to school: (f) % by car (g) % by car share (h) % by public transport (i) % by walking (j) % by cycling (LTP indicator 4)	(f) 33% (g) 4% (h) 4% (i) 54% (j) 1% (in 2007/08)	LTP Delivery Reports, Medway Council	Medway Council
10. Improve accessibility of communities to key centres, facilities, goods, education, housing,	Number of accessible bus stops (LTP indicator 1)	225 (2007)	LTP Delivery Reports, Medway Council	Medway Council

Medway LTP3 SA/SEA Objective	SA/SEA Indicators	Baseline (and year)	Data Source	Responsibility for Monitoring
services, and countryside recreation, facilitating social inclusion and reducing inequalities in poverty	Bus services running on time - proportion running on time (NI 178)	87% (2008/09)	Places Analysis Tool, DCLG	DCLG (Medway Council)
11. To create and sustain vibrant, safe communities in Medway and reduce crime	Crime rates: (e) violence against the person (f) theft of a motor vehicle (g) theft from a motor vehicle (h) total fire service incidents	(e) 4,297 (f) 885 (g) 1,694 (h) 3,318	Office for National Statistics, Neighbourhood Statistics	ONS
	Perceptions of anti-social behaviour (% of respondents having a high level of perceived anti-social behaviour) (NI 17)	25% (2008)	Places Analysis Tool, DCLG	DCLG (Medway Council)
12. To sustain local economic growth and competitiveness by delivering reliable and efficient transport networks	Working age people with access to employment by public transport (NI 176)	82% (2008)	Places Analysis Tool, DCLG	DCLG (Medway Council)
13. Ensure prudent use of natural resources and use of sustainable waste management practices when undertaking maintenance of the transport network	% of total material used for major transport schemes that is recycled / re-used	None available	Medway Council, Major Planning Applications	Medway Council

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# Appendices

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# Appendix A. Scoping Report Comments

Consultee	Consultee Comment	MM Response
<p><b>Environment Agency</b> Document dated 11<sup>th</sup> June 2010 from Ms. Jennifer Wilson, Planning Liaison Technical Specialist</p>	<p><b>1. Are there any additional plans or programmes at the international, national, regional or local level which has been excluded from Appendix A, which your organisation thinks are relevant to the LTP3 SA/SEA?</b></p>	
	<p>We recommend that the following important Regional/Sub Regional plans/programmes are referenced:</p> <ul style="list-style-type: none"> <li>• <b>Environment Agency – Towards Water neutrality in the Thames Gateway.</b> This document is a summary of the study undertaken to inform policy and develop the concept of water neutrality;</li> <li>• <b>Thames Gateway Eco region: a prospectus:</b> CLG 2008. Provides the Governments’ ambitions on a range of environmental issues; and</li> <li>• <b>Thames Estuary 2100 Plan</b> - The finalised TE2100 plan has now been approved by the Environment Agency’s Board Members and is with Defra for endorsement. We anticipate that the TE2100 plan will be published in Summer 2010.</li> </ul>	<p>Section 4.1 and Appendix A have been amended to include the following regional documents ‘Environment Agency – Towards Water neutrality in the Thames Gateway’, Thames Gateway Eco region: a prospectus’ and the ‘Thames Estuary 2100 Plan’.</p>
	<p><u>Page 11 Section 3.2 Development of LTP3 Priorities</u></p> <p>Priority 2 reads that it only focuses on climate change mitigation. We recommend amending the headline to <b>“To support a healthier environment by improving air quality, reducing climate change and its consequences”</b>.</p>	<p>This is a comment for the LTP3 Strategy rather than the SA/SEA. It will be considered by Medway Council.</p>
	<p><u>Page 33 Section 5.2.10 Flooding</u></p> <p>This section should recognise Thames Estuary 2100 Plan</p>	<p>Details on the TE2100 Plan have been added to the flooding baseline section. Key challenges identified in the TE2100 Plan have been included in the sustainability issues.</p>
<p><u>Page 32 Section 5.2.10 Water &amp; Soil</u></p> <p>The water section would benefit from the additional information provided by a Water Cycle Strategy. We have made this recommendation in response to the early issues and options consultation for the Core Strategy.</p> <p>A water cycle strategy assesses the capacity of the environment and water supply and waste water infrastructure. It can be used to plan for the infrastructure needed to support addition development. The strategy should consider the following:</p> <ul style="list-style-type: none"> <li>• environmental capacity;</li> <li>• availability of water resources;</li> <li>• waste water infrastructure;</li> <li>• the amount and rate of new development; and</li> <li>• the programme and timing of water supply and waste water infrastructure measures needed to meet the requirements of future development.</li> </ul>	<p>A water cycle strategy for Medway is not currently available.</p>	

Consultee	Consultee Comment	MM Response
	<p><b>3. Do you think the environmental, social and economic baseline data collected for Medway is appropriate and relevant?</b></p> <p><u>Page 29 Section 5.2.9 Biodiversity &amp; Landscape</u></p> <p>Another significant issue for Medway and the Greater Thames Estuary is habitat creation. Over the next 100 years sea level, wave heights and offshore wind speeds in the Greater Thames Estuary are all predicted to increase due to climate change. This will result in 'coastal squeeze' where intertidal habitats are squeezed between flood defences and the rising sea level. In the Greater Thames Estuary we predict that we will lose 1000ha of intertidal habitat over the next 100 years. The most effective way of meeting the requirements of the Habitats Directive is to create new intertidal habitat in proximity to the SPAs by realigning flood defences.</p> <p>Therefore, an additional constraint will be the impact on compensation SPA habitat created in Medway.</p>	<p>Text on coastal squeeze and intertidal habitat creation has been added to the sustainability issues.</p> <p>The constraints on the impact on compensation SPA habitat has been added to the sustainability constraints.</p>
	<p><b>5. Is there any inaccurate environmental, social and economic baseline information?</b></p> <p><u>Page 32 Section 5.2.10 Water &amp; Soil</u></p> <p>The last paragraph of Water &amp; Soil should recognise demand management as an option alongside desalinisation and import</p> <p><b>6. Are the sustainability objectives and associated indicators suitable for the LTP3?</b></p> <p><b>7. Does the wording of any existing objectives need to be changed, added or removed?</b></p>	<p>Demand management has been added as an option to the baseline.</p>

Consultee	Consultee Comment	MM Response
	<p><u>Objective 4</u> We recommend that the issue of using water wisely is pulled into SA/SEA, Objective 4. This objective could read “<b>Maintain and improve the quality and quantity of ground and surface waters in Medway</b>”.</p> <p><u>Objective 9</u> Sustainable design and mixed use developments will deliver on Objectives 7, 9 and 11. Perhaps this theme should sit within objective 9. In the Thames Gateway the level of regeneration that is planned will allow us to tackle some of the current causes of poor air quality. This can be achieved by mixed-use development that reduces the need to travel by car, and promotes walking, cycling and use of public transport. This can also help to tackle traffic congestion.</p> <p>Please find below a section from the Thames Gateway Environmental Standards that addresses this issue:</p> <p><b><i>ACH2 – Minimise the impact of travel on air quality.</i></b></p> <p>Development should be located to reduce the need to travel, encourage sustainable transport usage and contribute towards the transport infrastructure. This will minimise traffic congestion and subsequent emissions to air.</p> <p>It should be designed to encourage walking and cycling, and improve accessibility by public transport between residential, employment and amenity areas. These should be prioritised over ease of traffic movement and can help reduce the number of journeys made by car and the emissions to air. The most sustainable transport methods should be utilised for moving freight.</p> <p>Smarter Choice transport measures should be facilitated which include:</p> <ul style="list-style-type: none"> <li>• workplace and school travel plans;</li> <li>• personalised travel planning;</li> <li>• public transport information and marketing;</li> <li>• travel awareness campaigns;</li> <li>• car sharing;</li> <li>• car clubs;</li> <li>• tele-working and teleconferencing; and</li> <li>• cycling and walking.</li> </ul> <p>Smarter Choices can complement, rather than substitute for other policies. They should not be implemented in isolation because as road traffic levels are reduced the extra road space created may encourage other motorists onto the roads, thereby offsetting some of the initial benefits.</p> <p>Proposals for development should identify the nature and extent of measures proposed to reduce the impact of travel on air quality at the strategic, layout and design stages. This should also consider cumulative impacts resulting from neighbouring developments.</p>	<p>Objective 4 updated.</p> <p>Objective 9 updated.</p>

Consultee	Consultee Comment	MM Response
<p><b>Natural England</b> Letter dated 14<sup>th</sup> June 2010 from Josh Nelson, Environmental Planning Adviser</p>	<p><b>General Comments</b></p> <p>We are pleased to see the SA/ SEA scoping report recognises that landscape, nature conservation and access to the countryside are important issues in relation to transport planning.</p> <p>We are pleased to see that climate change and the role that transport plays in it (both mitigation and adaptation) is recognised as an important issue.</p> <p>Natural England has set out its priorities for LTPs in its 'Guidance on Local Transport Plans and the Natural Environment', 2009 <a href="http://www.naturalengland.org.uk/Images/local-trans-plans_tcm6-15159.pdf">http://www.naturalengland.org.uk/Images/local-trans-plans_tcm6-15159.pdf</a> Adoption of these priorities within the LTP will help to maximise the benefits for the natural environment as assessed in the SEA.</p>	<p>No Action Required</p>
	<p><b>2. Methodology</b></p> <p>We would like/ are pleased to see the SA/ SEA scoping report indicating how the LTP's vision, aims, objectives, policies and proposals are to be assessed.</p> <p>We would like to see the SA/ SEA scoping report outlining the likely structure and content of the Environmental Report consistent with the requirements of Reg12(3)and Sch 2 of the SEA Regulations.</p> <p>We would like to see links being made between the SEA and Habitat Regulations Assessment process. DfT guidance on LTPs, chapter 4, section 2, paragraph 42 on Habitats Regulations Assessment outlines the necessity to undertake HRA screening to determine whether their Plan is likely to have a significant effect on a European site alone or in combination with other plans and projects. In this respect we would like to draw your attention to the latest consolidation of the Habitats Regulations - the <i>Conservation of Habitats and Species Regulations 2010</i>. As in earlier versions of the regulations, this confirms that if it cannot be determined that a significant effect will not arise, the plan must then be subject to an Appropriate Assessment (Regulation 102).</p> <p>Whilst the SEA and HRA processes are separate processes and should be reported upon individually, there are a number of linkages between the two processes. For example, evidence gathered for the HRA on European sites can be fed into the SEA process and the findings of HRA can feed into the SEA assessment</p>	<p>The components that make up the Environmental Report are listed in the SA Report. The SA Report will go out for a 6 week consultation period.</p> <p>Medway Council are currently undertaking a HRA on the LDF and are using this as a basis for the LTP3. Reference to the HRA will be made in the SA Report.</p>
	<p><b>1. Are there any additional plans or programmes at the international, national, regional or local level which has been excluded from Appendix A, which your organisation thinks are relevant to the LTP3 SA/SEA?</b></p>	

Consultee	Consultee Comment	MM Response
	<p>As far as national legislation is concerned, the following is relevant:</p> <ul style="list-style-type: none"> <li>• Wildlife and Countryside Act (as amended) 1981</li> <li>• Transport Act 2000 (as amended by the Local Transport Act 2008).</li> <li>• Countryside and Rights of Way Act (as amended) 2001</li> <li>• Natural Environment and Rural Communities Act 2006.</li> <li>• Conservation (Natural Habitats &amp; C) Regulations 2006</li> <li>• The Conservation of Habitats and Species Regulations 2010</li> </ul> <p>As far as local plans policies and programmes are concerned, we would recommend that the following are considered:</p> <ul style="list-style-type: none"> <li>• The Kent Downs AONB Management Plan</li> <li>• Greening the Gateway and Thames Gateway Parklands</li> <li>• The Valley of Visions Project</li> <li>• Four Parishes Plan</li> <li>• Medway Green Grid</li> <li>• City to Sea Footpath Project</li> </ul>	<p>Section 4.1 and Appendix A in the Scoping Report have been amended to include these additional plans, policies and programmes as appropriate.</p>
<b>2. Do you agree with the review of the current key sustainability issues in the Medway is appropriate and relevant?</b>		
	<p>Natural England would agree in general with the current sustainability issues as set out in section 5.2 of the SA/ SEA scoping report.</p> <p>At 5.2.5, Economy and Employment, Natural England would suggest that a key opportunity (similar to that for Housing at 5.2.6) should be to link new employment development to existing or new transport infrastructure and particularly to locate such economic development close to existing urban population centres in order to reduce transport – especially that by private vehicle.</p> <p>Natural England would note, in respect of Air Quality, that, as well as being pertinent to human health, emissions can lead to adverse effects on designated nature conservation sites (in particular those with low nutrient systems such as chalk downland).</p> <p>5.2.9 Biodiversity and Landscape – an opportunity that could be promoted is to use transport infrastructure to provide wildlife corridors, through, for instance, native wildflower verge and embankment plantings. We believe the following sustainability issues and opportunities should be considered:</p> <p><b>Issue</b> Climate change and carbon emissions from transport</p> <p><b>Opportunities</b> Mitigation of and adaptation to climate change through:</p> <ul style="list-style-type: none"> <li>• reducing carbon emissions;</li> <li>• making best use of existing transport infrastructure;</li> <li>• making use of green infrastructure associated with transport networks for climate change adaptation e.g. carbon storage, sustainable drainage, energy generation, and water conservation.</li> </ul>	<p>The issues and opportunities suggested have been incorporated into the relevant sections of the SA Report.</p>

Consultee	Consultee Comment	MM Response
	<ul style="list-style-type: none"> <li>reducing the need to travel ; and</li> <li>shifting necessary travel to more sustainable modes (public rights of way and wider access network improvements) and behaviours, and locking in the benefits.</li> </ul> <p><b>Issue</b> Impacts on the natural environment from transport and associated infrastructure.</p> <p><b>Opportunities</b></p> <ul style="list-style-type: none"> <li>Conserving and enhancing local landscape (and townscape) character and quality, and local distinctiveness (including reducing noise and light pollution);</li> <li>Conserving and enhancing biodiversity (habitats and species) and geodiversity; and</li> <li>Maintaining and enhancing green infrastructure as part of the transport network for its wide ranging contribution to biodiversity; geodiversity; accessible recreation and associated health benefits; adapting to climate change (e.g. carbon storage, drainage, and water conservation).</li> </ul> <p><b>Issue</b> Poor access to the natural environment</p> <p><b>Opportunities</b></p> <ul style="list-style-type: none"> <li>Maintaining and enhancing access to green and open spaces; and</li> <li>Maintaining and improving the public rights of way and wider access network (through integration with and implementation of the Rights of Way Improvement Plan).</li> </ul> <p><b>Issue</b> Obesity and poor mental and physical health of adults and children</p> <p><b>Opportunities</b></p> <ul style="list-style-type: none"> <li>Improving health through active travel and improved access to the natural environment, for example through our Walking for Health project and our Green Exercise programme.</li> </ul> <p><b>Issue</b> Car based visitor pressure affecting protected landscapes and sites of biodiversity value.</p> <ul style="list-style-type: none"> <li>More sustainable access in rural locations that provide benefits for residents as well as visitors; and</li> <li>Protected sites becoming exemplars of sustainable transport.</li> </ul>	
	<p><b>3. Do you think the environmental, social and economic baseline data collected for Medway is appropriate and relevant? / 4. Is any environmental, social and economic baseline information currently missing?</b></p>	
	<p>In relation to baseline information, we would like the SEA to show how well the plan will:</p> <ul style="list-style-type: none"> <li>conserve and enhance landscape (and townscape) character and quality;</li> <li>conserve and enhance biodiversity and geodiversity;</li> <li>conserve and enhance opportunities for sustainable public access to the natural environment;</li> <li>adopt a strategic approach to planning and provision of multi functional green infrastructure; and</li> </ul>	<p>The affects of the LTP3 on biodiversity and landscape is assessed in the appraisal tables in the SA Report.</p>

Consultee	Consultee Comment	MM Response
	<ul style="list-style-type: none"> <li>ensure the natural environment can adapt to and mitigate for the effects of climate change.</li> </ul> <p>We would recommend including information on key environmental assets including:</p> <p>Landscape:</p> <ul style="list-style-type: none"> <li>Countryside Quality Counts;</li> <li>Protected landscapes - the Kent Downs Areas of Outstanding Natural Beauty (AONB)</li> </ul> <p>Biodiversity:</p> <ul style="list-style-type: none"> <li>Protected Areas and Species</li> <li>UK BAP information</li> <li>SSSI condition</li> </ul> <p>Geodiversity and soils</p> <p>Access:</p> <ul style="list-style-type: none"> <li>National Trails,</li> <li>Open access</li> <li>Coastal access</li> <li>ther access e.g. permissive access</li> <li>PROW</li> </ul> <p>Green Infrastructure</p> <p>Links to relevant sources of information can be found from our web site at <a href="http://www.naturalengland.org.uk">www.naturalengland.org.uk</a>. In particular, we would recommend the information sources set out in the Appendix to this letter.</p>	<p>A large amount of the baseline data on the key environmental assets listed are already included within the baseline sections. Baseline information has been updated with additional information where appropriate.</p>
	<p><b>6. Are the sustainability objectives and associated indicators suitable for the LTP3?</b></p> <p><b>7. Does the wording of any existing objectives need to be changed, added or removed?</b></p> <p>We welcome LTP3 SA/SEA sustainability objectives and would make the following comments:</p> <ul style="list-style-type: none"> <li>Objective 1, conserving and enhancing biodiversity: should include both habitats and species;</li> <li>Objective 2, health and well-being: we welcome the advocating of active transport but would recommend that linking people to countryside recreation (including good quality rights of way) is given specific prominence (whether here, as part of objective 10 or elsewhere);</li> <li>Objective 3, making best use of land: we welcome the objective of using the existing transport network; however, some development on brownfield land may be inappropriate due to BAP priority habitat status (including Open Mosaic Habitats on Previously Developed Land) and not all brownfield land is well located in relation to population centres and the existing transport infrastructure; and</li> <li>Objective 8, landscape: we would recommend specific mention of the Kent Downs AONB</li> </ul> <p><b>8. Do the draft sustainability appraisal indicators provide a relevant measure for the objective? If not can you suggest appropriate alternatives?</b></p>	<p>Habitats and species have been added to objective 1 wording. Access to the countryside has been added to objective 10 wording. Objective 3 states 'appropriate development on brownfield land'. Any BAP habitat or location constraints would be 'inappropriate development'. Objective not changed. Kent Downs AONB added to objective 8 wording.</p>



Consultee	Consultee Comment	MM Response
	<p>Natural England welcome the draft sustainability appraisal indicators and in particular the link to National Indicators such as NI 197, 186 and 188.</p> <p>Consideration should be given to the monitoring framework that will be used to monitor significant effects and identify any unforeseen effects resulting from the implementation of the LTP. We would expect that such a framework would consider effects on both the natural environment and climate change.</p> <p>In any sustainability framework, we would welcome the inclusion of targets and indicators based on the following:</p> <ul style="list-style-type: none"> <li>• Targets for securing at least no net significant adverse effect on the character or quality of protected landscapes and nature conservation sites, and preferably a net enhancement. We recommend making use of data such as:</li> </ul> <p>Landscape Character Assessment and Countryside Quality Counts for 'landscape' and 'townscape'; (For further advice on landscape indicators for SEAs of LTPs see: <a href="http://www.naturalengland.org.uk/Images/landscapeindicators05_tcm6-10501.pdf">http://www.naturalengland.org.uk/Images/landscapeindicators05_tcm6-10501.pdf</a>)</p> <ul style="list-style-type: none"> <li>• Biodiversity Action Plan targets;</li> <li>• Targets for enhancing the quality and length of green corridors and Public Rights of Way. We would specifically welcome a target on km of new access routes for walkers, cyclists and horse riders to be created as a result of the third round Local Transport Plan;</li> <li>• Targets for increasing quality parks &amp; accessible greenspaces using Accessible Natural Greenspace Standards, (see our 'Nature Nearby' publication listed in the Apendix) and national standards such as 'Green Flag' for parks and open spaces, and Country Parks accreditation schemes;</li> <li>• Targets for delivering health benefits through green exercise and active travel on the transport network; and</li> <li>• Targets identifying the contribution the LTP will make to National Indicators (specifically NI 186, 188 and 197), as well as health indicators.</li> </ul>	<p>Monitoring proposals are presented in the SA Report.</p> <p>Targets and indicators added to the monitoring framework as appropriate.</p>

## Appendix B. Policies, Plans, Programmes and Environmental Objectives relevant to the Medway LTP3

Plan, Policy or Programme	Description	Implications for the SA/SEA
<b>International and European</b>		
Johannesburg Declaration on Sustainable Development (2002)	The World Summit on Sustainable Development in Johannesburg, South Africa, from 2 to 4 September 2002, reaffirms our commitment to sustainable development. The representatives committed themselves to building a humane, equitable and caring global society, cognizant of the need for human dignity for all through economic development, social development and environmental protection at the local, national, regional and global levels.	The SA/SEA should consider economic development, social development and environmental protection. Economic, social and environmental SA/SEA objectives have been developed.
EU Sustainable Development Strategy (2006)	On 9th June 2006, the European Council approved the new EU Sustainable Development Strategy (EU SDS). It aims to achieve continuous improvement of quality of life both for current and for future generations, through the creation of sustainable communities able to manage and use resources efficiently and to tap the ecological and social innovation potential of the economy, ensuring prosperity, environmental protection and social cohesion.	The SA/SEA should consider quality of life, resource use, social cohesion and environmental protection. These are covered in SA/SEA under objectives 1, 2, 10, 11, 13.
EU Air Quality Directive (2008) 2008/50/EC	This recent directive for ambient air quality and cleaner air for Europe came into force on 11 June 2008. The directive is one of the key measures outlined in the 2005 Thematic Strategy on air pollution adopted by the Commission in September 2005. It establishes ambitious, cost-effective targets for improving human health and environmental quality up to 2020.	The SA/SEA should consider air quality, specially transport related emissions such as NO <sub>2</sub> , CO <sub>2</sub> and PM <sub>10</sub> . Air quality is covered in SA/SEA objective 5.
EU Waste Framework Directive (2008) 2008/98/EC	This revised Directive replaces the existing Waste Directive, the Waste Oils Directive and the Hazardous Waste Directive. The new Directive clarifies the meaning of 'waste' and other concepts such as 'recycling' and 'recovery'. It applies a new waste hierarchy (prevention, re-use, recycling, recovery and as a last resort, environmental disposal), expands the 'polluter pays' principle by emphasising producer responsibility, applies more stringent waste reduction and waste management targets for Member States and requires enhanced content in waste management plans.	The SA/SEA should promote use of the waste hierarchy. Sustainable waste management is covered in SA/SEA objective 13.

Plan, Policy or Programme	Description	Implications for the SA/SEA
European Transport White Paper 'European Transport Policy for 2010: Time to Decide' (September 2001)	The White Paper identifies a number of the key transport problems in the European Union (EU), which include an unequal growth in different modes of transport, congestion on main road routes and the harmful effects on the environment and on health. The White Paper sets out proposals for some 60 measures aimed at developing and enhancing the European transport system. The White Paper asserts that a modern transport system must be sustainable from an economic and social as well as an environmental viewpoint.	The SA/SEA should aim to reduce congestion and its affects on health and the environment. This is covered in the SA/SEA under objectives 2, 9.
Keep Europe Moving - Sustainable Mobility for our Continent - Mid term review of the White Paper (September 2006)	This mid-term review of the White Paper considers achieving high levels of mobility at the same time as achieving environmental protection and advocates a European sustainable mobility policy which seeks to achieve shifts to more environmentally friendly modes of transport, especially long distance, in urban areas and in congested corridors. The review also considers that all modes must become more environmentally friendly, safe and energy efficient. The review also considers the role of 'co-modality', that is the efficient use of different modes on their own and in combination, the outcome being an optimal and sustainable utilisation of resources.	The SA/SEA should encourage the use of sustainable transport modes. This is covered in the SA/SEA under objective 9.
Water Framework Directive 2000/60/EC	This Directive aims to establish a framework for the protection of inland surface waters, transitional waters, coastal waters and groundwater.	The SA/SEA should consider water quality issues associated with transport. Water quality is covered under SA/SEA objective 4.
Habitats Directive (1992) 92/43/EEC	The aim of this Directive is to contribute towards ensuring bio-diversity through the conservation of natural habitats and of wild fauna and flora.	The SA/SEA should aim to protect and enhance biodiversity. This is covered under SA/SEA objective 1.
Birds Directive (1979) 79/409/EEC	The Birds Directive identified 181 endangered species and sub-species for which the Member States are required to designate Special Protection Areas (SPAs).	The SA/SEA should aim to protect and enhance biodiversity. This is covered under SA/SEA objective 1.
European Landscape Convention (1991) 91/676/EC	Council of Europe initiative to focus attention on landscape. Its main principles are that good landscape is everybody's right; that everyone should be involved in landscape issues; all landscapes are important; that landscape will change; and that landscape can be created as well as protected and managed.	The SA/SEA should aim to protect the character of the landscape. This is covered in SA/SEA objective 8.
The Ramsar Convention (1971)	The Ramsar Convention on Wetlands of International Importance especially as Waterfowl Habitat was ratified by the UK in 1976. The Convention signed in Ramsar, Iran, is an intergovernmental treaty which provides the framework for national action and international co-operation for the conservation and wise use of wetlands and their resources.	The SA/SEA should aim to protect and enhance biodiversity. This is covered under SA/SEA objective 1.

Plan, Policy or Programme	Description	Implications for the SA/SEA
<b>National</b>		
The Transport Act 2000 (as amended by the Local Transport Act 2008)	<p>The Local Transport Act is a key part of the Government's strategy to meet this commitment, empowering local authorities to take appropriate steps to meet local transport needs in the light of local circumstances.</p> <p>The Act will:</p> <ul style="list-style-type: none"> <li>• Give local authorities the right mix of powers to improve the quality of local bus services, as proposed in <i>Putting Passengers First</i> last December following an extensive bus policy review;</li> <li>• Allow for the creation of an influential new bus passenger champion to represent the interests of bus passengers;</li> <li>• Give local authorities the power to review and propose their own arrangements for local transport governance to support more coherent planning and delivery of local transport;</li> <li>• Update existing legal powers so that, where local areas wish to develop proposals for local road pricing schemes, they have the freedom and flexibility to do so in a way that best meets local needs - whilst ensuring schemes are consistent and interoperable.</li> </ul> <p>The Act requires local transport authorities to have regard to Government guidance and policies on the environment when formulating LTPs and policies.</p>	The LTP should consider the Act in its preparation
Countryside & Rights of Way Act 2000	The Act provides for public access on foot to certain types of land, amends the law relating to public rights of way, increases protection for Sites of Special Scientific Interest (SSSI) and strengthens wildlife enforcement legislation, and provides for better management of Areas of Outstanding Natural Beauty (AONB). The Act is compliant with the provisions of the European Convention on Human Rights, requiring consultation where the rights of the individual may be affected by these measures.	The LTP and SA/SEA should aim to protect habitats and species and designated landscape areas
Natural Environment and Rural Communities Act 2006	<p>The Natural Environment and Rural Communities Act is designed to help achieve a rich and diverse natural environment and thriving rural communities through modernised and simplified arrangements for delivering Government policy.</p> <p>In relation to biodiversity, Section 40 of the Natural Environment and Communities Act (NERC) 2006 and states that: "Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity".</p> <p>Biodiversity is a core component of sustainable development, underpinning economic development and prosperity, and has an important role to play in developing locally distinctive and sustainable communities. From 1 October 2006, all local authorities and other public authorities in England and Wales have a Duty to have regard to the conservation of biodiversity in exercising their functions. The Duty aims to raise the profile and visibility of biodiversity, to clarify existing commitments with regard to biodiversity and to make it a natural and integral part of policy and decision making.</p>	The LTP and SA/SEA should recognise the specific rural issues set out in the Act and aim to make public transport more accessible in rural locations
The Conservation (Natural Habitats, & c.) (Amendment) Regulations 2007	The Conservation (Natural Habitats, & c.) Regulations 2007 (as amended): This regulation places a duty on planning authorities to meet the requirements of the Habitats Directive, and to provide protection for priority habitats and species listed in the Habitats Directive outside of protected areas	The LTP and SA/SEA should aim to protect habitats and species
The Conservation of Habitats and Species Regulations 2010	This statutory document consolidates and updates the Conservation (Natural Habitats, &c.) Regulations 1994. The Habitats Regulations transpose the Habitats Directive in England by ensuring that activities are carried out in accordance with the requirements of the Directive.	The LTP and SA/SEA should aim to protect and biodiversity through the conservation of

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Wildlife & Countryside Act 1981	<p>The key UK legislation is the Wildlife and Countryside Act 1981 (WCA 1981) which consolidates and amends existing national legislation to implement the EC Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora, the Convention on the Conservation of European Wildlife and Natural Habitats (Bern Convention) and Council Directive 79/409/EEC on the Conservation of Wild Birds (Birds Directive) in Great Britain. Of particular relevance to the proposed scheme are Schedule 1, which lists bird species afforded special protection and Schedules 5, which protect various mammal species including all bat species, from injury, killing or disturbance.</p>	<p>natural habitats and species of wild fauna and flora.</p> <p>The LTP and SA/SEA should aim to protect habitats and species</p>
The UK Government Sustainable Development Strategy – Securing the Future (2005)	<p>Guiding principles are:</p> <ul style="list-style-type: none"> <li>• Living within environmental limits</li> <li>• Ensuring a strong, healthy and just society</li> <li>• Achieving a sustainable economy</li> <li>• Promoting good governance</li> <li>• Using sound science responsibly</li> </ul> <p>The UK priorities for immediate action are:</p> <ul style="list-style-type: none"> <li>• Sustainable consumption and production</li> <li>• Climate change and energy</li> <li>• Natural resource protection and environmental enhancement</li> <li>• Sustainable communities</li> </ul> <p>New set of high level indicators are introduced – 20 UK Framework Indicators. As headline indicators they cover key impacts and outcomes that reflect the priority areas. There are a further 48 indicators related to the priority areas. The indicators are to be reported annually.</p>	<p>The SA/SEA should consider economic development, social development and environmental protection. Economic, social and environmental SA/SEA objectives have been developed.</p>
Climate change – UK Programme (2000)	<p>As the key UK document on Climate Change it contains a very broad range of issues covering the UK’s strategy for climate change, actions to reduce emissions and adaptation to climate change. The UK’s legally binding target under the Kyoto Protocol to reduce its greenhouse gas emissions to 12.5% below 1990 levels by 2008-2012 and its domestic goal of a 20% reduction in carbon dioxide emissions below 1990 levels by 2010.</p> <p>Emissions reductions are focussed in the following sectors:</p> <ul style="list-style-type: none"> <li>• Energy supply;</li> <li>• Business;</li> <li>• Transport;</li> <li>• Domestic;</li> <li>• Agriculture, forestry and land use; and</li> <li>• Public sector.</li> </ul>	<p>The SA/SEA should consider climate change mitigation (reducing greenhouse gas emissions, renewable energy) and climate change adaptation (climate proofing transport infrastructure).</p> <p>This is covered in the SA/SEA in objectives 6, 7.</p>

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Government Transport White Paper: A New Deal for Transport (1998)	The White Paper sets out the UK approach to integrated transport policy. It explains how the Government will extend choice in transport and secure mobility in a way that supports sustainable development. It sets out the 'New Deal for Transport' - a transport system that is safe, efficient, clean and fair.	The SA/SEA should aim to ensure the transport network is accessible for all, safe, reliable and efficient.  This is covered in the SA/SEA in objectives 10, 11, 12.
Government Transport White Paper: The Future of Transport (2004)	The Future of Transport White Paper looks at the factors that will shape travel and transport over the next thirty years and sets out how the Government will respond to the increasing demand for travel, maximising the benefits of transport while minimising the negative impact on people and the environment. The White Paper states that a transport network that can meet the challenges of a growing economy and the increasing demand for travel is required, which also achieves the Government's environmental objectives. This means coherent transport networks with: <ul style="list-style-type: none"> <li>• the road network providing a more reliable and freer-flowing service for both personal travel and freight, with people able to make informed choices about how and when they travel;</li> <li>• the rail network providing a fast, reliable and efficient service, particularly for interurban journeys and commuting into large urban areas;</li> <li>• bus services that are reliable, flexible, convenient and tailored to local needs;</li> <li>• making walking and cycling a real alternative for local trips; and</li> <li>• ports and airports providing improved international and domestic links.</li> </ul>	The SA/SEA should aim to ensure the transport network integrated, safe, reliable and efficient.  This is covered in the SA/SEA in objectives 11, 12.
Delivering a Sustainable Transport System - Department for Transport (2008)	The Goals are: <ul style="list-style-type: none"> <li>• to support national economic competitiveness and growth, by delivering reliable and efficient transport networks;</li> <li>• to reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change;</li> <li>• to contribute to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health;</li> <li>• to promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society; and</li> <li>• to improve quality of life for transport users and non-transport users, and to promote a healthy natural environment.</li> </ul>	The SA/SEA should aim to ensure the transport network is accessible for all, safe, reliable and efficient, and help reduce transport emissions.  This is covered in the SA/SEA in objectives 7, 10, 11, 12.
Biodiversity: The UK Action Plan (1994)	This document represents the first United Kingdom biodiversity action plan. It was produced to demonstrate UK commitment to the Convention on Biodiversity at Rio de Janeiro. The first section describes the UK's biological resource and its importance in relation to Europe and the rest of the world. The second section describes the UK's strategy and programmes, and examines threats, problems, and opportunities. The final section draws the components of the action plan together, and provides a forward work programme.	The SA/SEA should aim to protect and enhance biodiversity.  This is covered under SA/SEA objective 1.
Working with the Grain of Nature – A Biodiversity Strategy for England (2002)	The strategy seeks to ensure that biodiversity considerations become embedded in all main sectors of public policy and sets out a programme for the next 5 years to make the changes necessary to conserve, enhance and work with the grain of nature and ecosystems rather than against them. The proposals for urban areas recognise the need for biodiversity to become a part of the development policy on sustainable communities, urban green space and the built	The SA/SEA should aim to protect and enhance biodiversity.  This is covered under SA/SEA

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	environment.	objective 1.
Air Quality Strategy for England, Scotland, Wales and Northern Ireland (2007)	The aim of the Strategy is to set out air quality objectives and policy options to further improve air quality in the UK from now and into the long term. As well as providing direct benefits to public health, these options are intended to provide important benefits to quality of life and help to protect the environment. sets out a way forward for work and planning on air quality issues, details objectives to be achieved, and proposes measures to be considered further to help reach them.	The SA/SEA should consider air quality, specially transport related emissions such as NO <sub>2</sub> , CO <sub>2</sub> and PM <sub>10</sub> . Air quality is covered in SA/SEA objective 5.
Making the Connections (2003)	The report examines the links between social exclusion, transport and the location of services. It is particularly focused on access to those opportunities that have the most impact on life-chances, such as work, learning and healthcare. The report also sets out a range of policies across Government designed to address barriers to accessibility and the unequal impacts of traffic.	The SA/SEA should consider accessibility and access to key services, goods and facilities via public transport. This is covered in SA/SEA objective 10.
Sustainable Communities Plan - Sustainable Communities: Building for the future (2003)	<p>The Plan is a programme of action to tackle issues in UK communities. The Plan identifies some of the key requirements of sustainable communities, these include:</p> <ul style="list-style-type: none"> <li>• a flourishing local economy to provide jobs and wealth;</li> <li>• strong leadership to respond positively to change;</li> <li>• effective engagement and participation by local people, groups and businesses, especially in the planning, design and long term stewardship of their community, and an active voluntary and community sector;</li> <li>• a safe and healthy local environment with well-designed public and green space;</li> <li>• sufficient size, scale and density, and the right layout to support basic amenities in the neighbourhood and minimise use of resources (including land);</li> <li>• good public transport and other transport infrastructure both within the community and linking it to urban, rural and regional centres;</li> <li>• buildings – both individually and collectively – that can meet different needs over time, and that minimise the use of resources;</li> <li>• a well-integrated mix of decent homes of different types and tenures to support a range of household sizes, ages and incomes;</li> <li>• good quality local public services, including education and training opportunities, health care and community facilities, especially for leisure;</li> <li>• a diverse, vibrant and creative local culture, encouraging pride in the community and cohesion within it;</li> <li>• a "sense of place"; and</li> <li>• the right links with the wider regional, national and international community.</li> </ul>	The SA/SEA should encourage sustainable, vibrant and safe communities. This is covered in SA/SEA objective 11.
Urban White Paper: Our Towns & Cities: The Future	The vision is of towns, cities and suburbs which offer a high quality of life and opportunity for all. The Government wants to see:	The SA/SEA should consider sustainability communities,



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(2000)	<ul style="list-style-type: none"> <li>• people shaping the future of their community, supported by strong and truly representative local leaders;</li> <li>• people living in attractive, well-kept towns and cities which use space and buildings well;</li> <li>• good design and planning which makes it practical to live in a more environmentally sustainable way, with less noise, pollution and traffic congestion;</li> <li>• towns and cities able to create and share prosperity investing to help all their citizens reach their full potential; and</li> <li>• good quality services – health, education, housing, transport, finance, shopping, leisure and protection from crime – that meet the needs of people and businesses wherever they are.</li> </ul>	<p>and protection of heritage assets.</p> <p>This is covered in the SA/SEA in objectives 8, 11.</p>
Rural White Paper: Our Countryside: The Future (2000)	<p>The aim is to sustain and enhance the distinctive environment, economy and social fabric of the English countryside for the benefit of all. The vision is of:</p> <ul style="list-style-type: none"> <li>• a living countryside, with thriving rural communities and access to high quality public services;</li> <li>• a working countryside, with a diverse economy giving high and stable levels of employment;</li> <li>• a protected countryside in which the environment is sustained and enhanced, and which all can enjoy;</li> <li>• a vibrant countryside which can shape its own future and with its voice heard by Government at all levels.</li> </ul> <p>The White Paper includes five objectives as follows:</p> <ul style="list-style-type: none"> <li>• Objective 1 - To facilitate the development of dynamic, competitive and sustainable economies in the countryside, tackling poverty in rural areas;</li> <li>• Objective 2 - To maintain and stimulate communities, and secure access to services which is equitable in all the circumstances, for those who live or work in the countryside;</li> <li>• Objective 3 - To conserve and enhance rural landscapes and the diversity and abundance of wildlife (including the habitats on which it depends);</li> <li>• Objective 4 - To increase opportunities for people to get enjoyment from the countryside. To open up public access to mountain, moor, heath and down and registered common land by the end of 2005; and</li> <li>• Objective 5 - To promote government responsiveness to rural communities through better working together between central departments, local government, and government agencies and better co-operation with non-government bodies.</li> </ul>	<p>The SA/SEA should aim to protect the character of the landscape.</p> <p>This is covered in SA/SEA objective 8.</p>
Heritage White Paper: Heritage Protection for the 21st Century (Consultation) (2007)	<p>The three core principles of the White Paper are:</p> <ul style="list-style-type: none"> <li>• developing a unified approach to the historic environment;</li> <li>• maximising opportunities for inclusion and involvement; and</li> <li>• supporting sustainable communities by putting the historic environment at the heart of an effective planning system.</li> </ul>	<p>The SA/SEA should consider the protection of heritage assets.</p> <p>This is covered in SA/SEA objective 8.</p>
Waste Strategy for England (2007)	<p>This latest Waste Strategy builds on the Waste Strategy 2000. The Government’s key objectives are to:</p> <ul style="list-style-type: none"> <li>• decouple waste growth (in all sectors) from economic growth and put more emphasis on waste prevention and re-use;</li> <li>• meet and exceed the Landfill Directive diversion targets for biodegradable municipal waste in 2010, 2013 and 2020;</li> </ul>	<p>The SA/SEA should promote use of the waste hierarchy. Sustainable waste management is covered in</p>

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	<ul style="list-style-type: none"> <li>• increase diversion from landfill of non-municipal waste and secure better integration of treatment for municipal and non-municipal waste;</li> <li>• secure the investment in infrastructure needed to divert waste from landfill and for the management of hazardous waste; and</li> <li>• get the most environmental benefit from that investment, through increased recycling</li> </ul>	SA/SEA objective 13.
Minerals Planning Statement 1 (2006)	<p>MPS1 is the overarching planning policy document for all minerals in England. MPS1 includes a number of objectives, of particular relevance is the following "...to promote the sustainable transport of minerals by rail, sea or inland waterways."</p> <p>The objectives for bulk transportation are to:</p> <ul style="list-style-type: none"> <li>• seek to promote and enable the bulk movement of minerals by rail, sea or inland waterways to reduce the environmental impact of their transportation;</li> <li>• promote facilities at ports and rail links that have good communications inland, so that bulk minerals can be landed by sea and distributed from ports, as far as is practicable, by rail or water;</li> <li>• safeguard and promote rail links to quarries where there is potential to move minerals by rail.</li> </ul>	<p>The SA/SEA should consider sustainable transport modes including rail and water.</p> <p>Sustainable transport is covered in SA/SEA objective 9.</p>
Planning Policy Statement 1 (PPS1): Delivering Sustainable Development (2005)	<p>PPS1 outlines the general principles under which the planning system operates following the introduction of the Planning and Compulsory Purchase Act 2004. It sets out an overview and general statement on the objectives of the planning system. PPS1 requires planning to facilitate and promote sustainable and inclusive patterns of urban and rural development by:</p> <ul style="list-style-type: none"> <li>• making suitable land available for development in line with economic, social and environmental objectives to improve people's quality of life;</li> <li>• contributing to sustainable economic development;</li> <li>• protecting and enhancing the natural and historic environment, the quality and character of the countryside, and existing communities;</li> <li>• ensuring high quality development through good and inclusive design, and the efficient use of resources; and</li> <li>• ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community.</li> </ul> <p>PPS1 sets out the Government's overarching planning policies on the delivery of sustainable development through the planning system. In preparing development plans, planning authorities should seek to provide improved access for all to jobs, health, education, shops, leisure and community facilities, open space, sport and recreation, by ensuring that new development is located where everyone can access services or facilities on foot, bicycle or public transport rather than having to rely on access by car; and reduce the need to travel and encourage accessible public transport provision to secure more sustainable patterns of transport development.</p> <p>Development plans should also reduce the need to travel and encourage accessible public transport provision to secure more sustainable patterns of transport development. Planning should actively manage patterns of urban growth to make the fullest use of public transport and focus development in existing centres and near to major public transport interchanges.</p>	<p>The SA/SEA should consider economic development, social development and environmental protection. Economic, social and environmental SA/SEA objectives have been developed</p>

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<p>Planning Policy Statement: Planning and Climate Change – Supplement to Planning Policy Statement 1 (2007)</p>	<p>The key objectives of all spatial plans must be to deliver the Government’s Climate Change Programme and energy policies, and in doing so contribute to global sustainability. Also to deliver patterns of urban growth that help secure the fullest possible use of sustainable transport for moving freight, public transport, cycling and walking; and, overall, reduce the need to travel, especially by car; and securing new development and shaping places that minimise vulnerability, and provide resilience to climate change and in ways that are consistent with social cohesion and inclusion.</p>	<p>The SA/SEA should consider climate change mitigation (reducing greenhouse gas emissions, renewable energy) and climate change adaptation (climate proofing transport infrastructure). This is covered in the SA/SEA in objectives 6, 7.</p>
<p>Planning Policy Guidance Note 2 (PPG2): Green Belts (1995)</p>	<p>The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the most important attribute of Green Belts is their openness. PPG2 states that there are five purposes of including land in Green Belts, as follows:</p> <ul style="list-style-type: none"> <li>• to check the unrestricted sprawl of large built-up areas;</li> <li>• to prevent neighbouring towns from merging into one another;</li> <li>• to assist in safeguarding the countryside from encroachment;</li> <li>• to preserve the setting and special character of historic towns; and</li> <li>• to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.</li> </ul> <p>Paragraph 1.6 of PPG2 advises that once Green Belts have been defined, the use of land in them has a positive role to play in fulfilling the following objectives:</p> <ul style="list-style-type: none"> <li>• to provide opportunities for access to the open countryside for the urban population;</li> <li>• to provide opportunities for outdoor sport and outdoor recreation near urban areas;</li> <li>• to retain attractive landscapes, and enhance landscapes, near to where people live;</li> <li>• to improve damaged and derelict land around towns;</li> <li>• to secure nature conservation interest; and</li> <li>• to retain land in agricultural, forestry and related uses.</li> </ul> <p>PPG2 states that when any large-scale development or redevelopment of land occurs in the Green Belt (including road and other infrastructure developments or improvements), it should, so far as possible contribute to the achievement of the objectives for the use of land in Green Belts.</p> <p>PPG2 also acknowledges that the countryside immediately around urban areas will often be the preferred location for Park &amp; Ride schemes. Government’s commitment to maintaining the openness of the Green Belt means that when seeking to locate P&amp;R development, non-Green Belt alternatives should be investigated first. However, there may be cases where a Green Belt location is the most sustainable of the available options. PPG2 sets out a number of circumstances when P&amp;R development is not inappropriate in Green Belts.</p>	<p>The SA/SEA should aim to protect the character of the landscape including protection of Green Belts. Landscape is covered in SA/SEA objective 8.</p>

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Planning Policy Statement 3 (PPS3): Housing (2006)	<p>In support of its objective of creating mixed and sustainable communities, the Government's policy is to ensure that housing is developed in suitable locations which offer a range of community facilities and with good access to jobs, key services and infrastructure.</p> <p>At the regional level, PPS3 states that the Regional Spatial Strategy should identify broad strategic locations for new housing developments so that the need and demand for housing can be addressed in a way that reflects sustainable development principles. Regional Planning Bodies should, working with stakeholders, set out the criteria to be used for selecting suitable broad locations for new housing, taking into account:</p> <ul style="list-style-type: none"> <li>• Evidence of current and future levels of need and demand for housing, at the local, sub-regional, regional and national level, as well as the availability of suitable land;</li> <li>• The contribution to be made to cutting carbon emissions from focusing new development in locations with good public transport accessibility and/or by means other than the private car and where it can readily and viably draw its energy supply from decentralised energy supply systems based on renewable and low-carbon forms of energy supply, or where there is clear potential for this to be realised.</li> </ul>	<p>The SA/SEA should consider transport infrastructure in relation to new housing developments to ensure accessibility.</p> <p>This is covered in the SA/SEA in objective 10.</p>
Planning Policy Statement 4 (PPS4): Planning for Sustainable Economic Growth (2009)	<p>PPS4 sets out sets out planning policies for economic development. Policy EC2 of PPS4 relates to planning for sustainable growth and states that regional planning bodies and local planning authorities should ensure that their development plan plans for the delivery of the sustainable transport and other infrastructure needed to support their planned economic development and, where necessary, provides advice on phasing and programming of development.</p>	<p>The SA/SEA should consider economic growth and transport infrastructure to achieve this.</p> <p>This is covered in SA/SEA objective 12.</p>
Planning Policy Statement 7 (PPS7): Sustainable Development in Rural Areas (2004)	<p>PPS7 applies to rural areas, including country towns and villages and the wider, largely undeveloped countryside up to the fringes of larger urban areas. The Government has a number of objectives for rural areas as follows:</p> <ul style="list-style-type: none"> <li>• to raise the quality of life and the environment in rural areas;</li> <li>• to promote more sustainable patterns of development;</li> <li>• promoting the development of the English regions by improving their economic performance so that all are able to reach their full potential; and</li> <li>• to promote sustainable, diverse and adaptable agriculture sectors.</li> </ul> <p>PPS7 requires that decisions on development proposals are based on sustainable development principles, ensuring an integrated approach to the consideration of social inclusion, recognising the needs of everyone; effective protection and enhancement of the environment; prudent use of natural resources; and maintaining high and stable levels of economic growth and employment.</p>	<p>The SA/SEA should aim to protect the character of the landscape in rural areas.</p> <p>Landscape is covered in SA/SEA objective 8.</p>
Planning Policy Statement 9 (PPS9): Biodiversity and Geological Conservation (2005)	<p>PPS9 confirms the importance that the planning system has in meeting the Government's international commitments and domestic policies for habitats, species and ecosystems. The aim of planning decisions should be to prevent harm to biodiversity and geological conservation interests and ensuring that developments take account of the role and value of biodiversity in supporting economic diversification and contributing to a high quality environment. Where granting planning permission would result in significant harm to those interests, local planning authorities will need to be satisfied</p>	<p>The SA/SEA should aim to protect and enhance biodiversity and geo-diversity.</p> <p>This is covered under SA/SEA objective 1.</p>

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	<p>that the development cannot reasonably be located on any alternative sites that would result in less or no harm. In the absence of any such alternatives, local planning authorities should ensure that, before planning permission is granted, adequate mitigation measures are put in place and where adequate mitigation is not possible, appropriate compensation measures should be sought.</p>	
<p>Planning Policy Guidance 13 (PPG13): Transport (2001)</p>	<p>The objectives of PPG13 are to integrate planning and transport at the national, regional, strategic and local level to promote more sustainable transport choices for both people and for moving freight; to promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and to reduce the need to travel, especially by car. PPG 13 states that in appropriate circumstances, park and ride schemes can help promote more sustainable travel patterns, both at local and strategic levels, and improve the accessibility and attractiveness of town centres. The guidance suggests that well designed and well conceived schemes should be given favourable treatment through the planning system. PPG13 advises that such proposals need to be developed as an integral part of the planning and transport strategy for the area. Where developments will have significant transport implications, Transport Assessments should be prepared and submitted alongside the relevant planning applications for development.</p>	<p>The SA/SEA should aim to ensure the transport network is accessible for all, safe, reliable and efficient, and help reduce transport emissions.</p> <p>This is covered in the SA/SEA in objectives 7, 10, 11, 12.</p>
<p>Consultation on Draft Planning Policy Statement 15 (Draft PPS15): Planning for the Historic Environment (2009)</p>	<p>The consultation Draft of PPS15 sets out an integrated approach which defines the historic environment in terms of heritage assets to be conserved in accordance with a set of principles and in proportion to their significance. It is intended that this single new PPS will eventually replace the current planning policy guidance contained within PPG 15 and PPG 16. Draft Policy HE11 provides principles to guide the consideration of applications for development affecting the setting of a heritage asset. In such circumstances, local planning authorities should treat favourably applications that preserve those elements of the setting that enhance the significance of the asset and when considering applications that do not do this, the Draft PPS advises that local planning authorities should weigh any loss of enhancement of the asset against the wider benefits of the application. The greater the negative impact on the significance of the asset, the greater the benefits that will be needed to justify approval.</p>	<p>The SA/SEA should consider the protection of heritage assets.</p> <p>This is covered in SA/SEA objective 8.</p>
<p>Planning Policy Guidance 15 (PPG15): Planning and the Historic Environment (1994)</p>	<p>PPG15 stipulates that it is fundamental to the Government's policies for environmental stewardship that there should be effective protection for all aspects of the historic environment. PPG15 also advises that the historic environment is of immense importance for leisure and recreation.</p>	<p>The SA/SEA should consider the protection of heritage assets.</p> <p>This is covered in SA/SEA objective 8.</p>
<p>Planning Policy Guidance 16 (PPG16): Archaeology and Planning (1990)</p>	<p>PPG16 sets out Government policy on archaeological remains on land, and how they should be preserved or recorded both in an urban setting and in the countryside. Archaeological remains are a finite and non-renewable resource. Positive planning and management can help to bring about sensible solutions to the treatment of sites with archaeological remains and reduce the areas of potential conflict between development and preservation.</p>	<p>The SA/SEA should consider the protection of heritage assets, particularly archaeological assets.</p> <p>This is covered in SA/SEA objective 8.</p>
<p>Planning Policy Guidance 17 (PPG17): Planning for Open Space, Sport and Recreation (2002)</p>	<p>PPG17 considers the importance of open spaces, sport and recreation in underpinning people's quality of life. Well designed and implemented planning policies for open space, sport and recreation are therefore fundamental to delivering broader Government objectives which include supporting an urban renaissance, supporting a rural renewal, promotion of social inclusion and community cohesion, health and well being, and promoting more sustainable development.</p>	<p>The SA/SEA should aim to protect landscape and open space, and increase access to leisure facilities.</p> <p>Landscape is covered in</p>

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	PPG17 seeks to protect the recreational quality of open spaces and ensure that this is not eroded by insensitive development or incremental loss of the site. PPG17 asserts that local authorities should avoid any erosion of recreational function and maintain or enhance the character of open spaces; ensure that open spaces do not suffer from increased overlooking, traffic flows or other encroachment; protect and enhance those parts of the rights of way network that might benefit open space; and consider the impact of any development on biodiversity and nature conservation.	SA/SEA objective 9. Access to key services and facilities including leisure is covered in SA/SEA objective 10.
Planning Policy Guidance 20 (PPG20): Coastal Planning (1992)	This guidance sets out the planning policy for the coastal areas of England and Wales. It sets the general context for policy and identifies planning policies for the coast and policies for development that require a coastal location.	The SA/SEA should consider effects of development and transport projects in coastal locations.  Water quality and flood risk are covered in the SA/SEA under objectives 4, 6.
Planning Policy Statement 23 (PPS23): Planning and Pollution Control (2004)	PPS23 outlines the importance of planning in determining the location of any given development and the subsequent pollutant sources which may be present or generated and that may pose a risk to human health or the environment. PPS 23 advises that any consideration of the quality of land, air or water and potential impacts arising from development, possibly leading to impacts on health, is capable of being a material planning consideration, in so far as it arises or may arise from or may affect any land use.	The SA/SEA should consider pollution control in terms of land, air and water pollution which could lead to human health effects.  This is covered in SA/SEA objectives 3, 4, 5.
Planning Policy Guidance Note 24 (PPG24): Planning and Noise (1994)	PPG24 outlines the considerations to be taken into account in determining planning applications both for noise-sensitive developments and for those activities which generate noise. It explains the concept of noise exposure categories for residential development and recommends appropriate levels for exposure to different sources of noise. PPG24 considers that much of the development which is necessary for the creation of jobs and the construction and improvement of essential infrastructure will generate noise.	The SA/SEA should consider effects of transport related noise on communities.  This is covered in SA/SEA objective 2.
Planning Policy Statement 25 (PPS25):Development and Flood Risk (2006)	PPS25 states that the aims of planning policy on development and flood risk are to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding and to direct development away from areas at highest risk. Where new development is, exceptionally, necessary in such areas, this policy aims to make it safe without increasing flood risk elsewhere and where possible, reducing flood risk overall. PPS25 sets out a number of responsibilities for developers, which include demonstrating consistency with PPS25 and local development plan policies and providing a flood risk assessment to demonstrate whether development is likely to be affected by current or future flooding from any source; satisfying the local planning authority that the development is safe; demonstrating whether it will increase flooding elsewhere; and the measures proposed to deal with such effects and risks.	The SA/SEA should consider flood risk.  This is covered in SA/SEA objective 6.
<b>Regional</b>		
The South East Plan (Regional Spatial Strategy for the South East of	The Plan forms the Regional Spatial Strategy (RSS) for the South East of England and sets out the long term spatial planning framework for the region for 2006-2026. The Plan is a key tool to help achieve more sustainable development, protect the environment and combat climate change. It provides a spatial context within which Local Development	The SA/SEA should consider economic development, social development and

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England) (2009)	<p>Frameworks and Local Transport Plans need to be prepared. The Plan includes spatial policies for the scale and distribution of new housing; priorities for new infrastructure and economic development; the strategy for protecting countryside, biodiversity and the built and historic environment; tackling climate change and safeguarding natural resources, including water and minerals.</p> <p>Chapter 8 of the Plan forms the Regional Transport Strategy (RTS) for South East England to 2026. The RTS sets out to deliver the following vision "A high quality transport system to act as a catalyst for continued economic growth and provide for an improved quality of life for all in a sustainable and socially inclusive manner; a regional transport system that progressively reaches the standard of the best in North West Europe."</p> <p>This Vision has been translated into a set of regionally specific objectives that integrate spatial and transportation planning at the regional level, as follows:</p> <ul style="list-style-type: none"> <li>• to facilitate urban renaissance and foster social inclusion by re-balancing the structure and use of the transport system. In particular, bringing forward measures that encourage modal shift to more sustainable modes and significantly improve the attractiveness of local public transport services, walking and cycling;</li> <li>• to reduce the wider environmental, health and community impact associated with the transport system, by bringing forward management measures that reduce our reliance on single occupancy car use;</li> <li>• to maintain the existing transport infrastructure as an asset;</li> <li>• to develop road and rail links that improve inter and intra-regional connectivity;</li> <li>• to improve and develop transport connections to the region's international gateways (ports, airports and international rail stations);</li> <li>• to improve transport management and infrastructure within and to the Thames Gateway to maximise regeneration potential and encourage economic potential;</li> <li>• to support economic regeneration in East Kent through investment in improved accessibility;</li> <li>• to take forward transport management and infrastructure proposals required to support development in the Growth Areas of Milton Keynes and Aylesbury Vale, Ashford and the designated new growth points;</li> <li>• to improve road and rail links along the South Coast to improve spatial connectivity and realise economic opportunities to reduce disparities within the region;</li> <li>• to improve strategic road and rail links within and to the Western Corridor and Blackwater Valley to maintain economic success.</li> </ul> <p>The transport strategy and policies are focused on the following core principles managing and investing; mobility management; road pricing and charging; communications technology; the rural dimension; regional hubs and spokes; the gateways, airports and ports; and freight.</p> <p>Further changes to the planning system were, however, announced in May 2010 by the new coalition Government and on 6th July 2010, the new Secretary of State for Communities, Eric Pickles, announced the revocation of Regional Spatial Strategies (RSSs) with immediate effect. As such, RSS (in this case, the South East Plan, 2009) no longer forms part of the 'Development Plan' and the policies are no longer relevant in making planning decisions. Local planning authorities must still have regard to the 'Development Plan' in making planning decisions. However, this now consists of adopted DPDs, 'saved policies' and any old style plans that have not yet lapsed. The new coalition</p>	<p>environmental protection. Economic, social and environmental SA/SEA objectives have been developed.</p>



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	Government may issue further changes to the planning system over the coming months and as such it would be advisable to regularly monitor any changes that may be relevant to the Medway LTP3.	
The Regional Economic Strategy 2006-2016: A Framework for Sustainable Prosperity, SEEDA (2006)	<p>The Regional Economic Strategy (RES) vision for the South East is to be a world class region achieving sustainable prosperity. The RES sets targets to ensure that success is more widely accessible and identifies the importance of quality of life as a competitive advantage. The RES sets out the three key challenges faced by the region:</p> <ul style="list-style-type: none"> <li>• the global challenge – the South East must maintain its competitiveness in the face of intensifying international competition;</li> <li>• smart growth - higher levels of prosperity per head across the South East without increasing the region’s ecological footprint can only be delivered through higher productivity and by bringing more of the resident population into economic activity; and</li> <li>• sustainable prosperity - long-term regional economic prosperity can only be secured through the principles of sustainable development. This means recognising that pursuing growth within environmental limits can create new opportunities for innovation and competitiveness.</li> </ul>	<p>The SA/SEA should consider economic growth and transport infrastructure to achieve this.</p> <p>This is covered in SA/SEA objective 12.</p>
Regional Sustainable Development Framework: A Better Quality of Life in the South East (2001)	<p>The Framework aims to clarify what sustainable development means for the South East of England and how the Region can contribute to sustainable development of the Country as a whole, through identifying objectives to work towards. The vision is “..of a prosperous Region delivering a high quality of life and environment for everyone, now and in the future. The Framework seeks to achieve:</p> <ul style="list-style-type: none"> <li>• Social progress which recognises the needs of everyone;</li> <li>• Effective protection of the environment;</li> <li>• Prudent use of natural resources; and</li> <li>• Maintenance of high and stable levels of economic growth and employment.</li> </ul>	<p>The SA/SEA should consider economic development, social development and environmental protection. Economic, social and environmental SA/SEA objectives have been developed.</p>
Kent Biodiversity Action Plan (BAP) (1997)	<p>The primary aim of the Kent BAP is to enable the conservation and enhancement of biodiversity in Kent and so contribute to the maintenance of national and global biodiversity. The BAP identifies where action needs to be taken to implement national targets for habitats and species, and it also identifies appropriate delivery mechanisms.</p>	<p>The SA/SEA should aim to protect and enhance biodiversity and geo-diversity.</p> <p>This is covered under SA/SEA objective 1.</p>
Kent Downs AONB Management Plan 2009 – 2014 (2009)	<p>The purpose of the Management Plan is to secure the conservation and enhancement of the Kent Downs, while supporting the social and economic wellbeing of its communities. The overall vision for 2029 is “The qualities and distinctive features of the Kent Downs AONB, the dramatic south-facing scarp, secluded dry valleys, network of tiny lanes, isolated farmsteads, churches and oasts, orchards, dramatic cliffs, the ancient woodlands and delicate chalk grassland along with the ancient, remote and tranquil qualities, remain valued, secure and strengthened.”</p> <p>The 2029 vision for sustainable travel and transport is that “...New development within the AONB and restoration and conversion work to existing buildings, reinforce and enhance the character and distinctiveness of the settlements and landscape of their settings... Residents and visitors to the AONB actively choose to travel using effective, good value high quality public transport networks, as well as by walking and cycling because it is safe and enjoyable to do so.”</p>	<p>The SA/SEA should aim to protect landscape character.</p> <p>Landscape is covered in SA/SEA objective 8.</p>
Creating Sustainable	<p>The aim is to “...use growth to regenerate and develop the Thames Gateway in a sustainable way. We want to create</p>	<p>The SA/SEA should</p>

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<p>Communities: Delivering the Thames Gateway (2005);</p>	<p>an attractive environment where people will choose to live, work and spend their leisure time.”</p> <p>The key principles of the document are to:</p> <ul style="list-style-type: none"> <li>• support good quality, sustainable development that integrates successfully with existing communities;</li> <li>• return derelict and contaminated brownfield land to productive use;</li> <li>• preserve and enhance the Gateway’s rich environmental and cultural heritage;</li> <li>• promote the prosperity and vitality of town centres and local businesses;</li> <li>• ensure that infrastructure and local services are in place when the community needs them;</li> <li>• see that investment and change respond closely to the needs of all residents and promotes social inclusion; and</li> <li>• respect and develop the diversity of Gateway communities.</li> </ul>	<p>encourage sustainable, vibrant and safe communities.</p> <p>This is covered in SA/SEA objective 11.</p>
<p>Draft North Kent Transport Strategy (November 2009)</p>	<p>The purpose of the North Kent Transport Strategy (NKTS) is to:</p> <ul style="list-style-type: none"> <li>• Identify sub-regional priorities for transport that address the key challenges faced by North Kent and act as a catalyst for realising future regeneration opportunities across the sub-region;</li> <li>• Identify and disseminate best practice, build upon recent successes and add value to existing strategies and programmes of work to provide an enhanced integrated transport system that meets the needs of current and future communities;</li> <li>• Provide a strategic framework for decision making and prioritising investment programmes, engaging with regional and national Government and agencies and enhancing relationships with local transport operators and users;</li> <li>• Ensure transport improvements are progressed in the context of economic regeneration, with due regard for the natural environment and the needs of local communities in order contribute towards delivering the overarching vision for Thames Gateway Kent (TGK); and</li> <li>• Embrace the principle of reduce-manage-invest, providing a strategy for reducing and managing the demand to travel whilst identifying investment needs where appropriate.</li> </ul> <p>The NKTS sets five objectives for transport that seek to address the wider social, economic and environmental challenges and opportunities to deliver the vision for North Kent, these are as follows:</p> <ul style="list-style-type: none"> <li>• Objective 1 – Economic Regeneration &amp; Competitiveness - The NKTS will support sustainable economic regeneration, competitiveness and growth by promoting measures to secure a reliable, efficient and integrated transport and making more effective use of the existing transport network;</li> <li>• Objective 2 – Natural Environment - The NKTS will seek to promote a healthier environment and tackle climate change by reducing transport’s emissions of carbon dioxide, other greenhouse gases and pollutants;</li> <li>• Objective 3 – Connectivity - The NKTS will support measures that enhance inter- and intra-regional connectivity and directly contribute towards achieving the overarching vision for TGK;</li> <li>• Objective 4 – Equality of Opportunity &amp; Improved Quality of Life - The NKTS will support equality of opportunity in order to improve quality of life for local residents by enhancing access to key services by sustainable transport</li> </ul>	<p>The SA/SEA should aim to ensure the transport network is accessible for all, safe, reliable and efficient, and help reduce transport emissions.</p> <p>This is covered in the SA/SEA in objectives 7, 10, 11, 12.</p>

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	<p>modes, through integrated services and ticketing, and by creating new opportunities for all; and</p> <ul style="list-style-type: none"> <li>Objective 5 – Safety, Security &amp; Public Health - The NKTS will support the creation of a safer, more secure community and contribute towards improving public health, by reducing the risk of death, injury or ill health arising from transport and by promoting the travel modes that encourage active lifestyles.</li> </ul> <p>The NKTS identifies priority measures in support of each of the objectives. The NKTS also identifies funding opportunities that may be available to deliver the strategy.</p>	
Policing Kent: the Kent Policing Plan 2009 – 2012 (2009)	The performance objectives for the next three years focus on building public confidence; effectively tackling crime and anti-social behaviour; protecting the public; and making best use of resources. The Plan outlines in detail how these objectives will be achieved.	The SA/SEA should consider safety of the transport network. This is covered in SA/SEA objectives 2, 11.
Kent Fire and Rescue Area Performance Report: Medway 1 April 2008 - 31 March 2009 (2008)	<p>This document outlines the Kent Fire &amp; Rescue Service’s (KFRS) performance on a selection of indicators relating to the issues addressed through Community Safety Partnerships.</p> <p>In 2008/09 KFRS attended more RTCs in Medway than in 2007/08. In all there were 3 fatalities, 35 casualties and 2 rescues arising from RTCs in Medway during 2008/09. 22 RTCs in Medway occurred in Strood Rural, 9 of which were between sections 3 and 5 of the A289. 15 of the 20 incidents in Rochester West were between junctions 2 and 3 of the M2.</p> <p>KFRS have introduced a number of programmes aimed at reducing the number of RTCs. These include Operation Car’n’age, aimed at 16 to 18 year olds to provides information on the importance of road safety. Licence to Kill is also aimed at 16 to 18 year olds and also reaches youths through the school system. Operation Carmageddon highlights the consequences of dangerous driving and being involved in an RTC by staging a serious collision in areas where people aged 14 to 25 are known to socialise.</p>	The SA/SEA should consider safety of the transport network. This is covered in SA/SEA objectives 2, 11.
Kent Obesity Strategy: A Strategy for Consultation on Tackling Overweight and Obesity Across Kent (2008)	The aim of the strategy is to reduce the burden of death, disability, morbidity and distress due to overweight and obesity in the population of Kent. This will be achieved through 10 objectives. Of particular relevance are 1) To increase physical activity levels and/or reduce calorie intake in those children under 11 whose families exhibit the key risk behaviours; 2) To increase the number of adults engaged in physical activity; and 3) To develop services to address overweight and obesity in the NHS and community.	The SA/SEA should encourage active transport modes such as walking and cycling. This is covered in SA/SEA objectives 2, 9.
Regional Housing Strategy 2008-2011 (2008)	<p>The Strategy sets out a framework for targeting the resources available at the priorities for investment. The Strategy’s priorities are to:</p> <ul style="list-style-type: none"> <li>build more affordable homes;</li> <li>bring decent housing within reach of people on lower incomes; and</li> <li>improve the quality of new housing and of existing stock.</li> </ul>	The SA/SEA should consider transport infrastructure in relation to new housing developments to ensure accessibility. This is covered in the SA/SEA in objective 10.
South East Region Social Inclusion Statement (2008)	<p>The vision for a socially inclusive south-east is:</p> <ul style="list-style-type: none"> <li>everyone would have the opportunity to live in a decent, sustainably constructed and affordable home suitable to their</li> </ul>	The SA/SEA should consider accessibility for all and access

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	<p>need;</p> <ul style="list-style-type: none"> <li>• the gap between the most deprived areas in the South East and the rest of the region would be closing;</li> <li>• everyone would be able to access the services and facilities which they need;</li> <li>• everyone would have the opportunity to go as far as their talents and efforts will take them, taking advantage of learning opportunities and participating fully to help acquire the skills needed to find and remain in work;</li> <li>• the health and well-being of the population would be high, inequalities in health would be reduced and everyone would have access to good quality health care and services;</li> <li>• all sections of the community would have the opportunity to participate in local decision making and be able to engage in cultural activity; and</li> <li>• everyone would be able to benefit from the economic growth of the region.</li> </ul>	<p>to key services and facilities. This is covered in SA/SEA objective 10.</p>
<p>Kent and Medway Tourism Development Framework (2009)</p>	<p>The purpose of the framework is to identify the improvements and developments needed to further enhance Kent's future performance as a visitor destination. The Framework considers that accessibility has an important part to play in destination development,</p>	<p>The SA/SEA should consider the protection of tourism assets such as biodiversity, cultural heritage and landscape. This is covered in the SA/SEA under objectives 1, 8.</p>
<p>Kent Environment Strategy (Consultation Document) (2009)</p>	<p>The Strategy is organised into three themes which represent the major challenges and opportunities for Kent over the next 10-20 years, as follows:</p> <ul style="list-style-type: none"> <li>• prosperity within our environmental limits – leading Kent towards consuming resources more efficiently, eliminating waste and minimising pollution;</li> <li>• rising to the climate change challenge – working towards a lower carbon Kent which is prepared for, and resilient to, the impacts of climate change; and</li> <li>• value from our natural and living environments – optimising the real economic and social benefits of high environmental quality while protecting and enhancing the unique natural and built-in character of Kent.</li> </ul>	<p>The SA/SEA should aim to protect the natural environment. This is covered in the SA/SEA under objectives 1, 4, 5.</p>
<p>Kent Public Health Strategy (2008)</p>	<p>The Strategy demonstrates the commitment of local authorities and primary care trusts in Kent to improving the health of the people living in the county.</p> <p>The current outcomes are:</p> <ul style="list-style-type: none"> <li>• reducing health inequalities</li> <li>• improving mental health and well-being of children</li> <li>• fewer people in Kent will suffer heart disease</li> <li>• improved sexual health and reduction in teenage pregnancies</li> <li>• more older people able to live at home with chronic disease</li> <li>• reduce the levels of substance misuse and alcohol above recommended levels</li> </ul>	<p>The SA/SEA should consider how transport initiatives can contribute to improving health. This is covered in SA/SEA objective 2.</p>

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Thames Estuary 2100 Plan (TE2100)	TE2100 is a long term flood risk management plan for London and the Thames estuary. The finalised plan has recently been approved by the Environment Agency’s Board Members and is with Defra for endorsement. The plan sets out the actions that are required for the short, medium and long term to manage flood risk and who will undertake them.	The SA/SEA should consider how the plan’s short, medium and long term actions to manage flood risk in the area will be addressed.  This is covered in SA/SEA objective 6.
Thames Gateway Eco Region: a prospectus (2008)	A vision for the Eco-Region is set out in the prospectus, of which also reflects the contributions of stakeholders from across the Thames Gateway and Government. The prospectus: <ul style="list-style-type: none"> <li>■ describes the initial steps that will be taken to realise the vision of the Thames Gateway as the UK’s Eco-Region;</li> <li>■ considers the specific environmental obligations and opportunities that exist in the Thames Gateway; and</li> <li>■ helps to focus stakeholders’ diverse interests and ambitions into a coherent vision.</li> </ul>	The SA/SEA should support the Eco-Region’s vision and consider the environmental opportunities and obligations that already exist in the Thames Gateway.  Environmental objectives have been developed.
Greening the Gateway	Greening that Gateway sets out a vision that was developed by the Government for the Thames Gateway to promote the region as a world class model of sustainable development. The two key objectives seek to ensure that for new and existing residential and commercial areas a network of varied and well-managed greenspace is promoted and that the landscape is regarded as functional green infrastructure.	The SA/SEA should support the Green Gateway Vision and ensure that any new development is in line with the two key objectives.
Thames Gateway Parklands (2008)	The Thames Gateway Parklands document is a spatial framework that sets out a vision to guide and support improvements to the environment, and consequently improve the quality of life for the people who live in the Thames Gateway. The vision will also seek to promote the region as an attractive business and residential environment. The vision also identifies a number of environmental improvements that will encourage economic development, increased growth and investment in the region.	The SA/SEA should support the spatial framework vision and the identified environmental improvements to support economic growth and investment in the region.  This is covered in the SA/SEA under objectives 1, 3, 4, 5 and 12.
Thames Path: City to Sea	This new initiative provides a vision for a continuous coastal trail from ‘City to Sea’ and is being pioneered by the Thames Estuary Partnership. The Vision is:  ‘to provide a continuous and attractive, shared access riverside route from the Thames Barrier to the outer reaches on both sides of the Thames Estuary’.  In response to growing development pressures, the initiative presents a unique opportunity to help secure and enhance long-term riverside access for the millions of people who live, work and play throughout the Thames Estuary.	The SA/SEA should aim to enhance the riverside route and its access.  This is covered in the SA/SEA objectives 10 and 11.
Valley of Visions Scheme	This partnership scheme aims to provide opportunities for people to explore enjoy and celebrate the Kent Downs area through an investment in access, wildlife, landscape and heritage. The £2.5 million scheme is primarily funded by the Heritage Lottery Fund. Another priority of the scheme is to ensure that the Medway Gap, a distinct landscape area in	The SA/SEA should seek to address the issues associated with the Medway Gap and aim

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	North Kent that is currently under pressure and in transition, is conserved, understood and enjoyed by local people and visitors.	to conserve this distinct landscape area as set out in the Scheme.  This is covered in SA/SEA objectives 1, 3, 8, and 10.
Towards Water neutrality in the Thames Gateway (2007)	This document summarises a study undertaken by the Environment Agency, Defra and Communities and Local Government to establish whether it was possible to make the Thames Gateway 'water neutral'. 'Water neutral' means that the development results in no overall rise in demand for water.	The SA/SEA should consider how any future development will result in no overall rise in the demand for water.  This is addressed in the SA/SEA objective 4.
<b>Local</b>		
Medway Local Plan (2003)	<p>The development strategy of the Plan aims to achieve the physical and economic regeneration of Medway by re-cycling previously used brown land, whilst protecting open areas and environmental quality within the urban area. The strategy also seeks to achieve a better relationship between land uses to reduce the length and number of journeys and to enable multi-purpose trips to take place. The UDP contains specific policies in relation to the built and natural environment; economic development; housing; town centres and retail; leisure; community facilities; and transportation. The transportation objectives identified in Chapter 8 of the Plan include:</p> <ul style="list-style-type: none"> <li>• develop strategies which encourage more sustainable transport choices for journeys, in particular home to school and home to work, by the encouragement of new, and the protection and improvement of existing, public transport provision and the provision of increased opportunities for cyclists and pedestrians;</li> <li>• traffic management measures to optimise management of the road network, reduce unnecessary use of the private car, increase road safety, and improve opportunities for public transport, cycling and/or walking;</li> <li>• a co-ordinated vehicle parking strategy for the urban area which encourages a reduction in the unnecessary use of the private car;</li> <li>• action to assist easy, safe and dignified access by people with disabilities;</li> <li>• promoting new development that reduces the need to travel and offers transport choices (particularly to move freight by rail or river), is well related to the planned future transport network, does not impair highway safety and is phased to the provision of any transport works or facilities necessary to enable the development to proceed;</li> <li>• limited new highway construction, where there are demonstrable benefits to cycling, walking and/or public transport and where there are proven and clear economic development, highway safety and/or environmental benefits which accrue;</li> <li>• to achieve all of the above while, at the same time, protecting the economic competitiveness of the area.</li> </ul>	The SA/SEA should consider economic development, social development and environmental protection. Economic, social and environmental SA/SEA objectives have been developed.
Core Strategy (Issues and Options Report) (2009)	The Local Development Framework (LDF) will be the key spatial plan for Medway, guiding development over the period to 2026 and addressing issues relevant to the area. The Core Strategy will set out the vision, strategic objectives and an overall strategic framework for Medway. The Issues and Options report considers the key issues and challenges	The SA/SEA should consider economic development, social development and

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	<p>facing Medway, based on an analysis of the characteristics of the area. It also sets out the spatial choices about where development should go. The draft Core Strategy is scheduled for November 2010, with adoption timetabled for October 2011.</p>	<p>environmental protection. Economic, social and environmental SA/SEA objectives have been developed.</p>
<p>Medway's Council Plan 2009 – 2012 (2009)</p>	<p>The Plan is the Council's high-level, strategic business plan that sets out the council's priorities, outcomes, objectives and key actions over a three-year period. There are six priorities that the Council wants to achieve, these are:</p> <ul style="list-style-type: none"> <li>• A clean and green environment;</li> <li>• Safer communities;</li> <li>• Children and young people having the best start in life;</li> <li>• Older and vulnerable people maintaining their independence;</li> <li>• People travelling easily and safely in Medway; and</li> <li>• Everyone benefiting from the area's regeneration.</li> </ul> <p>With regards to transport, the Plan recognises the Council's key role in supporting the development of a transport system that underpins the planned physical and economic regeneration of Medway. The focus is on delivering improved public transport services, tackling congestion, and encouraging alternatives to the car. The Plan states that this will be achieved by delivering the actions identified in the Local Transport Plan, and reviewing transport strategies through the annual monitoring report process.</p>	<p>The SA/SEA should consider economic development, social development and environmental protection. Economic, social and environmental SA/SEA objectives have been developed.</p>
<p>Medway's Community Plan 2007 – 2010 (2007)</p>	<p>The Plan was developed Medway Local Strategic Partnership and the priorities were identified in consultation with local communities and partner agencies. The vision of Medway is as a 'city of learning, culture, tourism and enterprise', to deliver this, the local strategic partnership has identified 10 priorities for the next three years. These priorities are:</p> <ul style="list-style-type: none"> <li>• Ensure the safety and well being of children and young people so they can play a productive part in Medway's society;</li> <li>• Reduce anti-social behaviour to increase people's feelings of safety;</li> <li>• Increase and improve local employment opportunities so more local people can work in Medway;</li> <li>• Increase vocational training opportunities available for all ages;</li> <li>• Realise Medway's cultural ambitions as the City for the Thames Gateway;</li> <li>• Deliver accessible and integrated transport options to support the regeneration of Medway;</li> <li>• Enable people to remain healthy and independent, especially older people and other vulnerable groups;</li> <li>• Empower local people to have greater participation and influence in local affairs;</li> <li>• Improve the quality of life for existing and new communities by ensuring that regeneration and development is matched to the natural resources and infrastructure available; and</li> <li>• Cherish and enhance Medway's urban and rural heritage and the important resources of open space, countryside, and wildlife habitats.</li> </ul>	<p>The SA/SEA should encourage sustainable, vibrant and safe communities. This is covered in SA/SEA objective 11.</p>



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<p>Draft Medway Sustainable Community Strategy (2010)</p>	<p>From 2010 the Medway Community Plan will be replaced by the Sustainable Community Strategy. The Sustainable Community Strategy sits alongside the Local Development Framework. It provides the policy context for the Local Area Agreement, which is the main delivery mechanism for the plan.</p> <p>The economic profile identifies issues around bus services, public transport integration, accessibility particularly on the Hoo Peninsula and traffic congestion. Connectivity is also identified as an issue in further developing Medway as a tourist destination. The social profile identifies that smoking, obesity and diet in Medway are amongst the worst in the south east with average life expectancy lower than the south east and England.</p> <p>The vision for Medway is based on four key principles:</p> <ul style="list-style-type: none"> <li>• Sustainability: will our actions work for tomorrow as well as today?</li> <li>• Narrowing the gap: will our actions contribute to improving the lives of everyone so reducing the gap between deprived and more affluent communities?</li> <li>• Fairness: do our actions take account of all sections of society thus ensuring that everybody benefits from the regeneration of Medway?</li> <li>• Self-help: will our actions encourage people to take responsibility themselves to make things better?</li> </ul> <p>In order to deliver the vision, six ambitions have been identified. These are:</p> <ul style="list-style-type: none"> <li>• Medway to have a thriving, diverse and sustainable economy matched by an appropriately skilled workforce and supported by a Higher Education Centre of Excellence</li> <li>• Every child to have a good start in life</li> <li>• Medway residents to enjoy good health, well being and care</li> <li>• Medway to have a safe and high quality environment</li> <li>• Medway to be a place where people value one another, play an active part and have pride in their community and Medway as a whole</li> <li>• Medway to be recognised as a Destination for Culture, Heritage, Sport and Tourism</li> </ul>	<p>The SA/SEA should encourage sustainable, vibrant and safe communities.</p> <p>This is covered in SA/SEA objective 11.</p>
<p>Medway Economic Development Strategy 2009 – 2012 (2009)</p>	<p>The Strategy establishes priorities that need to be addressed over the next 3 years if Medway is to counter threats and exploit opportunities. Five strategic priorities are identified, these are:</p> <ul style="list-style-type: none"> <li>• Strategic Priority 1 - Sector Development;</li> <li>• Strategic Priority 2 – Skills Development;</li> <li>• Strategic Priority 3 – Higher Education;</li> <li>• Strategic Priority 4 - Employment Space; and</li> <li>• Strategic Priority 5 – Image Building.</li> </ul>	<p>The SA/SEA should consider economic growth and transport infrastructure to achieve this.</p> <p>This is covered in SA/SEA objective 12.</p>
<p>Wildlife, Countryside and Open Space Strategy 2008 – 2016 (2008)</p>	<p>The vision of the Strategy is that: "By 2016, Medway will be characterised by and celebrated for its attractive, distinctive estuarine, downland, woodland and farmed countryside, its rich diversity of wildlife and its high quality open space network. These will be protected and enhanced to meet the needs of local communities, to improve levels of customer satisfaction and usage, and improved for present and future generations to enjoy and use".</p>	<p>The SA/SEA should aim to protect landscape character.</p> <p>Landscape is covered in</p>



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Medway's Local Transport Plan 2 2006 – 2011 (2006)	<p>Medway's LTP seeks to deliver six overarching priorities, which are to:</p> <ul style="list-style-type: none"> <li>• tackle congestion;</li> <li>• deliver improved accessibility;</li> <li>• make our roads safer;</li> <li>• improve air quality;</li> <li>• deliver sustainable regeneration; and</li> <li>• contribute to improving the health of Medway's residents.</li> </ul>	<p>SA/SEA objective 8.</p> <p>The SA/SEA should aim to ensure the transport network is accessible for all, safe, reliable and efficient, and help reduce transport emissions.</p> <p>This is covered in the SA/SEA in objectives 7, 10, 11, 12.</p>
Medway Regeneration Framework 2006-2016 (2006)	<p>The 2016 vision for Medway is of “A city of learning, culture, tourism and enterprise.” The Framework states that Medway’s transport system will need to be maintained and improved to meet the expected regeneration and levels of development over the medium to long-term; and that it is of paramount importance that the Medway conurbation does not suffer from increased congestion, and that transport movements are sustainable under economic growth. The Framework suggests that unless substantial investment is made in Medway’s transport network and services, journey times throughout the urban areas of Medway will increase as a direct impact of major regeneration sites putting increasing demands on the strategic road network. The Framework suggests that the principles of sustainable regeneration need to be applied to ensure traffic growth associated with regeneration is kept to a minimum and that future provision will improve connectivity between disadvantaged neighbourhoods and regeneration areas. Significant additional investment in transport infrastructure is needed to underpin new development.</p>	<p>The SA/SEA should consider regeneration of communities, economic growth and reducing congestion.</p> <p>This is covered in the SA/SEA under objectives 9, 12.</p>
A Social Regeneration Strategy for Medway 2008-2016 (2008)	<p>This Social Regeneration Strategy defines how all communities in Medway should benefit from Medway’s regeneration programme. It also identifies how disadvantaged local communities should:</p> <ul style="list-style-type: none"> <li>• Secure social inclusion through stronger and enhanced local services;</li> <li>• Gain economic inclusion via employment opportunities arising; and</li> <li>• Access environmental and physical neighbourhood improvements.</li> </ul>	<p>The SA/SEA should consider regeneration of communities, economic growth and reducing congestion.</p> <p>This is covered in the SA/SEA under objectives 9, 12.</p>
Medway Housing Strategy 2008 – 2011 (2008)	<p>The housing strategy sets out the overarching objectives for the next three years and the longer term, more detailed targeted responses and actions are set out within eight sub-strategies that have been developed as part of the wider development of this strategy. The strategy incorporates the following aims:</p> <ul style="list-style-type: none"> <li>• Aim 1 - Maximising the supply of suitable and affordable housing and meeting housing need</li> <li>• Aim 2 - Enabling vulnerable people to live independent lives</li> <li>• Aim 3 - Improving the quality and energy efficiency of homes</li> <li>• Aim 4 - Developing sustainable communities and promoting neighbourhood renewal</li> <li>• Aim 5 - Promoting better and fair access to housing services</li> </ul>	<p>The SA/SEA should consider transport infrastructure in relation to new housing developments to ensure accessibility.</p> <p>This is covered in the SA/SEA in objective 10.</p>
Medway Cultural Strategy 2009 – 2014 (2008)	<p>The Cultural Strategy includes four strategic priorities as follows:</p> <ul style="list-style-type: none"> <li>• Strategic priority 1: Stewardship - Preserve and enhance Medway’s heritage, green spaces and public realm for the enjoyment and benefit of current and future generations</li> </ul>	<p>The SA/SEA should consider protection of cultural heritage assets, promotion of well-</p>

Plan, Policy or Programme	Description	Implications for the SA/SEA
	<ul style="list-style-type: none"> <li>• Strategic priority 2: Engagement - Increase active engagement and satisfaction with cultural activities to increase quality of life, providing the essential place-making for the significant regeneration that is taking place in Medway</li> <li>• Strategic priority 3: Contributing to economic prosperity - Harness and foster the creative talent within Medway and maximise the opportunities the universities and further education, creative sector and cultural offer create for Medway's economy</li> <li>• Strategic priority 4: Health and wellbeing - Increase active participation to address obesity, mental health and spiritual health, promoting active minds, bodies and lifestyles.</li> </ul>	<p>being and access to key centres and services.</p> <p>This is covered in the SA/SEA under objectives 2, 8, 10.</p>
<p>Medway Rural Action Plan 2004-2009: A strategy to secure sustainable villages and countryside (2004)</p>	<p>The Plan focuses on the interests of Medway's villages and countryside. It draws attention to the pressures facing the area, voices the concerns of rural communities and sets out a programme of action to address these issues. The work is driven by the aim of securing a sustainable future for rural Medway.</p> <p>The Plan sets the direction for partnership working in the rural area to:</p> <ul style="list-style-type: none"> <li>• Put the spotlight on rural issues;</li> <li>• Improve coordination of activities in rural Medway;</li> <li>• Build partnership working; and</li> <li>• Secure additional investment for rural projects and services.</li> </ul>	<p>The SA/SEA should aim to protect the character of the landscape in rural areas.</p> <p>Landscape is covered in SA/SEA objective 8.</p>
<p>Medway Children and Young People's Plan 2009-2011 (2009)</p>	<p>The Plan has been developed by the Medway Children's Trust, who wants children and young people in Medway to:</p> <ul style="list-style-type: none"> <li>• be safe and cared for;</li> <li>• succeed in learning; and</li> <li>• thrive.</li> </ul> <p>To make this a reality the Plan states that they will be championed by a confident and competent workforce, and arrangements will be in place to ensure:</p> <ul style="list-style-type: none"> <li>• effective safeguarding;</li> <li>• integrated services and support; and</li> <li>• timely and targeted interventions.</li> </ul> <p>The plan seeks to enable every child and young person to be engaged in a rich and varied range of activities and pastimes, involved in their local community; ensure that all children and young people benefit from the unprecedented physical and social regeneration taking place in Medway; and to ensure that children and young people who are disabled can access the full range of opportunities alongside their peers.</p>	<p>The SA/SEA should consider access to transport and choice of transport modes.</p> <p>This is covered in the SA/SEA in objective 9.</p>
<p>Medway's Community Safety Partnership Plan 2008/11 (2008)</p>	<p>The vision of the Plan is: "Working together in partnership to build stronger communities and ensure Medway is a safe place to live, work and visit". The Plan identifies 12 priorities. Priority 5 relates to delivering safer roads. The Plan states that this is a priority because major growth in the area will lead to increased demand for travel and the safety of the population is a continuing priority for the council, both for the citizens they serve and those who visit this historic area. A safer road network and use of the network are key objectives in fulfilling that priority.</p>	<p>The SA/SEA should consider safety of the transport network.</p> <p>This is covered in SA/SEA objectives 2, 11.</p>
<p>Medway Obesity Strategy</p>	<p>This strategy summarises the issues and evidence relating to obesity and suggests a number of options which would</p>	<p>The SA/SEA should consider</p>

Plan, Policy or Programme	Description	Implications for the SA/SEA
2005	<p>contribute to improving health in Medway, including:</p> <ul style="list-style-type: none"> <li>• changing dietary patterns;</li> <li>• primary prevention;</li> <li>• health inequalities;</li> <li>• healthy eating;</li> <li>• physical activity;</li> <li>• surgical and drug treatment.</li> </ul> <p>Strategy identified key links between health and transport as:</p> <ul style="list-style-type: none"> <li>• Promoting healthy transport locally;</li> <li>• Encouraging and facilitating walking and cycling;</li> <li>• Making it easier to walk and cycle and reduce the reliance on cars;</li> <li>• Improve access to the road system for cyclists and pedestrians.</li> </ul> <p>Recommendations of the strategy in relation to health and transport:</p> <ul style="list-style-type: none"> <li>• The impact of access to transport in Medway on should be assessed in the context of accessing low cost healthy options for food and also opportunities for physical exercise; and</li> <li>• Physical activity should be an integral part of weight loss therapy and weight maintenance. Promotion of walking for health via diverse and appropriate schemes that are inclusive should be developed.</li> </ul>	<p>how transport initiatives can contribute to improving health e.g. walking and cycling.</p> <p>This is covered in SA/SEA objective 2.</p>
Medway Green Grid	<p>The Medway Green Grid Action Plan aims to link urban and rural neighbourhoods with a network of high quality green spaces and corridors. The Action Plan sets out a vision to inform the Local Development Framework, and compliments the Countryside and Open Space Strategy. This vision aims to:</p> <p>‘forge connections between local communities and their environment, encouraging a change in the quality and quantity of accessible green space and demonstrating Medway’s credentials as a dynamic, sustainable green city in the making’.</p>	<p>The SA/SEA should consider how the Green Grid Strategy can ensure that green spaces in Medway are safe and accessible to everyone.</p>
Medway Joint Strategic Needs Assessment Annual Public Health Report 2008/09	<p>This document outlines the key issues relating to the health and wellbeing of the local population. It builds on previous Annual Public Health Reports as well as earlier health needs assessments. This JSNA brings together information from a range of sources highlighting the key priorities to improve health and wellbeing and reduce inequalities in Medway. In relation to transport it highlights road safety and physical activity.</p>	<p>The SA/SEA should consider how transport initiatives can contribute to improving health.</p> <p>This is covered in SA/SEA objective 2.</p>

# Appendix C. Appraisal Tables

## C.1. LTP3 Objective 1 Appraisal Table

Ref	Topic	Draft SA/SEA Sustainability Objectives		LTP3 Transport Objectives					
				Transport Objective 1: Highway Maintenance					
				Management of highway assets	Medway Tunnel upgrade (medium term)	Structural infrastructure maintenance	Carriageway maintenance	Footway and cycle track maintenance	Public rights of way maintenance
1	Biodiversity / Geo-diversity	Conserve and enhance Medway's biodiversity (habitats and species) and geo-diversity	Score	+	0	0	+	0	0
			Comments	Depending on the implementation and location of the improvements, the result may be marginally positive on biodiversity and geo-diversity due to improved traffic flows, in conjunction with environmental best practice.	Following upgrades to the Medway Tunnel, it is anticipated there may be a long term increase in traffic. However, this is unlikely to significantly affect biodiversity or geo-diversity.	If environmental best practice such as ecological impact assessments and surveys, is followed during the maintenance of Medway Councils structural infrastructure, there will be little or no effect on biodiversity or geo-diversity.	Depending on the implementation and location of the carriageway maintenance works and in conjunction with environmental best practice, the result may be marginally positive on biodiversity and geo-diversity due to improved traffic flows.  If the widening of the A228 goes ahead as part of the carriageway maintenance landtake such as grassy roadside verges may be lost. Effects will depend on the ecological value of the area	If environmental best practice such as ecological impact assessments and surveys, is followed during the maintenance of footway and cycle track, there will be little or no effect on biodiversity or geo-diversity.	If environmental best practice such as ecological impact assessments and surveys, is followed during the maintenance of public rights of way, there will be little or no effect on biodiversity or geo-diversity.

Ref	Topic	Draft SA/SEA Sustainability Objectives	LTP3 Transport Objectives						
			Transport Objective 1: Highway Maintenance						
			Management of highway assets	Medway Tunnel upgrade (medium term)	Structural infrastructure maintenance	Carriageway maintenance	Footway and cycle track maintenance	Public rights of way maintenance	
							affected by the carriageway widening.		
2	Health	To improve the health and well-being of the Medway population through reducing traffic accidents, promoting active transport modes and reducing transport related air and noise effects	Score	+	D	0	+	+	+
			Comments	<p>Reducing street and highway clutter would result in a positive effect on safety. Improved street lighting, the removal of pot holes and pedestrian facilities such as crossings would reduce traffic accidents and also promote physical activities such as walking.</p> <p>The effects of highway improvements on levels of noise depends on factors such as the type of surfacing used, which in urban areas is particularly important due to the close proximity of sensitive receptors. The management of</p>	<p>The effect on health, depends on the upgrades to the Medway Tunnel. At the time of the assessment, there were no plans to introduce a provision for pedestrians and cyclists in the tunnel. However if provision was to be made for cyclists and pedestrians, a segregated cycleway and footpath would be required to ensure the safety of tunnel users.</p> <p>The upgrades to Medway Tunnel is unlikely to result in any effects on noise levels or air quality.</p>	<p>There is likely to be little or no effect on noise or air quality, or associated health effects or safety resulting from structural infrastructure maintenance.</p>	<p>Improving carriageways through responsive and routine maintenance would result in a marginal positive effect on safety.</p> <p>The effects of carriageway improvements on levels of noise depends on factors such as the type of surfacing used, which in urban areas is particularly important due to the close proximity of sensitive receptors. Carriageway maintenance is unlikely to have any effect on air quality which is widely linked to health impacts.</p>	<p>Maintenance of footways and cycle tracks would promote active travel modes such as walking and cycling and remove barriers on routes resulting in a marginally positive effect on health.</p> <p>There are likely to be no effect on noise, air quality or safety.</p>	<p>Maintenance of public rights of way would promote active travel modes such as walking and cycling and remove barriers on routes resulting in a marginally positive effect on health.</p> <p>There are likely to be no effect on noise, air quality or safety.</p>

Ref	Topic	Draft SA/SEA Sustainability Objectives	LTP3 Transport Objectives						
			Transport Objective 1: Highway Maintenance						
			Management of highway assets	Medway Tunnel upgrade (medium term)	Structural infrastructure maintenance	Carriageway maintenance	Footway and cycle track maintenance	Public rights of way maintenance	
				highway assets is unlikely to have any effect on air quality which is widely linked to health impacts.					
3	Land Use	Make the best use of land through appropriate development on brownfield sites and use of existing transport network	Score	+	0	0	D	0	0
			Comments	The management of highway assets will help ensure use of existing assets will be maximised to avoid building new assets which would require landtake.	Improvements to Medway Tunnel are unlikely to result in the need to develop on adjacent land as they will mainly be system upgrades meaning there would be little or no effect on land use.	Maintenance to existing structural infrastructure is unlikely to result in land take.	The effect on land use resulting from carriageway maintenance depends on the extent of the improvements to the A228. The A228 would require land take for carriageway widening and therefore have a negative effect. Other carriageway maintenance is likely to have little or no effect on land take.	Maintenance to existing footways and cycle tracks is unlikely to result in significant land take.	Maintenance to existing public rights of way is unlikely to result in significant land take.
4	Water Management	Maintain and improve the quality and quantity of ground and surface waters in Medway	Score	0	0	0	+	+	+
			Comments	Measures to improve highway drainage as part of highway assets management would remove water off the highways more efficiently and reduce ponding. However this may	Water leakages into the tunnel are currently pumped out. It is unlikely that there would be improvements to this.	Maintenance to existing structural infrastructure is likely to result in little or no effect on water quality.	Adequate drainage measures included in the carriageway maintenance programme, may result in a reduction of accidents and pollution potential which would result in a marginal positive effect on water	Maintenance of existing footways and cycle track may result in a marginal positive effect on the water environment due to a decreased impact from contaminants & surface runoff.	Maintenance of existing footways and cycle track may result in a marginal positive effect on the water environment due to a decreased impact from contaminants & surface runoff.

Ref	Topic	Draft SA/SEA Sustainability Objectives	LTP3 Transport Objectives								
			Transport Objective 1: Highway Maintenance								
			Management of highway assets	Medway Tunnel upgrade (medium term)	Structural infrastructure maintenance	Carriageway maintenance	Footway and cycle track maintenance	Public rights of way maintenance			
				result in more water into the existing drainage system.			quality.				
5	Air Quality	Reduce air pollution and improve air quality	Score	0	0	0	0	0	+	0	+
		Comments		The management of highway assets is unlikely to result in a significant reduction in emissions; however these measures may contribute to a free flow of traffic reducing stop/start emissions.	The upgrades to Medway Tunnel are likely to have little or no effect on air quality as they are mainly system upgrades which are unlikely to encourage modal shift or reduce vehicle emissions.	Maintenance is important for ensuring that structural infrastructure across Medway remains open for traffic. These measures are unlikely to significantly reduce vehicle emissions, remove emission sources away from receptors or encourage modal shift resulting in little or no effect on air quality.	Maintenance is important for ensuring that carriageways remain open for traffic. These measures are unlikely to significantly reduce vehicle emissions, remove emission sources away from receptors or encourage modal shift resulting in little or no effect on air quality. Depending on the implementation of these measures on the A228, there may be a reduction in local vehicle emissions due to improved traffic flow which may result in a marginally positive effect on air quality.	Improvements to footways and cycle tracks may encourage modal shift to sustainable modes such as walking and cycling which may result in a marginally positive effect on air quality.		Improvements to public rights of way may encourage modal shift to sustainable modes such as walking and cycling which may result in a marginally positive effect on air quality.	
6	Climate	Ensure the	Score	+	+	+	+	+	+	+	+

Ref	Topic	Draft SA/SEA Sustainability Objectives		LTP3 Transport Objectives					
				Transport Objective 1: Highway Maintenance					
				Management of highway assets	Medway Tunnel upgrade (medium term)	Structural infrastructure maintenance	Carriageway maintenance	Footway and cycle track maintenance	Public rights of way maintenance
	Change Adaptation	transport network is resilient to climate change effects such as flood risk (adaptation to climate change)	Comments	Improvements to highway drainage and re-surfacing will result in a marginal positive effect on climate change adaptation as the highways will be more resilient to extreme weather events such as heavy rain and higher temperatures as tarmac melting in hot temperatures may cause issues.	Improvements to the drainage system in the Medway Tunnel would help reduce flooding from surface runoff, which is likely to become a significant issue in the future due to an increased frequency of extreme weather events resulting in a marginal positive effect on climate change adaptation.	As part of the structural infrastructure maintenance programme, it is assumed that improvements will be made to the sea wall and therefore decreasing flood risk to the area, resulting in a marginal positive effect on climate change adaptation.	Carriageway maintenance will result in a marginal positive effect on climate change adaptation as the maintenance such as resurfacing will ensure they are more resilient to extreme weather events such as colder winters and hotter summers.	Improvements to footways and cycle tracks will result in a marginal positive effect on climate change adaptation as the maintenance such as resurfacing will ensure they are more resilient to extreme weather events such as colder winters and hotter summers.	Improvements to public rights of way will result in a marginal positive effect on climate change adaptation as the maintenance such as resurfacing will ensure they are more resilient to extreme weather events such as colder winters and hotter summers.
7	Climate Change Mitigation	Mitigate against climate change through reducing CO <sub>2</sub> and other greenhouse gases through modal shift, traffic management and renewable energy	Score	0	+	0	+	+	+
			Comments	The management of highway assets is unlikely to result in a significant reduction of CO <sub>2</sub> and other greenhouse gases resulting from traffic management and is unlikely to encourage significant modal shift.	Improvements to the lighting in the Medway Tunnel are likely to result in improved energy efficiency resulting in a marginal positive effect on climate change mitigation.	Maintenance to existing structural infrastructure is likely to result in little or no effect on climate change mitigation.	Depending on the implementation of the carriageway maintenance programme and in particular the roll out of LED lighting, may result in a marginal positive effect on climate change mitigation due to energy efficiency.	Improvements to footways and cycle tracks would encourage modal shift to sustainable modes such as walking and cycling which may result in a marginally positive effect on climate change mitigation.	Improvements to public rights of way would encourage modal shift to sustainable modes such as walking and cycling which may result in a marginally positive effect on climate change mitigation.



Ref	Topic	Draft SA/SEA Sustainability Objectives		LTP3 Transport Objectives					
				Transport Objective 1: Highway Maintenance					
				Management of highway assets	Medway Tunnel upgrade (medium term)	Structural infrastructure maintenance	Carriageway maintenance	Footway and cycle track maintenance	Public rights of way maintenance
8	Cultural Heritage, Landscape	Protect and enhance Medway's landscape (in particular the Kent Downs AONB), townscape and historic environment, including historic buildings, archaeological sites and culturally important features	Score	+	0	0	0	+	+
			Comments	Reducing street clutter especially in Conservation Areas would result in a marginal positive. Whilst there may be some potential disturbance of archaeological sites as a result of drainage improvements, with best practice this should be minimal depending on the site.	Upgrades to the Medway Tunnel are likely to result in little or no effect on cultural heritage and landscape as they are mainly system upgrades.	Where there is likely to be ground disturbance resulting from structural infrastructure maintenance there may be a marginal negative effect on archaeological sites, however the improvements to the sea wall will protect heritage assets from the risk of flooding resulting in a neutral effect overall.	Carriageway maintenance is likely to result in little or no effect on cultural heritage. Depending on the implementation of widening the A228 there is potential for significant ground disturbance resulting in a marginal negative effect.	Improvements to footways and cycle tracks would improve accessibility to heritage assets resulting in a marginal positive effect.	Improvements to public rights of way would improve accessibility to heritage assets resulting in a marginal positive effect.
9	Sustainable Transport	Reduce the need to travel through sustainable design and mixed-use developments, and improve travel choice and integration, and use of sustainable transport	Score	0	+	+	+	+	+
			Comments	Effective management of highway assets is likely to result in a positive effect on improving access to new developments on brownfield sites, however these measures are unlikely to promote the use of sustainable modes of transport, resulting in a	If upgrades were not undertaken to the Medway Tunnel there would be a significantly negative effect on transport options in Medway at the tunnel may have to close, therefore these upgrades would result in a marginal positive effect.	Maintenance is important for ensuring that structural infrastructure across Medway remains open for traffic, therefore these measures would result in a marginal positive effect on sustainable transport.	Carriageway maintenance will ensure that transport options remain accessible in the future resulting in a marginal positive effect. Also plans to improve bus routes would encourage a sustainable choice of transport.	Improvements to footways and cycle tracks would encourage modal shift to sustainable modes of travel such as walking and cycling which may result in a marginal positive effect.	Improvements to public rights of way would encourage modal shift to sustainable modes of travel such as walking and cycling which may result in a marginal positive effect.

Ref	Topic	Draft SA/SEA Sustainability Objectives		LTP3 Transport Objectives						
				Transport Objective 1: Highway Maintenance						
				Management of highway assets	Medway Tunnel upgrade (medium term)	Structural infrastructure maintenance	Carriageway maintenance	Footway and cycle track maintenance	Public rights of way maintenance	
				neutral effect overall.						
10	Accessibility, Social Inclusion	Improve accessibility of communities to key centres, facilities, goods, education, housing, services, and countryside recreation, facilitating social inclusion and reducing inequalities in poverty	Score	++	+	0	+	+	+	
			Comments	<p>The effective management of highway assets would have a significantly positive effect on facilitating social inclusion such as reducing street clutter which will be of benefit to those groups who find mobility difficult. Improving street lighting is good for vulnerable groups such as ethnical minorities, women and the elderly.</p> <p>The implications of increasing pedestrian crossing times should be carefully considered and would have a positive effect on</p>	<p>The upgrades to the Medway Tunnel would have a marginal positive effect by improving transport links to businesses and encouraging economic regeneration.</p>	<p>The maintenance of structural infrastructure is likely to have little or no effect on accessibility.</p>	<p>Well managed pavements are important for improving accessibility especially for those groups who find mobility difficult.</p>	<p>Improvements to footways and cycle tracks would promote accessibility especially for non-car owners, who can be from deprived communities and have associated health problems. Therefore these measures may result in a marginal positive effect on accessibility and social inclusion.</p>	<p>Similar to the planned improvements to footways and cycle tracks, maintenance to the public rights of way network would promote accessibility especially for non-car owners, who can be from deprived communities and have associated health problems. Therefore these measures may result in a marginal positive effect on accessibility and social inclusion.</p>	

Ref	Topic	Draft SA/SEA Sustainability Objectives	LTP3 Transport Objectives						
			Transport Objective 1: Highway Maintenance						
			Management of highway assets	Medway Tunnel upgrade (medium term)	Structural infrastructure maintenance	Carriageway maintenance	Footway and cycle track maintenance	Public rights of way maintenance	
				parents with buggies and small children and the elderly, traffic and queuing resulting from increased crossing times may have an effect on local air quality.					
11	Crime, Vibrant Communities	To create and sustain vibrant, safe communities in Medway and reduce crime	Score	+	+	0	0	+	+
			Comments	LED street lighting as part of the management of highway assets may result in a marginal positive effect on reducing crime. Priority areas for the LED street lighting could be determined by local crime statistics.	Whilst there is currently no crime issues arising from the Medway Tunnel. The upgrades to the Medway Tunnel would have a marginal positive effect by encouraging economic regeneration through linking together employment sites and sustaining vibrant communities.	Structural infrastructure maintenance measures are likely to include improvements to the lighting which may reduce the level of anti-social behaviour in the local area however effects are unlikely to be significant. Proposals to shut subways may help reduce crime.	Carriageway maintenance is likely to have little or no effect on crime reduction or sustainable communities.	Improvements to footways and cycle routes may allow for the opportunity to design out crime such as installing CCTV and improving lighting provision, these measures may result in an overall marginal positive effect.	Maintenance to public rights of way may allow for the opportunity to design out crime such as installing CCTV and improving lighting provision, these measures may result in an overall marginal positive effect.
12	Economic	To sustain	Score	+	+	+	+	0	0

Ref	Topic	Draft SA/SEA Sustainability Objectives	LTP3 Transport Objectives						
			Transport Objective 1: Highway Maintenance						
			Management of highway assets	Medway Tunnel upgrade (medium term)	Structural infrastructure maintenance	Carriageway maintenance	Footway and cycle track maintenance	Public rights of way maintenance	
	Growth	local economic growth and competitiveness by delivering reliable and efficient transport networks	Comments	Improvements to the highway network may result in a decrease in traffic congestion and improved traffic flows. This may encourage companies and investment to remain in the local area	These upgrades are essential for the future operation of the Medway Tunnel and therefore would result in marginal positive effect on economic growth by retaining access to employment zones in the area.	Maintenance structural infrastructure is likely to result in a marginal positive effect on economic growth in the Medway area as these measures will ensure the structures are retained for future use and access for economic growth in the local area.	Maintenance to carriageways in the Medway area are likely to result in a marginal positive effect as the measures are important for sustaining economic growth by retaining access to the area.	Depending on the location of the Improvements to footways and cycle tracks, there may be an increase in tourism especially in recreational and heritage areas. However these measures are likely to result in little or no effect.	Depending on the location of the Improvements to the public rights of way, there may be an increase in tourism especially in recreational and heritage areas. However these measures are likely to result in little or no effect.
13	Waste, Resource Use	Ensure prudent use of natural resources and use of sustainable waste management practices when undertaking maintenance of the transport network	Score	+	0	+	+	+	+
			Comments	Opportunities will be sought to incorporate recycled materials into the management of highway assets which may result in a marginal positive effect on waste and resource use.	Upgrades to the Medway Tunnel are likely to have little or no effect on waste and resource use as these are mainly system upgrades.	Opportunities will be sought to incorporate recycled materials into the maintenance of structural infrastructure which may result in a marginal positive effect on waste and resource use.	Opportunities will be sought to incorporate recycled materials into the maintenance of carriageways which may result in a marginal positive effect on waste and resource use.	Measures to improve footways and cycle routes will seek to reduce resource consumption, reuse material or use recycled material, where feasible which may result in a marginal positive effect on waste and resource use.	Measures to improve public rights of way will seek to reduce resource consumption, reuse material or use recycled material, where feasible which may result in a marginal positive effect on waste and resource use.

**C.2. LTP3 Objective 2 Appraisal Table**

Ref	Topic	Draft SA/SEA Sustainability Objectives	LTP3 Transport Objectives						
			Transport Objective 2: Improving infrastructure capacity						
			Operation of UTMC	Tackling congestion hotspots		Strategic car park management	Management of freight		
1	Biodiversity / Geo-diversity	Conserve and enhance Medway's biodiversity (habitats and species) and geo-diversity	Score	0	+	-	0	+	-
			Comments	The operation of UTMC is unlikely to have an effect on biodiversity or geo-diversity. There may be some air quality benefits on biodiversity by the redistribution of traffic.	Depending of the location of the congestion hotspots, there may be a positive or negative effect on biodiversity and geo-diversity. Whilst traffic congestion may be reduced near to designated sites, this may result in congestion elsewhere.		Strategic car park management is likely to have little or no effect on biodiversity or geo-diversity.	Depending on the implementation of measures to manage freight these may be positive or negative effects on biodiversity and geo-diversity. For example road widening may cause a loss of biodiversity, but an increased use of rail to move freight may have positive effects.	
2	Health	To improve the health and well-being of the Medway population through reducing traffic accidents, promoting active transport modes and reducing transport related air and noise effects	Score	+	++		0	+	
			Comments	The operation of UTMC is likely to have a marginal positive effect overall on health and well being by decreasing traffic congestion resulting in better local air quality. There is likely to be a positive effect on public transport from improved reliability and punctuality and therefore encouraging modal shift and more active modes of travel. There is likely to be little of no effect on noise or safety.	Tackling congestion hotspots will reduce traffic queuing and improve local air quality. The perception of "cleaner air" is likely to encourage more active travel such as walking and cycling. There is likely to be a localised effect of reducing noise pollution around congestion hotspots and safety may also be increased through free flow of traffic resulting in a marginal positive effect overall on health and well being.		There is likely to be no effect overall on health and well being as strategic car park management is unlikely to encourage active travel modes or have any effect on noise and air quality.	Encouraging freight traffic to use rail is likely to have a positive effect on reducing noise and traffic emissions resulting in a marginal positive effect on health and well being. The extent of improvements on the A228 such as widening may have a negative effect on noise and air quality, as there are receptors nearby. Reduction of HGVs from shift of freight to rail and strategic routes in areas where they share space with cyclists will help improve safety.	
3	Land Use	Make the best	Score	0	0		0	0	

Ref	Topic	Draft SA/SEA Sustainability Objectives		LTP3 Transport Objectives				
				Transport Objective 2: Improving infrastructure capacity				
				Operation of UTMC	Tackling congestion hotspots	Strategic car park management	Management of freight	
		use of land through appropriate development on brownfield sites and use of existing transport network	Comments	Operation of UTMC is likely to have little or no effect on land use.	Tackling congestion hotspots is unlikely to result in any major land take and therefore have little or no effect on land use.	The majority of measures involved in the strategic management of car parks will be focussed on existing car parks rather than constructing new car parks, therefore there is unlikely to be any effect on land use.	Depending on the implementation of measures to improve the A228 into a dual carriageway, there may be a negative effect on land use. Rail improvements to be carried out by Network Rail will involve altering sections of the line to double track rather than single track, however this is likely to result in a minimal amount of land take.	
4	Water Management	Maintain and improve the quality and quantity of ground and surface waters in Medway	Score	0	0	0	+	
			Comments	There is likely to be little or no effect on water quality resulting from the operation of UTMC.	There is likely to be little or no effect on water quality resulting from tackling congestion hotspots however there may be a small positive effect on reducing pollutant run off from vehicles.	Strategic car park management is likely to result in little or no effect on water quality.	Promoting alternative forms of freight transport such as rail may reduce pollutant run off from vehicles and therefore may have a marginal positive effect overall on water quality.	
5	Air Quality	Reduce air pollution and improve air quality	Score	0	+	0	+	
			Comments	Introducing real time travel information is likely to result in operational efficiency on the traffic network and reduce congestion. However redistributing traffic to other areas may result in a decline in air quality in other areas.	Tackling traffic hotspots is likely to reduce queuing and congestion resulting in a marginal positive effect on air quality. If the measures were to involve road widening there may be a negative effect by bringing the source of the pollution closer to receptors such as residential areas.	An effective use of signs to direct traffic to the nearest car park may reduce congestion, however discouraging long stay parking might result in people parking for less time and therefore increasing the number of car journeys overall resulting in a neutral effect on air quality.	Encouraging freight to use rail rather than road is a key element for improving efficiency and therefore having a positive effect on air quality.	
6	Climate	Ensure the	Score	0	0	0	+	D

Ref	Topic	Draft SA/SEA Sustainability Objectives		LTP3 Transport Objectives											
				Transport Objective 2: Improving infrastructure capacity											
				Operation of UTMC		Tackling congestion hotspots		Strategic car park management		Management of freight					
	Change Adaptation	transport network is resilient to climate change effects such as flood risk (adaptation to climate change)	Comments	Operation of UTMC is likely to result in little or no effect on climate change adaptation.		Measures to tackle congestion hotspots are likely to have little or no effect on climate change adaptation.		The strategic management of car parks is unlikely to have any effect on climate change adaptation.		Depending on the implementation of measures to manage freight, there is likely to be a strengthening of the network's flexibility to transport freight in extreme weather events such as colder winters and snow.					
7	Climate Change Mitigation	Mitigate against climate change through reducing CO <sub>2</sub> and other greenhouse gases through modal shift, traffic management and renewable energy	Score	+	++	+	0	D	++	D	Comments	The level of positive effect on climate change mitigation depends on the level of implementation of the UTMC measures. The measures could involve flexible lane prioritisation and promote car sharing which would reduce CO <sub>2</sub> and other GHG emissions from transport.	Bus priority schemes would encourage modal shift away from private car and result in a marginal positive effect on climate change mitigation. Measures to encourage the transportation of freight on the rail network would also have a positive effect on climate change mitigation.	Strategic car park management measures are unlikely to result in any major incentives to use public transport rather than private car resulting in little or no effect on climate change mitigation.	Encouraging freight to use rail transportation rather than road is likely to have a significant positive effect on climate change mitigation by reducing CO <sub>2</sub> and greenhouse gas emissions, however a viable railway line is required.
8	Cultural Heritage, Landscape	Protect and enhance Medway's landscape (in particular the Kent Downs AONB), townscape and historic environment, including historic	Score	0	+	0	-	Comments				The operation of UTMC is likely to result in little or no effect on cultural heritage or landscape.	Depending on the location of congestion hotspots, may result in a marginal positive effect on by reducing traffic around Medway's heritage assets such as conservation areas.	There is likely to be little or no effect on cultural heritage or landscape resulting from strategic car park management measures as this action is about existing car parks rather than building new ones.	Depending on the extent of land take required for improvements to the A228 and the rail network, there may be a negative effect by disturbing archaeological remains in the area.

Ref	Topic	Draft SA/SEA Sustainability Objectives		LTP3 Transport Objectives			
				Transport Objective 2: Improving infrastructure capacity			
				Operation of UTMC	Tackling congestion hotspots	Strategic car park management	Management of freight
		buildings, archaeological sites and culturally important features					
9	Sustainable Transport	Reduce the need to travel through sustainable design and mixed-use developments, and improve travel choice and integration, and use of sustainable transport	Score	+	+	D	+
			Comments	The operation of UTMC provides road users with more informed choices about modes of transport. Linking together information from the UTMC network with surrounding areas and authorities will ensure a more reliable journey, therefore these measures are likely to result in a marginal positive effect overall.	Measures such as bus priority schemes are likely to result in a marginal positive effect overall on sustainable transport and reduce traffic congestion.	Depending on the level of implementation, these measures may or may not discourage car use and encourage people to use public transport.	Encouraging freight to use rail rather than road is likely to result in a marginal positive effect on promoting sustainable transport.
10	Accessibility, Social Inclusion	Improve accessibility of communities to key centres, facilities, goods, education, housing, services, and countryside recreation, facilitating social inclusion and reducing inequalities in poverty	Score	+	+	0	0
			Comments	Enabling bus routes to be more punctual and reliable and improving journey times is likely to encourage people to use public transport particularly to access employment sites and health facilities resulting in a marginal positive effect on accessibility.  Improvements to bus services may have a positive effect on ethnic minorities, women and old people all of whom utilise the bus service disproportionately.	Tackling traffic hotspots and developing bus priority schemes will enable bus routes to be more punctual and reliable and improve journey times. This is likely to encourage people to use public transport particularly to access employment sites and health facilities resulting in a marginal positive effect on accessibility.	Increasing car park charges is likely to have a negative effect on certain socially deprived groups and exclude them from using car parks. To counteract this a concession on public transport could be offered.  Relocating car parks may result in a disorientating effect for some social groups such as older people.	Management of freight is likely to result in little or no effect on improving accessibility.



Ref	Topic	Draft SA/SEA Sustainability Objectives	LTP3 Transport Objectives				
			Transport Objective 2: Improving infrastructure capacity				
			Operation of UTMC	Tackling congestion hotspots	Strategic car park management	Management of freight	
11	Crime, Vibrant Communities	To create and sustain vibrant, safe communities in Medway and reduce crime	Score	0	0	0	0
			Comments	The operation of UTMC is likely to result in little or no effect on reducing crime or sustaining vibrant communities.	Tackling congestion hotspots is likely to result in little or no effect on reducing crime or sustaining vibrant communities.	Strategic car park management is likely to result in little or no effect on reducing crime or sustaining vibrant communities.	Managing freight is likely to result in little or no effect on reducing crime or sustaining vibrant communities.
12	Economic Growth	To sustain local economic growth and competitiveness by delivering reliable and efficient transport networks	Score	0	+	0	+
			Comments	Operation of UTMC is likely to result in little or no effect on economic growth.	Tackling congestion hotspots in the Medway area is likely to improve journey times and efficiency for deliveries and distribution industries into the area, especially due to the close proximity of other strategic transport links in the South East. This is also likely to encourage investment of these industries in the area.	Strategic car park management is unlikely to drive economic growth in the Medway.	Improving freight options in the area is likely to have a positive effect on economic growth.
13	Waste, Resource Use	Ensure prudent use of natural resources and use of sustainable waste management practices when undertaking maintenance of the transport network	Score	0	0	0	0
			Comments	The operation of UTMC is likely to result in little or no effect on waste or resource use.	Measures to tackle congestion hotspots are likely to result in little or no effect on waste or resource use.	Strategic car park management are likely to result in little or no effect on waste or resource use.	Management of freight are likely to result in little or no effect on waste or resource use.

**C.3. LTP3 Objective 3 Appraisal Table**

Ref	Topic	Draft SA/SEA Sustainability Objectives		LTP3 Transport Objectives					
				Transport Objective 3: Improving Public Transport					
				Improving travel by bus and taxi	Developing Park and Ride	Improving travel by train	Coach Travel	Community Transport	River Transport and River Crossings
1	Biodiversity / Geo-diversity	Conserve and enhance Medway's biodiversity (habitats and species) and geo-diversity	Score	+	-	+	-	+	-
			Comments	A marginal positive effect may occur on biodiversity and geo-diversity as a result of improving traffic flow and reducing congestion which may lead to improved air quality.	Depending on the implementation of the park and ride sites there is potential for a marginal negative effect on biodiversity and geo-diversity as a result of habitat loss and disturbance at the location of the new park and ride facilities.	There may be a marginal positive effect on biodiversity and geo-diversity as a result of encouraging modal shift and therefore reducing traffic congestion which may lead to improved air quality.	Depending on the implementation of these measures, there is the potential for habitat loss and disturbance where the new coach park and ride facilities are located. However the measures could encourage modal shift and reduce traffic congestion and improve air quality.	Positive effects on biodiversity and geo-diversity may result due to less traffic and improved local air quality.	Depending on the implementation of these measures there is the potential for a marginal negative effect on habitats in close proximity to the river due to the construction and operation of river crossings.
2	Health	To improve the health and well-being of the Medway population through reducing traffic accidents, promoting active transport modes and reducing	Score	++	++	+	0	0	0
			Comments	Increasing public transport patronage would provide physical fitness benefits through providing a reliable alternative to car use. Those using bus services are also likely to walk to bus stops as part of	These measures have the potential to deliver air quality benefits by removing traffic from areas with higher densities of residential receptors. These measures also have the potential to deliver noise benefits by removing traffic from areas with	Capacity and infrastructure improvements have the potential to encourage modal shift. Improvements should seek to maximise opportunities for railway stations to become public transport hubs and integrating travel modes. Use of more active travel	Improving facilities for coach travel are likely to result in little or no effect on improving health and well being.	Improving community transport facilities are likely to result in little or no effect on improving health and well being.	Introducing river transport and river crossings to the Medway area are likely to result in little or no effect on improving health and well being.

Ref	Topic	Draft SA/SEA Sustainability Objectives		LTP3 Transport Objectives					
				Transport Objective 3: Improving Public Transport					
				Improving travel by bus and taxi	Developing Park and Ride	Improving travel by train	Coach Travel	Community Transport	River Transport and River Crossings
		transport related air and noise nuisance		<p>their journey. Measures should ensure that they provide benefit to the area's vulnerable groups, to proactively contribute to reducing health inequalities. Implementation is expected to be meet relevant safety standards.</p> <p>Measures are expected to provide marginal benefit to air quality and noise by reducing the number of cars using areas where population density is typically higher.</p>	<p>higher densities of residential receptors. A reduction in the number of vehicles in town centre areas should help to reduce the potential for accidents. The combination of these factors could help to enhance the attractiveness of the town centre and promote the use of cycling and walking to access town centres or navigate through them. This would have physical activity (and therefore health) benefits resulting in a significantly positive effect overall.</p>	<p>modes, particularly facilitating cycling to/from railway stations, would provide benefits to physical activity.</p> <p>These measures are unlikely to effect air quality. Any noise reductions resulting from reduced traffic is likely to be balanced by the intensification of noise from train sources, as such both are expected to be negligible.</p>			
3	Land Use	Make the best use of land through appropriate development on brownfield sites and use of existing transport network	<p>Score</p> <p style="text-align: center;">-</p>	<p style="text-align: center;">--</p>	<p style="text-align: center;">+</p>	<p style="text-align: center;">0</p>	<p style="text-align: center;">0</p>	<p style="text-align: center;">+</p>	
			<p>Comments</p> <p>Depending on the implementation of the improvements to bus and taxi facilities, there may be a marginal negative effect on land use as a result of expanding the Quality Public Transport Corridors.</p>	<p>The introduction of new Park and Ride sites may have a significantly negative effect on land use if the sites are located on Greenfield sites rather than Brownfield sites.</p>	<p>Depending on the location and extend of the improvements to Rochester and Strood railway station, there may result in a marginal positive effect on land use by utilising brownfield sites and the existing transport network.</p>	<p>Improvements to coach travel are unlikely to result in significant land take.</p>	<p>Improvements to community transport facilities are unlikely to result in significant land take.</p>	<p>Depending on the location of the piers that are planned to support a river taxi and other leisure services, there is the potential for a marginal positive effect on land use if the measures utilise brownfield sites</p>	

Ref	Topic	Draft SA/SEA Sustainability Objectives	LTP3 Transport Objectives								
			Transport Objective 3: Improving Public Transport								
			Improving travel by bus and taxi	Developing Park and Ride	Improving travel by train	Coach Travel	Community Transport	River Transport and River Crossings			
										adjacent to the river.	
4	Water Management	Maintain and improve the quality quantity of ground and surface waters in Medway	Score	+	+	+	0	0	0	0	
			Comments	Improvement to bus and taxi travel are likely to result in a marginal positive effect on water quality through reducing traffic and associated pollutants through surface runoff.	Park and Ride facilities may result in a marginal positive effect on water quality through reducing traffic especially in town centres.	Improving and promoting rail travel could encourage modal shift and reduce traffic resulting in a marginal positive effect on water quality. Opportunities to include SuDS methods will prevent any increased runoff resulting from new paved areas at reconstructed/relocated stations.	There may be a marginal improvement on water quality from altering traffic patterns, but no major change resulting from coach travel improvements seems to be envisaged.	Improving community transport facilities are not envisaged to have a significant effect on water quality.	Provided operation of any river taxi service is in line with environmental best practise and legal requirements regarding pollution of watercourses, then there should be little or no impact on water quality. A new river crossing may result in a small improvement in water quality as a result of reduced numbers of traffic, but is unlikely to be significant.		
5	Air Quality	Reduce air	Score	+	++	++	+	0	+	0	0

Ref	Topic	Draft SA/SEA Sustainability Objectives		LTP3 Transport Objectives					
				Transport Objective 3: Improving Public Transport					
				Improving travel by bus and taxi	Developing Park and Ride	Improving travel by train	Coach Travel	Community Transport	River Transport and River Crossings
		pollution and improve air quality	Comments	Depending on the implementation of the measures, where bus services are aimed at promoting modal shift. Increased bus patronage may reduce the number of vehicles on the road network with associated improvements in air quality particularly in areas close to sensitive receptors.	Park and Ride schemes aim to encourage modal shift where improvements in air quality are most needed such as congested areas which currently suffer poor air quality. However, areas surrounding the Park and Ride facilities have the potential for air quality to deteriorate as vehicle movements within those areas increase. Typically these Park and Ride sites are located on the outskirts of urban areas where air quality is relatively good.	Railway station improvements have the potential to make travelling by train more appealing to existing car users therefore encouraging modal shift.  In addition, if rail capacity is increased more people will be able to use the service reducing the number of car journeys. However there is the potential negative effect of more people travelling into town centres by car to access the trains to travel further a field, therefore opportunities should be sought to ensure that improvements to the railway stations incorporate and promote other sustainable means of travel such as walking and cycling.	Improvements to coach travel may result in a relatively small scale level of modal shift and therefore not significantly reduce the number of vehicles on the network.	Improvements to community transport facilities are likely to result in little or no effect on air quality.	These measures of improving river crossings are unlikely to result in a significant level of modal shift resulting in little or no effect on air quality.
6	Climate Change Adaptation	Ensure the transport network is resilient to climate change effects such as flood risk (adaptation to climate	Score	+	0	0	0	0	0
			Comments	The improvements to bus and taxi facilities could include adequate shelters for extremes of weather which are anticipated as a	Developing Park and Ride sites may ensure there is the potential to adapt to the possible increase in tourism in the South-East, as a result of hotter summers, however there	Improving rail travel may ensure there is the potential to adapt to the possible increase in tourism in the South-East, as a result of hotter summers, however there is likely to be little or no	Improving coach travel may ensure there is the potential to adapt to the possible increase in tourism in the South-East, as a result of hotter summers,	Improving community transport facilities are likely to result in little or no effect overall on climate change adaptation.	Developing options for river transport and river crossings may ensure there is the potential to adapt to the possible increase in tourism in the

Ref	Topic	Draft SA/SEA Sustainability Objectives	LTP3 Transport Objectives						
			Transport Objective 3: Improving Public Transport						
			Improving travel by bus and taxi	Developing Park and Ride	Improving travel by train	Coach Travel	Community Transport	River Transport and River Crossings	
		change)		result of climate change. Strengthening the bus network will ensure that the network is adaptable for potential increases in tourism in the South-East as a result of hotter summers and therefore have a positive effect in terms of climate change adaptation.	is likely to be little or no effect overall on climate change adaptation.	effect overall on climate change adaptation.	however there is likely to be little or no effect overall on climate change adaptation.		South-East, as a result of hotter summers, however there is likely to be little or no effect overall on climate change adaptation.
7	Climate Change Mitigation	Mitigate against climate change through reducing CO <sub>2</sub> and other greenhouse gases through modal shift, traffic management and renewable energy	Score	+	++	+	0	0	0
			Comments	Improving bus and taxi travel could encourage some modal shift as the reliability of the bus network increases, resulting in a marginal positive effect on climate change mitigation, assuming there is no increase in private car use due to reduced traffic congestion on the road network.	Depending on implementation, improved Park and Ride facilities could result in significant reductions in car trips especially for trips into the town centre. As a result of these measures there is likely to be a significant positive effect on climate change mitigation on the assumption that there is no increase in private car use due to reduced traffic congestion on the road network.	Improved access to the railway stations could increase passenger capacity, encourage modal shift and therefore reduce traffic congestion resulting in a marginal positive effect. These measures could result in a significant positive effect if additional services were offered.	Depending on the uptake of the coach travel improvements there may be a reduction in car trips especially for trips into the town centre, however overall they are likely to result in little or no effect on climate change mitigation.	Improving community transport facilities are likely to result in little or no effect overall on climate change mitigation.	Improving river transport options are likely to result in little or no effect overall on climate change mitigation.
8	Cultural	Protect and	Score	+	-	-	0	+	0

Ref	Topic	Draft SA/SEA Sustainability Objectives		LTP3 Transport Objectives					
				Transport Objective 3: Improving Public Transport					
				Improving travel by bus and taxi	Developing Park and Ride	Improving travel by train	Coach Travel	Community Transport	River Transport and River Crossings
	Heritage, Landscape	enhance Medway's landscape (in particular the Kent Downs AONB), townscape and historic environment, including historic buildings, archaeological sites and culturally important features.	Comments	Improving travel by bus will increase accessibility to historic assets especially for people without access to a private vehicle resulting in a marginal positive effect.	The construction of Park and Ride facilities could have a negative effect on below-ground archaeological remains, however the measures may result in reduced traffic congestion around historic conservation areas in the area.  Potential negative effects on landscape from new park and ride sites, especially if built in Greenbelt or countryside.	The reconstruction of rail facilities could have a negative effect on below-ground archaeological remains, however the measures may result in reduced traffic congestion around historic conservation areas in the area.	Measures to improve coach travel are likely to result in little or no effect on cultural heritage and landscape.	Improving community transport facilities may improve access to historic assets, especially for people without access to a private vehicle resulting in a marginal positive effect.	Whilst the development of river crossing options is unlikely to have an immediate impact on heritage assets, future construction of river crossings could impact on below-ground archaeology or the setting of built heritage assets.
9	Sustainable Transport	Reduce the need to travel through sustainable design and mixed-use developments, and improve travel choice and integration, and use of sustainable transport	Score	++	++	++	+	+	+
			Comments	Measures to improve bus travel are likely to result in a significant positive effect on sustainable transport by enhancing travel choice encouraging sustainable modes.	Developing Park and Ride facilities is likely to result in a significant positive effect on sustainable transport by encouraging travel integration and travel choice.	Improvements to railway stations are likely to encourage travel choice and integration and result in a significant positive effect on promoting sustainable travel.	Working with coach bus operators to improve coach park and ride facilities is likely to have a marginal positive effect on sustainable travel by improving travel choice.	Promoting community transport initiatives such as "The Villager" is likely to have a marginal positive effect on sustainable transport by offering an additional choice in travel.	Possible river crossings or river transport is likely to have a marginal positive effect on sustainable transport by offering additional travel choices including active and sustainable modes such as walking and cycling.
10	Accessibility,	Improve	Score	++	0	+	0	++	+

Ref	Topic	Draft SA/SEA Sustainability Objectives	LTP3 Transport Objectives						
			Transport Objective 3: Improving Public Transport						
			Improving travel by bus and taxi	Developing Park and Ride	Improving travel by train	Coach Travel	Community Transport	River Transport and River Crossings	
	Social Inclusion	accessibility of communities to key centres, facilities, goods, education, housing, services, and countryside recreation, facilitating social inclusion and reducing inequalities in poverty	Comments	<p>The improvement of bus services are likely to have benefits for several equality groups who have a high reliance on public transport, including increased reliability and punctuality, access to healthcare and employment areas, accessible bus stops for those with access needs, improved ticketing initiatives will help equality groups afford to use public transport as they often belong to lower socio-economic backgrounds, improving customer care skills of front line staff would make using public transport an easier experience for equality groups.</p> <p>Improved access to taxis and taxi ranks could have positive effects for disabled and reduced mobility</p>	<p>Improving Park and Ride facilities in areas around Strood and Gillingham are likely to improve accessibility of these areas which contain significant numbers of younger, older, BAME and disabled people.</p>	<p>Improving accessibility to railway stations is likely to have a positive effect on those with visual impairments and a wide range of mobility issues including older people and those with pushchairs (who are primarily women as the caregivers for children) and also people with cycles.</p> <p>Improving transport interchanges may have beneficial effects on ethnic minorities, women and old and young people who rely on the public transport network.</p> <p>Creating more secure cycle parking and improving cycle links may have a positive effect on young people who use both cycling and public transport disproportionately. This will create a network of transportation which they can access.</p>		<p>Developing and expanding the use of <i>The Villager</i> community transport scheme will benefit those from more deprived socio economic groups and help to reduce the impact of social exclusion, particularly for people in rural areas resulting in a significantly positive effect.</p>	<p>The opportunity to create a river crossing for pedestrians, cyclists and public transport may result in a positive impact on ethnic minority groups, women and older people who use public transport frequently. It would improve equality of access as the Medway Tunnel is presently inaccessible to those who are reliant on active transport modes such as cycling and walking.</p>



Ref	Topic	Draft SA/SEA Sustainability Objectives	LTP3 Transport Objectives						
			Transport Objective 3: Improving Public Transport						
			Improving travel by bus and taxi	Developing Park and Ride	Improving travel by train	Coach Travel	Community Transport	River Transport and River Crossings	
				groups. CCTV on taxis and buses could have positive effects for vulnerable users.					
11	Crime, Vibrant Communities	To create and sustain vibrant, safe communities in Medway and reduce crime	Score	+	0	0	0	0	0
			Comments	Introducing on-bus CCTV may have a positive effect on helping to deter and reduce crime and anti-social behaviour. Personal safety improvements at taxi ranks plus investigating CCTV inside taxis will also help reassure passengers, especially vulnerable users such as women, older people, disabled people etc and those travelling alone or during off peak hours.  Increasing the use of taxi travel may help reduce personal safety concerns due to its	Improving Park and Ride facilities in areas around Strood and Gillingham are likely to result in little or no effect on crime reduction and sustainable communities.	Increasing secure parking at train stations may help reduce the risk of cycle theft, but is likely to have little effect on the overall crime and sustainable communities.	Improving coach park and ride facilities is likely to result in little or no effect on crime reduction and sustainable communities.	The door-to-door service that community transport offers is likely to reduce personal safety concerns, compared with other public transport modes, but is likely to have little overall effect on crime and sustainable communities.	Developing river transport and river crossings are likely to result in little or no effect on crime reduction and sustainable communities.

Ref	Topic	Draft SA/SEA Sustainability Objectives	LTP3 Transport Objectives								
			Transport Objective 3: Improving Public Transport								
			Improving travel by bus and taxi	Developing Park and Ride	Improving travel by train	Coach Travel	Community Transport	River Transport and River Crossings			
				door-to-door service.							
12	Economic Growth	To sustain local economic growth and competitiveness by delivering reliable and efficient transport networks	Score	++	++	++	+	+	+		
			Comments	Improvements to the bus and taxi network are likely to result in a marginal positive effect on economic growth as a result of delivering more reliability and efficiency across the transport network.	Developing park and ride facilities is likely to have a significant positive effect on economic growth by encouraging people into town centres for shopping and leisure and improving accessibility to employment sites.	Improving rail facilities in the area will encourage economic growth by improving accessibility to shopping and leisure facilities and employment sites in the area.	Introducing coach park and ride facilities will promote economic growth especially by improving accessibility for tourism.	Improving community transport facilities will encourage accessibility to employment sites, especially for those living in rural areas.	Improving river transport and river crossings will improve access to employment sites adjacent to the river and promote tourism resulting in a positive effect on economic growth.		
13	Waste, Resource Use	Ensure prudent use of natural resources and use of sustainable waste management practices when undertaking maintenance of the transport network	Score	0	-	0	-	0	0	0	-
			Comments	Measures to improve travel by bus and taxi are likely to result in little or no effect on waste and resource use.	Developing park and ride sites and quality public transport corridors on previously undeveloped land is likely to result in a significant amount of natural resource consumption during construction. Opportunities should be sought to investigate ways of reducing consumption and reusing and recycling resources.	Depending on the improvements planned for the railway stations, there may be a negative effect on waste but opportunities should be sought to investigate ways of reducing consumption and reusing and recycling resources.	Improving coach facilities is likely to have little or no effect on waste or resource consumption.	Improving community transport facilities is likely to have little or no effect on waste or resource consumption.	Depending on the level and extent of implementation for the river crossings and river transport infrastructure, there may be a negative effect on resource consumption.		

**C.4. LTP4 Objective 4 Appraisal Table**

Ref	Topic	Draft SA/SEA Sustainability Objectives		LTP3 Transport Objectives							
				Transport Objective 4: Encouraging active travel and improving health							
				Accessibility to bus services	Encouraging walking	Encouraging cycling	Green Grid	Improving air quality	Design guidance for new developments	Travel Plans	
1	Biodiversity / Geo-diversity	Conserve and enhance Medway's biodiversity (habitats and species) and geo-diversity	Score	+	+	+	++	++	0	0	D
			Comments	Improving accessibility to ecological areas and assets. Raise awareness of these areas.	In addition to current measures for encouraging walking, there are opportunities for linking together locally designated sites which would result in a marginal positive effect on biodiversity and geo-diversity.	In addition to current measures for encouraging cycling, there are opportunities for linking together locally designated site which would result in a marginal positive effect on biodiversity and geo-diversity.	Promoting the transport elements of the Green Grid strategy would provide a recreational link and integration with locally designated sites, it may also increase access to ecological sites through cycling and walking. However, there is a need to ensure that visitor pressure does not adversely affect sites. Additional work on elements such as education boards would generate interest in conservation from the wider public resulting in a significantly positive effect overall.	Measures to improve air quality, will have a significant positive effect on biodiversity and geo-diversity.	Providing design guidance for new developments is likely to result in little or no effect on biodiversity or geo-diversity.	The effect on biodiversity and geo-diversity resulting from the implementation of travel plans depends on the area covered by the plan and the location of locally sensitive receptors.	

Ref	Topic	Draft SA/SEA Sustainability Objectives		LTP3 Transport Objectives						
				Transport Objective 4: Encouraging active travel and improving health						
				Accessibility to bus services	Encouraging walking	Encouraging cycling	Green Grid	Improving air quality	Design guidance for new developments	Travel Plans
2	Health	To improve the health and well-being of the Medway population through reducing traffic accidents, promoting active transport modes and reducing transport related air and noise effects	Score	+	++	++	+	++	+	+
			Comments	Improving accessibility to bus services in turn promotes physical activity such as walking to and from the bus stop. Providing real time bus information would further encourage bus patronage. Encouraging public transport for people with mental health issues or those with learning disabilities should be seen as good practise. These measures are not likely to effect noise, air quality or safety.	Measures to promote walking are likely to result in a significantly positive effect on health and well being from encouraging physical activity. These measures are unlikely to result in any effect on safety, air quality or noise.	Measures to promote cycling are likely to result in a significantly positive effect on health and well being from encouraging physical activity. These measures are unlikely to result in any effect on safety, air quality or noise.	The Green Grid initiatives are likely to result in a positive effect on health by promoting recreational opportunities in the local area. These measures are unlikely to result in any effect on safety, air quality or noise.	Research suggests that poor air quality causes premature death resulting from respiratory diseases. Road traffic is a significant source of air pollution. Reducing traffic on the network and improving air quality is therefore likely to result in a significant positive effect on health and well bring.	New developments have the opportunity to incorporate measures for actively promoting physical activity such as providing showers and being located close to transport hubs to encourage walking and cycling. Depending on the level of implementation, there may be a positive effect on air quality by reducing the amount of traffic in an area. Any effect resulting from noise could be mitigated against measures such as double glazing. There is also the opportunity to link changes in design guidance standards to the	Travel plans should include measures for promoting active travel modes and identifying safer routes and reducing accidents.

Ref	Topic	Draft SA/SEA Sustainability Objectives	LTP3 Transport Objectives							
			Transport Objective 4: Encouraging active travel and improving health							
			Accessibility to bus services	Encouraging walking	Encouraging cycling	Green Grid	Improving air quality	Design guidance for new developments	Travel Plans	
									emerging Local Development Framework (LDF).	
3	Land Use	Make the best use of land through appropriate development on brownfield sites and use of existing transport network	Score	0	0	0	0	0	0	0
			Comments	Improving accessibility to bus services is likely to result in little or not effect on land use.	Encouraging walking is an effective use of land for new developments.	Encouraging cycling is an effective use of land for new developments.	The Green Grid will provide access to existing open spaces however the measures are unlikely to result in significant land take.	Air quality is a material planning consideration and therefore may have a potential effect on development if adequate provision is not provided for the consideration of air quality then planning permission could be refused.	Providing design guidance for new developments is unlikely to result any significant effect on land take.	Travel plans are not likely to result in little or no effect on land use and should encourage the use of existing facilities.

Ref	Topic	Draft SA/SEA Sustainability Objectives		LTP3 Transport Objectives								
				Transport Objective 4: Encouraging active travel and improving health								
				Accessibility to bus services	Encouraging walking	Encouraging cycling	Green Grid	Improving air quality	Design guidance for new developments	Travel Plans		
4	Water Management	Maintain and improve the quality and quantity of ground and surface waters in Medway	Score	+	0	+	0/+	0	0	0	+	
			Comments	By encouraging and promoting bus services is likely to result in a decrease in road traffic and a resulting reduction in water pollutants from surface runoff.	The measures to encourage walking are mainly linked to recreational activity and are therefore unlikely to result in a significant effect on water quality. If the measures could be extended to sufficiently encourage walking to work and reducing vehicle use, there may be a possible effect on water quality.	The measures to encourage cycling are mainly linked to recreational activity and are therefore unlikely to result in a significant effect on water quality. If the measures could be extended to sufficiently encourage cycling to work and reducing vehicle use, there may be a possible effect on water quality	Improving access to the Green Grid is likely to result in little or no effect on water quality.	Measures to improve air quality are likely to result in little or no effect on water quality.	Improving design guidance for new developments is unlikely to effect water quality.	Comprehensive travel plans have the opportunity to reduce traffic and improve the level of congestion, especially around employment zones. Decreasing the amount of traffic is likely to result in a marginal positive effect on water quality by reducing pollutants from surface runoff.		
5	Air Quality	Reduce air	Score	+	+	0	+	0	0	++	0	+

Ref	Topic	Draft SA/SEA Sustainability Objectives		LTP3 Transport Objectives									
				Transport Objective 4: Encouraging active travel and improving health									
				Accessibility to bus services	Encouraging walking	Encouraging cycling	Green Grid	Improving air quality	Design guidance for new developments	Travel Plans			
		pollution and improve air quality	Comments	Increasing the accessibility of bus services is likely to encourage modal shift and reduce the number of private vehicles on the network resulting in a marginal positive effect on air quality.	The measures to encourage walking are mainly linked to recreational activity and are therefore unlikely to result in a significant effect on air quality. If the measures could be extended to sufficiently encourage walking to work and reducing private vehicle use, there may be a potential effect on air quality.	The measures to encourage cycling are mainly linked to recreational activity and are therefore unlikely to result in a significant effect on air quality. If the measures could be extended to sufficiently encourage cycling to work and reducing private vehicle use, there may be a possible effect on air quality	Improving access to the Green Grid is likely to result in little or no effect on air quality as the measures are mainly linked to recreational travel, and are unlikely to facilitate modal shift.	Measures to improve air quality as part of the LTP is likely to result in a significant positive effect on air quality through measures to tackle poor air quality, particularly in AQMAs.	Improving design guidance for new developments is unlikely to effect air quality.	Depending on the level of implementation, travel plans have the potential to significantly encourage modal shift especially for journeys to work resulting a positive effect on air quality.			
6	Climate	Ensure the	Score	+	0	+	0	+	+	0	+	++	0

Ref	Topic	Draft SA/SEA Sustainability Objectives		LTP3 Transport Objectives						
				Transport Objective 4: Encouraging active travel and improving health						
				Accessibility to bus services	Encouraging walking	Encouraging cycling	Green Grid	Improving air quality	Design guidance for new developments	Travel Plans
	Change Adaptation	transport network is resilient to climate change effects such as flood risk (adaptation to climate change)	Comments	Improvement to bus stops and shelters will ensure that the network is able to cope with predicted extreme weather events, and may encourage bus use because people can shelter from the weather while waiting for the bus, resulting in a positive effect on climate change adaptation.	The South East of England is predicted to experience warmer summers as a result of climate change. Improving the pedestrian network may encourage people to walk especially for those who do not have access to a car.	The South East of England is predicted to experience warmer summers as a result of climate change. Improving the cycle network may encourage people to cycle especially for those who do not have access to a car.	Improving accessibility to the Green Grid is likely to encourage recreational walking and cycling if the South East of England experiences warmer summer, which is a predicted effect of climate change.	Measures to improve air quality are likely to have little or no effect on climate change adaptation.	Improving the quality of new developments through design guidance is likely to result in a positive effect on climate change adaptation as new developments can incorporate measures such as adequate shelter, natural cooling areas and drainage into the design.	Travel plans are likely to result in little or no effect on climate change adaptation.
7	Climate	Mitigate	Score	+	++	++	0	D	+	++



Ref	Topic	Draft SA/SEA Sustainability Objectives		LTP3 Transport Objectives						
				Transport Objective 4: Encouraging active travel and improving health						
				Accessibility to bus services	Encouraging walking	Encouraging cycling	Green Grid	Improving air quality	Design guidance for new developments	Travel Plans
	Change Mitigation	against climate change through reducing CO <sub>2</sub> and other greenhouse gases through modal shift, traffic management and renewable energy	Comments	Improving bus shelters by incorporating renewable energy sources such as solar panels into the design is likely to result in a marginal positive effect on climate change mitigation.	Encouraging walking and keeping journeys short and within the local area are likely to encourage modal shift and therefore result in a significantly positive effect on climate change mitigation. This will also ensure the future resilience of the transport network.	Encouraging cycling and keeping journeys short and within the local area are likely to encourage modal shift and therefore result in a significantly positive effect on climate change mitigation. This will also ensure the future resilience of the transport network.	Improving access to the Green Grid is likely to result in little or no effect on climate change mitigation as the measures are mainly linked to recreational travel and therefore are unlikely to result in a significant level of modal shift and reduction in CO <sub>2</sub> and greenhouse gases.	Measures to improve air quality may have positive effects on climate change mitigation through reduction in transport related greenhouse gas emissions. However, this depends on the types of traffic management measures and intervention implemented.	Design guidance documents should seek to incorporate improved provision for sustainable modes of transport such as cycling which may unlock the wider benefits of other cycling initiatives in the Medway area. Overall these measures are likely to result in a marginal positive effect on climate change mitigation.	Travel plans have the potential to significantly encourage modal shift especially for journeys to work, however consideration should also be given to encouraging flexible working and reducing the need to travel in the first instance. Overall these measures are likely to result in a significantly positive effect on climate change mitigation.
8	Cultural	Protect and	Score	0	+	+	+	0	0	0

Ref	Topic	Draft SA/SEA Sustainability Objectives		LTP3 Transport Objectives						
				Transport Objective 4: Encouraging active travel and improving health						
				Accessibility to bus services	Encouraging walking	Encouraging cycling	Green Grid	Improving air quality	Design guidance for new developments	Travel Plans
	Heritage, Landscape	enhance Medway's landscape (in particular the Kent Downs AONB), townscape and historic environment, including historic buildings, archaeological sites and culturally important features	Comments	Whilst improving the accessibility to bus services would improve access to heritage assets, new bus infrastructure such as shelters should be sympathetic in design especially in conservation areas where consideration will need to be given to colour and design. Overall these measures are likely to have a neutral effect on cultural heritage and landscape.	Encouraging walking is likely to improve accessibility to historic assets and reduce congestion in areas of heritage such as conservation areas.	Encouraging cycling is likely to improve accessibility to historic assets and reduce congestion in areas of heritage such as conservation areas.	If accessibility across the Green Grid can incorporate areas of heritage assets, the measures are likely to have a marginal positive effect on cultural heritage and landscape.	Measures to improve air quality are likely to result in little or no effect on cultural heritage and landscape.	Improvements to design guidance are likely to result in little or no effect on cultural heritage and landscape as new developments in conservation areas or those which may effect the setting of a heritage asset are usually handled by council conservation officers.	Travel plans are likely to result in little or no effect on cultural heritage and landscape.
9	Sustainable	Reduce the	Score	+	++	++	+	0	++	+

Ref	Topic	Draft SA/SEA Sustainability Objectives		LTP3 Transport Objectives						
				Transport Objective 4: Encouraging active travel and improving health						
				Accessibility to bus services	Encouraging walking	Encouraging cycling	Green Grid	Improving air quality	Design guidance for new developments	Travel Plans
	Transport	need to travel through sustainable design and mixed-use developments, and improve travel choice and integration, and use of sustainable transport	Comments	Improving the accessibility of bus services offers additional travel choice and promotes sustainable transport modes.	Measures to encourage walking such as ensuring adequate access to facilities by foot are likely to have a significantly positive effect on sustainable transport by promoting mode integration and travel choice.	Measures to encourage cycling such as organised are likely to have a significantly positive effect on sustainable transport by promoting mode integration and travel choice.	Promoting the Green Grid is likely to result in a marginal positive effect on sustainable transport by encouraging recreational walking and cycling.	Improving air quality is unlikely to have effects on sustainable transport (this is usually the other way round). However, traffic management measures and inventions proposed may help relieve congestion areas.	Design guidance for new developments can be designed around transport hubs and integrated with existing sustainable transport modes.	Travel plans have the potential to reduce the need to travel, inform travel choices and promote sustainable transport resulting in a marginally positive effect overall.
10	Accessibility,	Improve	Score	++	+	+	+	+	-	+

Ref	Topic	Draft SA/SEA Sustainability Objectives	LTP3 Transport Objectives							
			Transport Objective 4: Encouraging active travel and improving health							
			Accessibility to bus services	Encouraging walking	Encouraging cycling	Green Grid	Improving air quality	Design guidance for new developments	Travel Plans	
	Social Inclusion	accessibility of communities to key centres, facilities, goods, education, housing, services, and countryside recreation, facilitating social inclusion and reducing inequalities in poverty	Comments	These measures are likely to encourage bus patronage especially from more deprived areas in Medway. Measures to promote independent travel for people with learning disabilities could be extended to incorporate other disability groups. Measures to reduce bus fares should investigate ticket pricing options for disadvantaged groups.	Walking initiatives should be seen as a priority in socially and economically deprived areas to encourage community cohesion and raise awareness of the health benefits associated with physical activity.	Measures to encourage cycling could seek to improve cycles onto trains and buses which are currently only allowed on trains at off peak periods. These possible measures would then ensure a more accessible journey using sustainable modes.	Improving accessibility to the Green Grid would allow families to access open and recreational space	Social groups such as young people, elderly people and people with disabilities are more likely to experience respiratory problems. Exposure to poor air quality is greater in areas of deprivation therefore measures to improve air quality are likely to have a marginal positive effect on social inclusion and accessibility.	Shared space is currently strongly opposed by accessibility groups especially those with sight and hearing impairments. Improvements to design guidance should seek to consult extensively with these accessibility groups.	Travel plans should aim to provide transport alternatives from using private cars and safe options for travelling to work, schools and healthcare facilities. Overall these measures are likely to result in a marginal positive effect on accessibility and social inclusion.
11	Crime, Vibrant	To create and	Score	+	+	+	0	0	+	0

Ref	Topic	Draft SA/SEA Sustainability Objectives		LTP3 Transport Objectives						
				Transport Objective 4: Encouraging active travel and improving health						
				Accessibility to bus services	Encouraging walking	Encouraging cycling	Green Grid	Improving air quality	Design guidance for new developments	Travel Plans
	Communities	sustain vibrant, safe communities in Medway and reduce crime	Comments	Alterations to bus stops including the introduction of CCTV at bus stops are likely to have a positive effect on crime by improving the sense of security and perception of safety in the area.	Encouraging walking is likely to increase the number of people in an area and increase the sense of security in an area resulting in a marginal positive effect on crime and vibrant communities.	Measures to increase the amount of secure cycle parking are likely to have a marginal positive effect on crime, particularly as a result of the increased number of students in the Medway area.	Accessibility to the Green Grid should allow adequate access for parents with buggies and wheelchair users but consideration should also be given to methods that prohibit vehicles such as motorcycles from accessing the Green Grid links. There is unlikely to be any affect on crime.	Measures to improve air quality are likely to have little or no effect on crime and vibrant communities.	Design guidance that relates to designing open space should result in a marginal positive effect on crime by promoting opportunities to design out crime and the potential for antisocial behaviour by incorporating measures such as adequate lighting.	Travel plans should provide options for safer, well lit options to travel to schools, local amenities and health care facilities, however overall these measures not expected to result in an effect on crime and vibrant communities.
12	Economic	To sustain	Score	0	+	+	0	0	+	+

Ref	Topic	Draft SA/SEA Sustainability Objectives	LTP3 Transport Objectives							
			Transport Objective 4: Encouraging active travel and improving health							
			Accessibility to bus services	Encouraging walking	Encouraging cycling	Green Grid	Improving air quality	Design guidance for new developments	Travel Plans	
	Growth	local economic growth and competitiveness by delivering reliable and efficient transport networks	Comments	As there is no intention to adopt additional bus routes, there is likely to be little or no effect on economic growth.	Encouraging and improving pedestrian links to new developments and facilities could result in a positive effect on economic growth.	Encouraging new cycling links to new developments and facilities could result in a positive effect on economic growth.	Whilst improving accessibility to the Green Grid is likely to promote recreational opportunities in the Medway area, the measures are likely to result in little or no effect on economic growth.	Measures to improve air quality are likely to result in little or no effect on economic growth.	Encouraging mixed use developments in the Medway area through improved design guidance is likely to promote employment and access resulting in a marginal positive effect on economic growth.	Employers and businesses should be encouraged to demonstrate methods of accessing their facilities by lower cost forms of transport. Ensuring the cost of travel remains low will encourage staff retention and a positive effect on economic growth.
13	Waste,	Ensure	Score	0	0	0	+	0	0	0

Ref	Topic	Draft SA/SEA Sustainability Objectives	LTP3 Transport Objectives							
			Transport Objective 4: Encouraging active travel and improving health							
			Accessibility to bus services	Encouraging walking	Encouraging cycling	Green Grid	Improving air quality	Design guidance for new developments	Travel Plans	
	Resource Use	prudent use of natural resources and use of sustainable waste management practices when undertaking maintenance of the transport network								
			Improvements to bus services should seek opportunities to incorporate recycled materials where possible, however overall these measures are likely to result in little or no effect on waste and resource use.	Measures to encourage walking are likely to result in little or no effect on waste and resource use.	Encouraging cycling are likely to result in little or no effect on waste and resource use.	Opportunities should be sought to use reclaimed materials where possible when improving links and accessibility to the Green Grid.	Measures to improve air quality are likely to result in little or no effect on waste and resource use.	Improving the quality of new developments through design guidance may promote the use of recycled materials, however the measures are likely to result in little or no effect on waste and resource use overall.	Travel plans are likely to result in little or no effect on waste and resource use.	
			Comments							

**C.5. LTP3 Objective 5 Appraisal Table**

Ref	Topic	Draft SA/SEA Sustainability Objectives	LTP3 Transport Objectives						
			Transport Objective 5: Improving Travel Safety						
			Road Safety Schemes	Road Safety Education & Training	Road Safety Publicity & Promotion	Road Safety Enforcement	Safer Routes to School Projects	Community Safety Initiatives	
1	Biodiversity / Geo-diversity	Conserve and enhance Medway's biodiversity (habitats and species) and geo-diversity	Score	0	0	0	0	0	0
			Comments	Road safety schemes are likely to result in little or no effect on biodiversity and geo-diversity as designated sites are unlikely to be effected.	Road safety education and training are likely to result in little or no effect on biodiversity and geo-diversity.	Road safety publicity and promotion are likely to result in little or no effect on biodiversity and geo-diversity.	Road safety enforcement measures are likely to result in little or no effect on biodiversity and geo-diversity.	The implementation of the "Safer Routes to School project are likely to result in little or no effect on biodiversity and geo-diversity.	Community Safety Initiatives are likely to result in little or no effect on biodiversity and geo-diversity.
2	Health	To improve the health and well-being of the Medway population through reducing traffic accidents, promoting active transport modes and reducing transport related air and noise effects	Score	++	+	++	+	+	0
			Comments	Improving road user safety to avoid accidents and reduce casualties is likely to result in a positive effect on health and well being. Prioritised road safety schemes should identify and prioritise interventions that would deliver the best value for money safety outcomes. The implementation of alterations to the	Education and training should seek to reduce road traffic accidents involving pedestrians and cyclists. Additional training initiatives may also increase the numbers of people using more active travel modes, such as cycling which results in significant health benefits, however new cyclists may be a particularly vulnerable group following any training. These measures are not likely to have any effect on air quality or noise.	Addressing the causes of traffic accidents, such as drink, drugs, tiredness and distractions is expected to have a positive effect on health. Promoting Walk to School initiatives can help to encourage daily physical activity in young people. These measures are not likely to have any effect on air quality or noise.	Measures such as static safety cameras are likely to result in indirect benefits to health by strengthening measures to reduce accidents. These measures are not likely to have any effect on air quality or noise.	Improving child pedestrian safety (through infrastructure, education and behaviour) would have a direct effect on reducing accidents and therefore resulting in a positive effect on health and well being. Changing behaviour and encouraging the use of more active travel modes including the use of, and familiarisation with, public transport are also likely to result in a positive effect on health and well being. Targeting schools and	Community safety initiatives may have a positive effect on reducing accidents in an area, however these measures are not likely to have any effect on air quality or noise resulting in a neutral effect overall.



Ref	Topic	Draft SA/SEA Sustainability Objectives	LTP3 Transport Objectives							
			Transport Objective 5: Improving Travel Safety							
			Road Safety Schemes	Road Safety Education & Training	Road Safety Publicity & Promotion	Road Safety Enforcement	Safer Routes to School Projects	Community Safety Initiatives		
				road environmental should seek to consider the needs for all road users including motor vehicles, cyclists, public transport users and pedestrians (and pedestrian crossings). These measures are not likely to have any effect on air quality or noise.					children living in more deprived areas may help to reduce existing health inequalities in the area. These measures are not likely to have any effect on air quality or noise.	
3	Land Use	Make the best use of land through appropriate development on brownfield sites and use of existing transport network	Score	0	0	0	0	0	0	0
			Comments	Road safety schemes are likely to require little or no land take.	Road safety education and training initiatives are likely to require little or no land take.	Road safety publicity and promotion events are likely to require little or no land take.	Road safety enforcement measures such as static safety cameras are likely to require little or no land take.	The promotion of safer routes to schools projects are likely to require little or no land take.	Community safety initiatives are likely to require little or no land take.	
4	Water Management	Maintain and improve the quality and quantity of ground and surface waters in Medway	Score	+	0	0	0	0	0	0
			Comments	There is the potential to reduce the number of road traffic accidents leading to a minor reduction in pollution incidents	Road safety education and training aimed at reducing road traffic accidents are unlikely to have an effect on water quality.	Road safety campaigns may help reduce the number of road traffic accidents but the measures are unlikely to have any significant effects on water quality.	Road safety enforcements such as static safety cameras may help to reduce the number of road traffic accidents by reducing speed but	The safer route to school project may help to reduce the number of road traffic accidents but the measures are unlikely to have any significant effect on water quality.	Community safety initiatives are likely to have little or no effect on water quality.	

Ref	Topic	Draft SA/SEA Sustainability Objectives	LTP3 Transport Objectives						
			Transport Objective 5: Improving Travel Safety						
			Road Safety Schemes	Road Safety Education & Training	Road Safety Publicity & Promotion	Road Safety Enforcement	Safer Routes to School Projects	Community Safety Initiatives	
			affecting drainage and watercourses resulting in a positive effect on water quality.				the measures are unlikely to have any significant effect on water quality.		
5	Air Quality	Reduce air pollution and improve air quality	Score	0	0	0	0	0	0
			Comments	Road safety schemes are unlikely to encourage any modal shift resulting in little or no effect on air quality.	Road safety education and training are unlikely to encourage any modal shift resulting in little or no effect on air quality.	Road safety publicity and promotion are unlikely to encourage any modal shift resulting in little or no effect on air quality.	Road safety enforcement measures are unlikely to encourage any modal shift resulting in little or no effect on air quality.	The promotion of the safer routes to school project is unlikely to encourage any modal shift resulting in little or no effect on air quality.	Community safety initiatives are unlikely to encourage any modal shift resulting in little or no effect on air quality.
6	Climate Change Adaptation	Ensure the transport network is resilient to climate change effects such as flood risk (adaptation to climate change)	Score	0	0	0	0	0	0
			Comments	Road safety schemes are likely to have little or no effect on climate change adaptation.	Road safety education and training are likely to have little or no effect on climate change adaptation.	Road safety publicity and promotion are likely to have little or no effect on climate change adaptation.	Road safety enforcement measures are likely to have little or no effect on climate change adaptation.	The promotion of the safer routes to school project is likely to have little or no effect on climate change adaptation.	Community safety initiatives are likely to have little or no effect on climate change adaptation.
7	Climate	Mitigate	Score	0	+	0	0	+	0

Ref	Topic	Draft SA/SEA Sustainability Objectives		LTP3 Transport Objectives					
				Transport Objective 5: Improving Travel Safety					
				Road Safety Schemes	Road Safety Education & Training	Road Safety Publicity & Promotion	Road Safety Enforcement	Safer Routes to School Projects	Community Safety Initiatives
	Change Mitigation	against climate change through reducing CO <sub>2</sub> and other greenhouse gases through modal shift, traffic management and renewable energy	Comments	Road safety schemes are likely to have little or no effect on climate change mitigation.	Road safety training may encourage the uptake of cycling which may lead to a marginal positive effect through reduced car journeys.	Road safety publicity and promotion are likely to have little or no effect on climate change mitigation.	Road safety enforcement measures are likely to have little or no effect on climate change mitigation.	The safer route to school projects may encourage the uptake of walking which may lead to a marginal positive effect through reduced car journeys or trip length.	Community safety initiatives are likely to have little or no effect on climate change mitigation.
8	Cultural Heritage, Landscape	Protect and enhance Medway's landscape (in particular the Kent Downs AONB), townscape and historic environment, including historic buildings, archaeological sites and culturally important features	Score	-	0	0	-	0	0
			Comments	Proposed changes to road layouts to control vehicle movements may effect below ground archaeology or the setting of built heritage remains, resulting in a marginal negative effect on cultural heritage and landscape.	Road safety education and training are likely to have little or no effect on cultural heritage and landscape.	Road safety publicity and promotion are likely to have little or no effect on cultural heritage and landscape.	The installation of cameras as part of road safety enforcement measures may effect below ground archaeology or the setting of built heritage remains resulting in a marginal negative effect on cultural heritage and landscape.	The safer routes to schools project is likely to have little or no effect on cultural heritage and landscape.	Community safety initiatives are likely to have little or no effect on cultural heritage and landscape.
9	Sustainable	Reduce the	Score	0	+	0	0	+	0

Ref	Topic	Draft SA/SEA Sustainability Objectives		LTP3 Transport Objectives					
				Transport Objective 5: Improving Travel Safety					
				Road Safety Schemes	Road Safety Education & Training	Road Safety Publicity & Promotion	Road Safety Enforcement	Safer Routes to School Projects	Community Safety Initiatives
	Transport	need to travel through sustainable design and mixed-use developments, and improve travel choice and integration, and use of sustainable transport	Comments	Road safety schemes are likely to have no or little effect on sustainable transport because actions are about improving safety for road users rather than encouraging alternative transport modes	Measures such as cycle and pedestrian training may have positive effects on sustainable transport as people may feel more confident in using alternatives transport modes such as walking and cycling	Road safety and publicity promotion are likely to have no or little effect on sustainable transport as it is aimed at reducing road accidents associated with drink, drugs etc	Road safety enforcement is likely to have little or no effect on sustainable transport as it is aimed at enforcing traffic and parking offences not offering alternative transport modes	Measures to improve pedestrian routes to schools and expand the walking bus initiative may have positive effects on sustainable transport as they provide viable, safe alternative transport modes to get to school other than by car	Community safety initiatives are likely to have little or no effect on sustainable transport as they are aimed at the Police and ambulance services
10	Accessibility, Social Inclusion	Improve accessibility of communities to key centres, facilities, goods, education, housing, services, and countryside recreation, facilitating social inclusion and reducing inequalities in poverty	Score	+	+	+	+	+	+
			Comments	Road safety schemes may have a positive effect on vulnerable roads users such as younger people (under 16) and older people (over 60) who are perceived to be a higher risk. Research suggests that children from poorer backgrounds are more likely than those from affluent backgrounds to be killed as pedestrians or risk	Continuing with <i>Bikeability</i> cycle training for school children will have positive impacts on younger people who tend to use cycling as a mode of transportation more than other groups. Monitoring and training school crossing controls, as well as 'practical pedestrian' and other forms of safety training, has the potential to improve road safety for children and therefore have a positive impact on this age group. Educating children on road safety may have a positive effect on young people, providing more	Road safety publicity events that aim to increase the numbers of children walking to school are likely to have associated health benefits for this group. Drink and driving schemes are likely to have a marginal positive effect on vulnerable road users.	Road enforcement measures may result in a reduction in road traffic accidents which may result in a positive effect especially on the most vulnerable road users.	Measures to improve pedestrian routes to schools and expanding the "walking bus" initiative are likely to have associated health benefits for children as well as improving their safety. Schemes such as the "walking bus" also promote community cohesion. Parking enforcement measures especially around school entrances is likely to improve the safety of these areas for children by reducing traffic congestion and dangerous parking.	The creation of the "SOS" bus will increase public safety for those working in the night economy by providing a late night alternative to walking alone. In particular night time travel is a deterrent for many equality groups, including women and ethnic minorities who tend to express more safety concerns than men or white British people. By introducing street lighting and

Ref	Topic	Draft SA/SEA Sustainability Objectives		LTP3 Transport Objectives						
				Transport Objective 5: Improving Travel Safety						
				Road Safety Schemes	Road Safety Education & Training	Road Safety Publicity & Promotion	Road Safety Enforcement	Safer Routes to School Projects	Community Safety Initiatives	
				of being involved in an accident. Overall these measures are likely to result in a marginal positive effect on accessibility and social inclusion.	highly developed road user skills. The Junior Road Safety Officer program would promote inclusivity with children over road safety issues. Vulnerable road users such as young drivers are likely to benefit from road use training. Moped drivers (many of whom are 16 year old males) are at particular risk. Over a quarter of 16 year olds involved in accidents are on a moped and 8% of all deaths among 16 year old boys involve mopeds. The focus around school safety education is important but it may mean certain groups prone to particular kinds of accident may be overlooked (e.g. older people).				Providing bus safety education may have a positive effect on the well-being of young people, as they proportionately utilise bus services more than other social groups.	CCTV at significant shops and services perception of safety will increase. This is particularly important for women, BAME groups and other equality groups who perceive themselves to be at higher risk of being targeted.
11	Crime, Vibrant Communities	To create and sustain vibrant, safe communities in Medway and reduce crime	Score	0	0	0	0	+	++	
			Comments	Road safety schemes are likely to have little or no effect on crime and sustainable communities.	Road safety education and training are likely to have little or no effect on crime and sustainable communities.	Road safety publicity and promotion are likely to have little or no effect on crime and sustainable communities.	Road safety enforcement measures are likely to have little or no effect on crime and sustainable communities.	Initiatives such as the 'walking bus' may have a positive effect by encouraging collective travel, thereby reducing vulnerabilities and concerns around	Community safety initiatives are likely to result in a significant positive effect on reducing feelings of vulnerability and	

Ref	Topic	Draft SA/SEA Sustainability Objectives	LTP3 Transport Objectives						
			Transport Objective 5: Improving Travel Safety						
			Road Safety Schemes	Road Safety Education & Training	Road Safety Publicity & Promotion	Road Safety Enforcement	Safer Routes to School Projects	Community Safety Initiatives	
								personal safety particularly after dark. They also encourage community interaction which is likely to result in a positive effect in terms of crime reduction and sustainable communities.	helping to target crime and anti-social behaviour. Opportunities to work in partnership working with the police and communities; lighting solutions; and CCTV should be sought.
12	Economic Growth	To sustain local economic growth and competitiveness by delivering reliable and efficient transport networks	Score	0	0	0	+	0	+
			Comments	Road safety schemes are likely to have little or no effect on economic growth.	Road safety education and training are likely to have little or no effect on economic growth.	Road safety publicity and promotion are likely to have little or no effect on economic growth.	Parking enforcement may have a positive effect on businesses benefiting from a reduction in traffic congestions and improve accessibility.	The safer routes to schools project is likely to have little or no effect on economic growth.	Community safety initiatives such as improved CCTV and lighting may result in an improved feeling of security especially around local shops and facilities and encourage local trade and economic growth.
13	Waste, Resource Use	Ensure prudent use of natural resources and use of sustainable waste management practices when undertaking maintenance	Score	0	0	0	0	0	0
			Comments	Road safety schemes are likely to have little or no effect on waste or resource use.	Road safety education and training are likely to have little or no effect on waste or resource use.	Road safety publicity and promotion are likely to have little or no effect on waste or resource use.	Road safety enforcement measures are likely to have little or no effect on waste or resource use.	Safer route to schools project is likely to have little or no effect on waste and resource use.	Community safety initiatives are likely to have little or no effect on waste and resource use.

Ref	Topic	Draft SA/SEA Sustainability Objectives		LTP3 Transport Objectives				
				Transport Objective 5: Improving Travel Safety				
				Road Safety Schemes	Road Safety Education & Training	Road Safety Publicity & Promotion	Road Safety Enforcement	Safer Routes to School Projects
		of the transport network						

# Appendix D. LTP3 Strategy Objectives and Priority Schemes and Actions

## Transport objective 1: Highway Maintenance

*To undertake enhanced maintenance of the highway network in the most sustainable way practical*

Schemes and Action to Deliver the Objective	
Management of highway assets	<p>Continue updating and using the asset management system 'CONFIRM'. Continue using the highways assets management system to reduce street clutter and maximise efficiency. Actions include improvements to street lighting, traffic signals and highway drainage.</p> <p><i>CONFIRM is a computer based information system that manages and maintains a portfolio of asset and infrastructure information. It enables the ability to plan, maintain and make strategic investment decisions about the highway assets.</i></p>
Medway Tunnel upgrade	<p>Further upgrade Medway Tunnel to maintain operations (within 15 years)</p> <p><i>On the A289, the Medway Tunnel is a key highway asset that has become a strategically important link under the River Medway that has enabled the extensive regeneration of the Chatham Maritime area. Currently the tunnel is under going an upgrade of operating and control systems.</i></p>
Structural infrastructure maintenance	<p>The structures inventory is well documented and maintenance generally occurs in accordance with the Code of Practice. Medway Council works in partnership with KCC to accommodate the structures requirements including the Bridge Condition Indices (BCI's). A specialist consultant is employed to carry out this work.</p>
Carriageway maintenance	<p>Based on the Code of Practice for highways, details of responsive and routine maintenance procedures are clearly detailed together with plans for how carriageway condition is assessed and monitored. The carriageway maintenance regime incorporates a number of condition surveys to enable programmed maintenance to be more effective, especially on unclassified roads. Condition surveys include UKPMS (UK Pavement Management System), visual, community feedback, traffic patterns and volumes.</p>
Footway and cycle track maintenance	<p>Continue UKPMS surveys and extend these for footways.</p> <p>Medway Council footways and on-highway cycle tracks are inspected in accordance with UKPMS, which incorporates frequency of usage and location on the network. Routine and planned maintenance relies on inspector reports. Responsive repairs and annual planned programme maintenance are carried out as a result of these inspections.</p>
Public rights of way maintenance	<p>Public Rights of Way (PROW) are inspected yearly and form part of the inspection regimes for the Highways Inspectors. The majority of PROW are programmed to be inspected in April / May but there are a few that are inspected at the end of the Summer period. Each Inspector completes a PROW Condition Survey after inspecting a PROW and these are scanned and linked to the site of the PROW in CONFIRM. Any issues relating to PROW are followed up. In addition, our PROW officers and the Highways Inspectors visit PROW on a reactive basis to deal with new enquiries and complaints.</p>



**Transport objective 2: Improving infrastructure capacity**

*To respond to regeneration by efficiently and safely managing and improving Medway's road network, including improving road freight movements through Medway*

Schemes and Action to Deliver the Objective	
Network management	Medway's Network Management Plan 2009 - 2011 sets out how the highway network will be managed. Given the significant demands on the network that are anticipated, it is proposed to review the Network Management Plan to compliment the LTP3 Implementation plans.
Operation of Urban Traffic Management and Control	<p>Medway Council will operate the Urban Traffic Management and Control system (UTMC) to:</p> <ul style="list-style-type: none"> <li>• improve the operational efficiency of the highway network;</li> <li>• provide real time travel and parking information to drivers;</li> <li>• respond to incidents on the network;</li> <li>• enable bus routes to be more punctual and reliable with improved journey times;</li> <li>• measure traffic related air quality and mitigate pollution episodes where possible;</li> <li>• link to neighbouring local authorities and the Highway Agency to enable sub regional traffic management.</li> </ul>
Tackling congestion hotspots	<p>Medway Council will seek to improve the efficiency of the transport network during the life of the plan by reducing local capacity constraints at identified congestion hotspots. Key actions will include:</p> <ul style="list-style-type: none"> <li>• Development of traffic management schemes to improve the operational efficiency of the highway network.</li> <li>• Working in partnership with public transport operators to develop bus priority schemes to improve reliability and operational efficiencies through congestion hotspots to allow reinvestment into service improvements.</li> <li>• The use of new technologies to mitigate physical constraints on the network.</li> <li>• Bus routes with operational difficulties caused by congestion on distributor roads will also be targeted for improvement.</li> </ul> <p>Additional actions will include:</p> <ul style="list-style-type: none"> <li>• Working in partnership with the Highways Agency, to understand the impact of traffic growth on M2 junctions 1 and 3 arising from regeneration along the London to Dover corridor;</li> <li>• Encouraging the transportation of freight using the rail network.</li> </ul>
Strategic car park management	<p>During LTP3 the strategic management of public car parking will be extended. Actions will focus on:</p> <ul style="list-style-type: none"> <li>• Efficient use of Chatham centre car park provision including the rationalisation of existing spaces and the development of three strategically located car parks.</li> <li>• The review of parking charges to discourage long stay parking in identified locations;</li> <li>• Review the overall parking provision in centres of regeneration. This will be based on an assessment of projected parking demand associated to the new development and the overall existing town centre demand with due regards to Parking standards.</li> <li>• Develop a robust process to secure developer contributions towards the provision and operation of town centre parking and Park and Ride sites.</li> <li>• Operate real-time monitoring and display of car parking availability</li> </ul>
Management of freight	<p>Medway Council will work with key strategic partners including Kent County Council and Network Rail to seek to:</p> <ul style="list-style-type: none"> <li>• Continue to improve the A228 to Grain.</li> <li>• Improve the Thamesport freight line, including Hoo junction.</li> <li>• Improve the efficiency of road based freight movements through Medway, with HGV traffic being directed away from unsuitable roads.</li> <li>• Ensure major freight traffic generating development provide access to the rail network for freight movements.</li> <li>• Encourage freight movements to use rail and river transport.</li> <li>• Monitor growth in freight movements originating from International Gateways throughout Kent and work sub-regionally to mitigate negative consequences.</li> <li>• Investigate the provision of faster and more reliable highway linkages from business, storage and distribution sites to the strategic highway network supporting wider connectivity.</li> </ul>

**Transport objective 3: Improving Public Transport**

*To respond to the regeneration of Medway by encouraging travel by public transport including improving the quality, reliability, punctuality and efficiency of services*

**Schemes and Action to Deliver the Objective**

Improving travel by bus and taxi	<p>Future actions will focus on:</p> <ul style="list-style-type: none"> <li>• Development of Fastrack style bus links to Chattenden and other major development sites.</li> <li>• The development of new Park &amp; Ride sites together with supporting routes and infrastructure.</li> <li>• Expansion of Quality Public Transport Corridors routes to support service</li> <li>• Development of traffic management schemes that contribute to more reliable bus journey times;</li> <li>• Expansion of the real-time information system and/or text messaging service to all stops across the bus network</li> <li>• Development of sub-regional bus services in partnership with operators and neighbouring authorities.</li> <li>• Improved ticketing and fares initiatives, including investigating the introduction of Smartcard technology potentially in partnerships with neighbouring authorities.</li> <li>• Continued support for initiatives that encourage young people to use bus services.</li> <li>• Improved promotion of bus services, in particular through workplace and residential travel plans and personalised travel planning;</li> <li>• Enhanced promotion of bus services through all forms of media.</li> <li>• Review of taxi rank locations and waiting facilities for accessibility and personnel safety</li> <li>• Investigate the provision of CCTV in all taxis operating in Medway.</li> <li>• Investigate the opportunities for concessions to use travel credits in taxis or buses using a smartcard based system</li> <li>• Investigate the potential for a new river crossing to support public transport, walking and cycling.</li> <li>• Improved partnership working with operators to identify opportunities to improve the operational environment for public transport.</li> <li>• Improved customer care training for front line staff, including considerate driving skills and supporting vulnerable user groups.</li> <li>• The introduction of bus stop improvements, which aid accessibility for passengers whilst assisting in reducing layover times at bus stops.</li> <li>• The use of on-bus CCTV parking enforcement to ensure bus priority routes remain congestion free</li> </ul>
Developing Park and Ride	<p>Actions to deliver the provision of a Park and Ride service include:</p> <ul style="list-style-type: none"> <li>• Expansion of existing Park &amp; Ride site at Horsted.</li> <li>• New Park &amp; Ride site at Whitewall Creek (developer funded).</li> <li>• New Park &amp; Ride sites to be identified near Strood.</li> <li>• New Park &amp; Ride site to be identified to the east of Gillingham, possibly located on or close to Gillingham Business Park.</li> <li>• Quality Public Transport Corridors linking Park &amp; Ride sites to key destinations.</li> <li>• Operation of bus services between Park &amp; Ride sites and key destinations.</li> <li>• Implementation of town centre parking strategy to reduce long stay car parking spaces in town centres.</li> </ul>
Improving travel by train	<p>Medway Council will continue to work in partnership with Network Rail and Southeastern Trains to:</p> <ul style="list-style-type: none"> <li>• Pursue major station improvements, including:             <ul style="list-style-type: none"> <li>– reconstruction and possible relocation of Rochester station (identified in Kent RUS, 2010);</li> <li>– reconstruction of Strood station;</li> <li>– reconstruction and reconfiguration of Chatham station to support regeneration and improve the gateway to the town centre.</li> </ul> </li> <li>• Deliver accessibility improvements to stations, including forecourt improvements at Rainham station;</li> <li>• Seek capacity improvements at Rochester bridge junction as part of East Kent resignalling (identified in Kent RUS, 2010);</li> </ul>

**Schemes and Action to Deliver the Objective**

	<ul style="list-style-type: none"> <li>• Improved transport interchange opportunities at key mainline stations;</li> <li>• Encourage cycling to stations by improved cycle links and more secure cycle parking at stations.</li> </ul>
Coach travel	Working with coach bus operators, future priorities will focus on improving coach park and ride.
Community transport	Working with the voluntary sector, future priorities will focus on developing The Villager as a community transport service in Medway.  <i>The Villager is a community transport project that tackles social exclusion in rural areas. It runs two 16 seater accessible minibuses.</i>
River transport and river crossings	<p>Future actions will focus on:</p> <ul style="list-style-type: none"> <li>• Maintaining and developing a comprehensive network of piers that could support a river taxi and other leisure related services.</li> <li>• Seeking a partner to operate a river taxi or possibly an amphibious vehicle.</li> <li>• Investigate the potential for a new river crossing for pedestrians, cyclists and public transport.</li> </ul>

**Transport objective 4: Encouraging active travel and improving health**

*To contribute to improving health by promoting and developing transport corridors that encourage personal movement and by improving air quality*

**Schemes and Action to Deliver the Objective**

Accessibility to bus services	<p>Improving accessibility to bus services will be continued during LTP3 by:</p> <ul style="list-style-type: none"> <li>• Programme of bus stop improvements, building on a network where 60% of the high frequency bus stops are accessible.</li> <li>• Alterations to bus stops to increase patron’s feelings of safety whilst waiting for services including the introduction of CCTV.</li> <li>• Investigation of measures to allow those with learning disabilities to undertake independent travel.</li> <li>• Partnership working with operators to investigate opportunities to reduce costs for operators and utilise savings in the reduction of fares and /or increased frequency of services.</li> </ul>
Encouraging walking	<p>The future priorities will include:</p> <ul style="list-style-type: none"> <li>• Development of schemes that allow easy access to local shopping facilities and amenities with priority given to those in areas of socio-economic deprivation.</li> <li>• Improving accessibility to public rights of way through network and waymarking improvements, including making more of the network accessible to people with mobility difficulties.</li> <li>• Participation in the regional Coastal Access project and sub-regional Valley of Visions project.</li> <li>• Ensure new development provides adequate facilities to access facilities by foot.</li> <li>• Expand the walking bus initiative</li> <li>• Increase opportunities to access play and park facilities as a pedestrian by the co-ordination of works.</li> <li>• Develop schemes that remove barriers to pedestrian movement including a programme of installing drop kerbs at junction</li> </ul>
Encouraging cycling	<p>Working in partnership with key stakeholders, the future priorities include:</p> <ul style="list-style-type: none"> <li>• Participation in the development of a sub-regional cycle network and enhancement of the National Cycle Routes.</li> <li>• Promotion of the cycle facilities and the health benefits of cycling.</li> <li>• Organised cycling activities.</li> <li>• Ensuring new development provides adequate facilities for cyclists, including off-site cycle links.</li> <li>• Support the Sustrans cycle ranger scheme.</li> <li>• Enhancing the existing routes, by improved maintenance and minor improvements.</li> <li>• Increasing and improving secure cycle parking.</li> <li>• Creating new opportunities for recreational cycling, by developing more facilities off-road and on quiet roads.</li> <li>• Expanding the existing utility cycle network by infilling gaps and making linkages to key destinations.</li> </ul>
Green Grid	<p>Working in partnership with key stakeholders, the future priorities include:</p> <ul style="list-style-type: none"> <li>• Delivering the transport elements of the Green Grid Strategy</li> <li>• Ensuring major new development links to the Green Grid where practical</li> </ul> <p><i>The Green Grid initiative focuses on delivering a strategically informed functional open space network, taking account of the North Kent Greening the Gateway strategy. It complements regeneration initiatives, integrating high quality open space and countryside with functional pedestrian and cycle access routes to amenities.</i></p>
Improving air quality	<p>Working in partnership with key stakeholders, the future priorities include:</p> <ul style="list-style-type: none"> <li>• Development of AQMA traffic management schemes with the key objective of improving local air quality</li> <li>• Development of operational protocols, to enable UTMC to respond to episodes of poor air quality.</li> <li>• Supporting interventions that contribute to tackling poor local air quality.</li> <li>• Working with Network Rail to widen Darnley Arches, which have been identified as a significant</li> </ul>

Schemes and Action to Deliver the Objective	
	<p>point of constriction on the network associated to poor air quality.</p> <ul style="list-style-type: none"> <li>• Investigate opportunities to disseminate high-resolution air quality data to hospitals and doctors surgeries to assist patients with respiratory illnesses.</li> </ul>
Design guidance for new developments	<p>Medway Council will seek to improve the quality of new development by:</p> <ul style="list-style-type: none"> <li>• Taking account of new design guidance when considering estate layouts, for example Manual for Streets.</li> <li>• Updating current design standards and parking standards.</li> <li>• Reviewing and publishing a highways adoption manual.</li> <li>• The use of shared space at selected locations.</li> </ul>
Travel Plans	<p>Travel plans will be developed through the planning process and partnership working with key stakeholders and employers to encourage modal shift. Travel plan outcomes will focus on:</p> <ul style="list-style-type: none"> <li>• Increasing active travel by encouraging walking and cycling.</li> <li>• Promoting public transport use.</li> <li>• Improving accessibility to goods, services and employment for people without access to a car.</li> <li>• Reducing the need to travel, particularly during peak periods.</li> <li>• Proactively monitoring the success of travel plans associated with new development and seeking additional measures if targets are not achieved.</li> </ul> <p>Following the success of travel plans initiated during LTP2, the development of new travel plans during LTP3 will focus on the following major traffic generators:</p> <ul style="list-style-type: none"> <li>• Existing and new schools without an active travel plan (developed in conjunction with the Safer Routes to School initiative in objective 5).</li> <li>• Significant employers or areas of employment.</li> <li>• Major new residential developments.</li> <li>• Further and Higher education establishments</li> </ul>

**Transport objective 5: Improving travel safety**

*To reduce casualties on Medway's roads and to encourage changes to travel habits by the implementation of Safer Routes to School interventions*

**Schemes and Action to Deliver the Objective**

Road safety schemes	<p>Identified through a combination of data analysis and stakeholder engagement, road safety schemes will include:</p> <ul style="list-style-type: none"> <li>• Alterations to the road environment to modify road user behaviour</li> <li>• Alterations to the road layout (on a varying scale) to control vehicle movements at various locations, examples include the B2000.</li> <li>• Additional on-street parking restrictions in locations where road safety is compromised</li> </ul>
Road safety education and training	<p>Medway Council will be proactive in the delivery of education initiatives to improve road safety. Actions will include:</p> <ul style="list-style-type: none"> <li>• Continuing <i>Bikeability</i> cycle training for school students.</li> <li>• Practical pedestrian training.</li> <li>• Monitoring and training school crossing patrols.</li> <li>• Working with schools to deliver the correct road safety message to the correct age group.</li> <li>• Educational Resources are loaned to schools.</li> <li>• Working with partners to focus on vulnerable road users including young drivers and moped riders.</li> <li>• Extend the Junior Road Safety Officer scheme.</li> </ul>
Road safety publicity and promotion	<p>Medway Council linked with national Government and partners will continue to prepare publicity material and promotions covering road safety message and campaigns that focus on:</p> <ul style="list-style-type: none"> <li>• Drink and drug driving.</li> <li>• Distractions in collision causation.</li> <li>• Being visible on the highway network.</li> <li>• Walk to School schemes throughout the year.</li> </ul>
Road safety enforcement	<p>During LTP3 it is anticipated that enforcement of traffic and parking offences will be undertaken by:</p> <ul style="list-style-type: none"> <li>• Static safety cameras.</li> <li>• Operation of static and mobile safety cameras by the Kent and Medway Safety Camera Partnership.</li> <li>• Integrated parking enforcement team, including the operation of camera enforcement vehicles.</li> </ul>
Safer routes to school projects	<p>This initiative builds on the success in delivering safer routes to school projects during LTP2. Working in partnership with schools, the future priorities include:</p> <ul style="list-style-type: none"> <li>• Improvements to key pedestrian routes from key catchment areas to schools.</li> <li>• Expanding the existing walking bus initiative.</li> <li>• Appropriate highway infrastructure and focused parking enforcement in the vicinity of school entrances.</li> <li>• Campaigns and initiatives.</li> <li>• Information and education on safer walking.</li> <li>• Providing bus safety education.</li> <li>• Encouraging schools to work with neighbouring schools so that joint initiatives can reflect any wider issues within the area.</li> </ul>
Community safety initiatives	<p>During the life of plan it is anticipated that further public safety initiatives will be developed, including:</p> <ul style="list-style-type: none"> <li>• Partnership working with the police and community groups to identify areas accessibility to services is compromised by the environment of the area.</li> <li>• Introduction of low energy street lighting solutions at significant shops and services to improve feelings of security for patrons.</li> <li>• Introduction of CCTV coverage at significant shops and services to improve feelings of security for patrons</li> </ul>

**Schemes and Action to Deliver the Objective**

*During LTP2 the concept of a safe haven "SOS bus" to administer first aid, advice on sexual health, counselling and practical help was delivered in partnership with the Police.*

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