



MAKE YOUR VOICE HEARD

Section 11

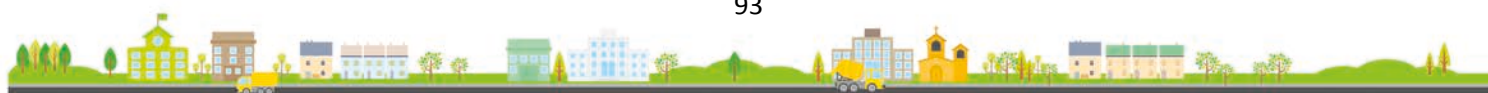
Sustainable

Transport



SUSTAINABLE TRANSPORT

- 11.1 Sustainable transport is defined as any efficient, safe and accessible means of transport with overall low impact on the environment.
- 11.2 The proposed transport-related policies have been prepared with particular attention to paragraphs 17 and 30 of the NPPF, which respectively set out 'core planning principles' and patterns of development which would facilitate sustainable transport. However, it is important to recognise that some areas, particularly in peripheral or rural locations, may not present practical opportunities to maximise sustainable transport. Such areas are relatively remote, where households may be dependent on vehicle use. It should also be noted that households located in urban areas, with reasonable access to amenities and public transport, may still require access to a vehicle to meet some of their transport needs.
- 11.3 As a Highway Authority, the council is responsible for the adopted highway, Public Rights of Way and transport related infrastructure. The council has no responsibility for the rail network, rail services or commercial bus services; however the council continues to work in partnership with Network Rail, Southeastern and commercial bus operators.
- 11.4 Medway's third Local Transport Plan (LTP) provides the transport strategy for the period 2011 to 2026. The LTP contains five priorities, with key actions for the council and partners under each priority:
1. Regeneration, economic competitiveness and growth
 2. The natural environment
 3. Connectivity
 4. Equality of opportunity
 5. Safety, security and public health
- 11.5 The LTP will be delivered through three-year Implementation Plans, which are based on available funding, financial settlements from Government and other funding, such as Section 106 contributions. It is supported by strategies in relation to cycling, Public Rights of Way, active travel (schools), road safety and air quality.
- 11.6 The South East Local Enterprise Partnership's (SELEP) Strategic Economic Plan (SEP), published in March 2014, sets out an investment strategy for the area. The SEP aims to deliver a transport programme to support growth corridors/areas, including the A2/M2: Thames Gateway Kent' growth corridor/area. The Mayor of London's recently published report to inform the review of the London Plan refers to 'joint infrastructure investment corridors' to enable housing and other development beyond London. The Council will continue to engage with the SELEP and the Mayor of London on strategic issues, including any further extension to Crossrail.

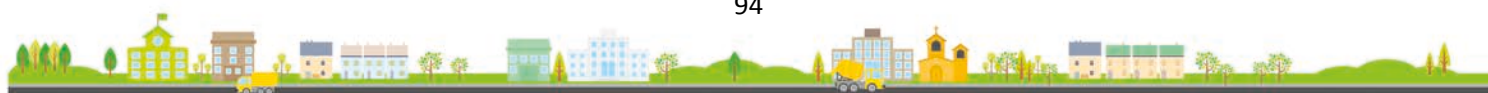


- 11.7 Although there are good links to the strategic road network, there are some congestion issues on the motorways, and problems on the M2 and M20 often create knock on effects for the local road network. Medway has a number of heavily trafficked roads and some general concern about congestion on the road network, which also results in air quality issues. Some sections of the A2 are operating well beyond their notional capacity, resulting in recurrent congestion especially during peak times. Further evidence of how growth patterns could influence traffic movements are required to determine how Medway's transport network will need to adapt over the plan period.
- 11.8 The Council has commissioned a new strategic transport model as a key part of the evidence base for the new Local Plan. The model will be used to assess the cumulative impacts of development and associated mitigation strategies for the plan period. The model will be finalised during Spring 2017, although provisional assessments of broad locations will be carried out earlier. In addition, the impact of the proposed Lower Thames Crossing will need to be assessed by incorporating information from modelling by Highways England.

Policy Approach: Transport

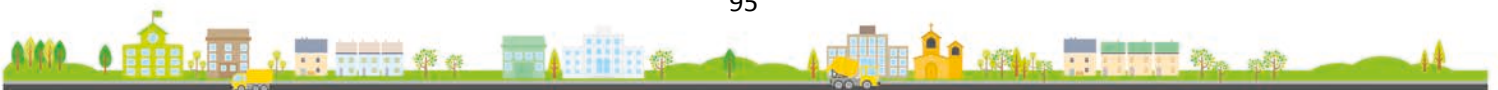
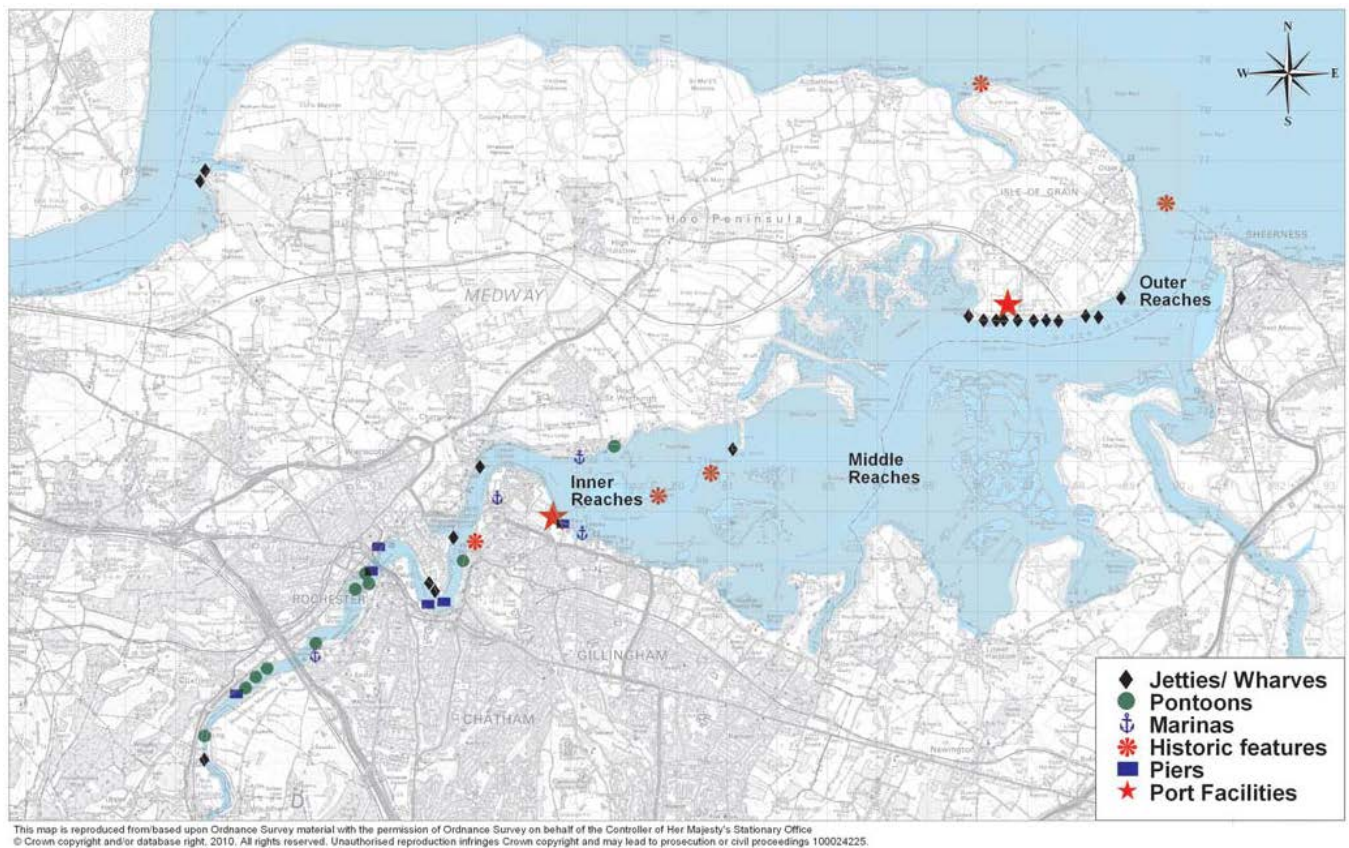
The council will work with the relevant authorities and transport providers to:

- support the Medway Local Transport Plan (2011-26) and subsequent iterations during the plan period, along with the associated three-year Implementation Plans and strategies
- ensure development is located and designed to enable sustainable transport
- mitigate the impacts of new development according to Transport Assessments and Transport Statements, or refuse development where its residual cumulative impacts are severe
- require a Travel Plan for development which will generate significant amounts of movement
- plan for strategic road network and rail improvements
- improve public transport provision and the walking and cycling network
- improve 'park and ride' services
- engage with the relevant authorities to address the impacts of the proposed Lower Thames Crossing
- undertake any necessary revisions to the adopted Parking Standards
- improve air quality as a result of vehicular emissions



Transport and the River Medway

- 11.9 The River Medway is a key asset, providing a strong sense of place for the area. It is highly visible from some areas, particularly from public areas of the waterfront and areas of higher ground. However, in some areas it is less accessible due to historic military and industrial uses. Historically the river has played a functional role in the transportation of goods to wharves, reflecting the area's manufacturing and industrial heritage. Some of this activity continues today, such as on the Medway City Industrial Estate. The waterfront areas are characterised by the infrastructure associated with a range of economic activities, from aggregates importation to marine engineering and boat repair businesses, along with marine leisure activities. The river represents an important transport corridor for commercial and leisure traffic.
- 11.10 Many waterfront areas have over time seen the reduction in manufacturing use resulting in unoccupied land along the waterways, which can be a valuable asset. The waterways can provide opportunities for recreational, tourism, leisure and commercial activities to the benefit of the local economy and residents. This could be to the benefit of centres like Chatham, where a direct linkage in support of the high street can be encouraged. There are also opportunities to enhance the river frontages and improve access.
- 11.11 There are important considerations regarding the potential environmental impact including on marine life and flood risk, and the protection of the flood plain. Medway is also rich in its military heritage, much of which has a strong relationship with the river.



River infrastructure

- 11.12 London Thamesport, located on the Isle of Grain, is a container port with potential for further growth. The redevelopment of Chatham Docks is well underway, however the remaining capacity, which caters for smaller vessels, may continue to complement larger ports and handle vessels too large for other local facilities. This includes wharves at Cliffe (important for the importation of aggregates), and Medway City Estate. The capacity of such infrastructure should continue to be safeguarded over the longer term in order that the area can continue to contribute to national, regional and local needs. However in identifying the most sustainable development strategy for Medway, the council is considering opportunities to achieve greater urban regeneration gains. This may impact on port and wharves facilities. In reaching a decision, the council will give careful consideration to the need to safeguard the capacity of port and wharves in Medway.
- 11.13 A network of piers, jetties, slipways, steps and stairs are interspersed along the urban stretches of the river, although some facilities are in a poor state of repair. The council supports the potential for new services on the river to complement the regeneration and tourist attractions along the waterfront, therefore the retention of and access to wharves and public piers will be promoted. The introduction of a new river crossing could facilitate sustainable transport and address the restrictions that apply to pedestrians and cyclists who are unable to use the Medway Tunnel.
- 11.14 The extensive intertidal habitats (i.e. saltmarsh) bordering the estuary are of international importance for wildlife and designated as both Special Protection Areas and Ramsar sites, and the estuary is designated as a Marine Conservation Zone. The intertidal habitats are under pressure from industrial activity and the barriers formed by flood defence structures, which prevent the landward retreat of saltmarsh from rising sea levels. It will be important to address the loss of saltmarsh by identifying new opportunities for habitat formation.



Policy Approach: Transport and the River Medway

The highest quality place-making standards will be realised along the urban waterfront, with public spaces as focal points, and increased access to the riverside and the river itself.

The council will determine the need to safeguard port and wharf facilities and their associated capacity, particularly those facilities associated with aggregates and waste.

The existing network of piers, jetties, slipways, steps and stairs will be safeguarded to support the potential for visitor and river taxi services and to accommodate visiting vessels, while any new facilities will be encouraged.

Marine leisure activities will be encouraged, however proposals will require careful consideration with regard to the Special Protection Areas, Ramsar sites, Sites of Special Scientific Interest and the Marine Conservation Zone. Developments will need to adhere to the council's policy for the North Kent Strategic Access Management and Monitoring scheme.

In consultation with partner agencies, the Council will seek opportunities for replacement intertidal habitat where required.

Measures to protect and enhance the river as a valuable resource for wildlife and biodiversity, including wildlife corridors and habitat enhancement, will be supported.

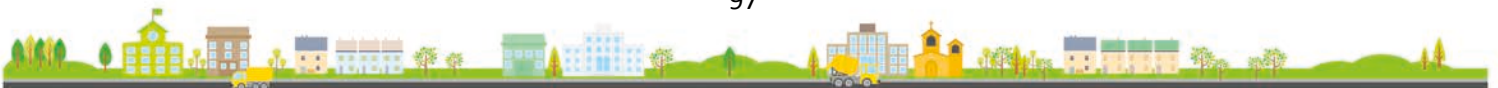
Policy Approach: Waterfronts and river access

The Authority will support planning applications seeking to improve the waterfront. Proposals should:

- Ensure that it is publically accessible
- Include a mixture of uses that make the most of the location and enable the public to enjoy the riverside. Uses should facilitate leisure, tourism, and/or recreational activity appropriate to the location.
- Respect, enhance and protect existing historic or heritage assets inclusive of landscape features and locally distinctive features, which provides context and character
- Respect, enhance and protect the marine environment and other environmental designations
- Retain and enhance existing access points to the waterways where they are in relatively good condition, will be of benefit to the proposal, and facilitate public access to the waterfront
- Support centres and the high street offer without drawing too much trade away, where the waterfront area is in close proximity

Marinas and moorings

11.15 Marine leisure activities primarily consist of yachting and motor boating facilities along the middle and upper reaches of the river, largely away from conflict with the



commercial activities elsewhere. A marina is a dock or basin with moorings and supplies for yachts and small boats. It can include activities such as boat sales, repair facilities, chandlery, boat storage, club house and parking. It is effectively a small port that is used for pleasure rather than trade, often with hotels, restaurants and bars ancillary to the main function. Marinas therefore have a very urban appearance and will generate a significant amount of vehicular movement, which could lead to traffic congestion. Rural areas are therefore not preferred locations for marinas. Within or adjoining an existing built-up area, however, a marina can, if well designed, be a positive asset. Where existing or historical facilities are located in smaller settlements or rural areas it may be appropriate to support the development of larger or more permanent marina facilities in the context of this policy.

- 11.16 Existing marinas operate at or close to full capacity. Facilities for visiting vessels are currently limited, but there is significant potential for growth. It is recognised that better co-ordination between marina operators would improve Medway's leisure boating offer. Evidence at the South East regional level indicates that there is a shortfall of marina provision along the North Kent coast between Ramsgate harbour and facilities around the Medway Estuary.
- 11.17 Therefore, proposals for upgraded or new high quality marina facilities and amenities will be supported where there will be no adverse environmental impacts. In particular, river access to shore facilities and attractions requires improvement.
- 11.18 Moorings can have a negative impact on the landscape of the waterway. Urban locations, marinas and sites used historically for the function would be appropriate for permanent moorings. In other areas recreational boat users require short stay or overnight moorings necessitating only mooring posts and public footpath access in order to limit the impact on the waterways and natural and marine environment. The development of moorings, other than overnight stays, will be judged on their merits, having regard to their impact on the landscape, access, parking and cumulative provision.
- 11.19 Residential houseboat moorings occupy areas that could be utilised for additional marina berthing. Many of the houseboats have limited facilities and can create negative environmental impacts. This is considered in the Housing section.



Policy Approach: Marinas and moorings

Proposals for marinas and permanent moorings will be permitted where:

- It will meet a proven need
- In an urban location, it is supported by the provision of other commercial leisure uses at an appropriate scale without undermining the role of centres and their vitality and vibrancy
- Required for the proper functioning of an existing facility or to enhance and improve access to the waterway
- Will not have a significant adverse impact on transport network
- Will not result in increased flood risk further downstream or elsewhere
- Will not conflict with neighbouring uses, have a significant adverse impact or result in unacceptable environment consequences. A detailed HRA may be required.
- Provision of access, servicing and car parking is made in a form that will not adversely impact on amenity particularly with regard to the waterways
- The site has adequate land-based utility infrastructure and support facilities including sewage, waste, water, secure storage and washing

Aviation

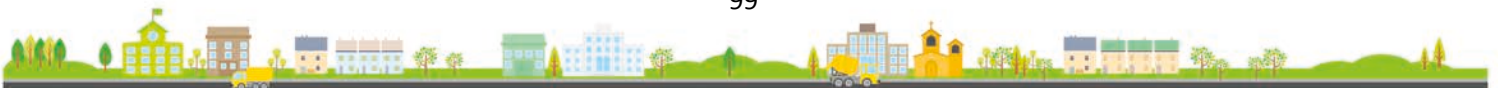
11.20 There are two aviation facilities in Medway, at Rochester and Stoke.

11.21 Rochester Airport is a general aviation facility catering for leisure, business, training, heritage and emergency service uses. It requires investment to secure its medium to long-term future. The council approved the Rochester Airport Masterplan in January 2014¹⁸ to provide a strategic gateway and an economic hub. The masterplan proposes to remove one of the two grass runways and construct of a new hard-surfaced runway with improved facilities, while the adjoining land will capitalise on opportunities to create skilled employment opportunities as part of a Rochester Airport Technology Park Enterprise Zone.

11.22 The council supports the retention of Rochester Airport, providing an enhanced aviation facility supporting business, public service, training, heritage and leisure uses. There are no plans to transform the facility into a commercial airport, with regular scheduled and/or chartered passenger flights.

11.23 The Stoke facility, which primarily caters for microlights, is limited in scale and constrained by high voltage power lines and other features. It is not proposed to safeguard this facility.

¹⁸ <http://www.medway.gov.uk/businessandinvestment/medwayregeneration/rochesterairport.aspx>



Policy Approach: Aviation

Rochester Airport will be safeguarded to provide an enhanced aviation facility for business, public service, training, heritage and leisure uses, and support the development of a strategic gateway and an economic hub.

Proposals will need to demonstrate how any impacts will be mitigated.

Vehicle parking

11.24 The Council's current Parking Standards (second edition, adopted 2004)¹⁹ sets out the non-residential parking requirements according to the proposed floorspace of new development. Revised residential car parking standards were issued in 2010. The minimum number of spaces required increases in relation to the number of bedrooms per dwelling. Reductions in the number of parking spaces are considered in urban areas with access to public transport.

11.25 National policy (NPPF paragraph 39) requires local planning authorities to consider a number of factors, such as access to public transport, if setting local parking standards. However, this has been qualified by a written statement to Parliament, dated March 2015, which referred to the Government's revised, market-led approach to determine if additional parking spaces should be provided, having abolished maximum parking standards in 2011. The following text supplements paragraph 39 of the NPPF:

"Local planning authorities should only impose local parking standards for residential and non-residential development where there is clear and compelling justification that it is necessary to manage their local road network."

11.26 The council's new strategic transport model and wider evidence base will demonstrate where it is necessary to manage the local road network.

11.27 It is recognised that a reduction in the number of parking spaces may present an appropriate measure for some schemes as part of a wider strategy and to promote sustainable transport. The council is exploring the alternative approaches to car parking provision in some circumstances, such as high density development in close proximity to train stations. The final approach would provide a robust basis for any revisions to the current Parking Standards.

11.28 Along with the overall quantity, it is important to consider where car parking is accommodated in relation to the home and the street. It is generally accepted that the most desirable streets are dominated by lined trees with cars parked in the street, either parallel to the pavement or at an angle, providing a buffer for pedestrians. In contrast, cars often dominate the street scene of cul-de-sacs developed since the 1960s.

¹⁹ <http://www.medway.gov.uk/parkingandtransport/parkingservicestandards.aspx>



- 11.29 More recently, car parking is often placed to the rear of houses in parking courts. Parking courts intend to reduce the visual impact of cars, maintain the overall required number of parking spaces and enable the free movement of vehicles. The streets in such developments are often relatively narrow to reduce construction costs, however this can lead to instances of vehicles parking with two wheels on the pavement.
- 11.30 There are further disadvantages to parking courts, including the inefficient use of land to accommodate parking, smaller rear gardens, lack of surveillance and residents preferring to use their rear door, resulting in a loss of street activity. 'Home zones' have been advocated to encourage more street activity through the integration of play, socialising and car parking. Such designs often incorporate traffic calming measures, signage, public seating, planting and street surfacing to promote uses in addition to vehicle movement.
- 11.31 Research indicates that the allocation of parking spaces can be inefficient.²⁰ Car ownership depends on dwelling type and tenure, therefore the allocation of most parking spaces will inevitably lead to households with too few or too many spaces. Visitors are more likely to require parking during the evening and at the weekend, which tends to coincide with residents leaving allocated parking spaces vacant.
- 11.32 Furthermore, in addition to a private car, some households may also need to park a commercial van. National statistics indicate a significant increase in van traffic in recent years, most likely due to the growth in internet shopping and home deliveries, along with changes to more attractive taxation rules for vans.²¹ This is particularly relevant in Medway due to the socio-economic profile of the area, with working-age residents being more likely to use a van for work. Anecdotal reports suggest this has exacerbated vehicle parking demand, with employees often parking vans at home rather than their workplace. Some parking spaces may not be designed to accommodate larger vehicles and this can also lead to dangerous parking practices.
- 11.33 Car club membership is seen as a measure to significantly reduce car parking provision. Residents have access to discounted car hire, which can be secured through planning condition. This can be practical where residents rely on public transport for commuting, but require a car for occasional and affordable use.
- 11.34 It is recognised that there is no single solution to vehicle parking provision; developments are likely to use a combination of measures, depending on residential density, proximity to public transport and market conditions.

²⁰ Quoted in English Partnerships, 'Car Parking: What Works Where' (2006)

²¹ https://www.gov.uk/Government/uploads/system/uploads/attachment_data/file/514912/road-use-statistics.pdf



Policy Approach: Vehicle Parking

Planning applications for residential and non-residential development will be determined in accordance with the adopted Parking Standards.

For predominantly residential development, Design and Access Statements must demonstrate how vehicle parking adheres to the following design principles:

- formal parking bays as part of the carriageway, indicated by clear road markings or surfacing
- access to vehicles should be from the front of the property
- avoid parking within the front curtilage of the property where appropriate
- well surveyed
- planting to soften the impact of vehicles
- establish 'home zones' where appropriate
- accommodate parking for larger, commercial vehicles
- accommodate parking for Blue Badge holders in suitable locations
- accommodate dedicated spaces for car club membership where appropriate
- accommodate electric and other ultra-low emission vehicle parking

In line with national policy and guidance, the council will seek opportunities to improve the quality and, where appropriate, the quantity of parking in town centres. In addition, the strategic management of public car parking, as set out in the LTP, will support the vitality of town centres.

Cycle parking

11.35 Cycling is a sustainable means of transport. The cycle network and associated infrastructure, including cycle parking, are essential to encourage cycling as a viable means of transport.

11.36 The Council operates 19 automatic cycle counters on the local cycle network, which indicate a 17 per cent increase in cycle trips between 2009 and 2014. Medway will realise the multiple benefits - from the impact on local congestion and air quality to tackling obesity and other health issues - if this trend continues during the plan period.

11.37 Less than one per cent of employed residents in Medway cycle for the longest part of their usual journey to work compared to three per cent in the wider South East and England as a whole.²² However, by definition, this is unlikely to capture cycling journeys to train stations, for example. 40 per cent of Medway's working-age residents work outside of Medway, with the most significant flows towards London²³.

²² Source: Office for National Statistics © Crown Copyright 2012 (QS701EW - Method of Travel to Work)

²³

<http://www.neighbourhood.statistics.gov.uk/HTMLDocs/dvc193/#sty=true&flow=flow1&period=0&fix=E06000035&view=200,-40,630,635&tr=-5049.496377602836,-3878.03962917882&sc=8.693878900208458>



Commuting to central London is likely to be by train or coach service. Indeed, 9 per cent of employed residents in Medway commute by train for the longest part of their usual journey to work.

- 11.38 The monitoring of cycle parking at rail stations has revealed a 60 per cent increase between 2004 and 2014. Cycle parking at rail stations appears to have peaked in the last four years due to the lack of capacity at some sites. However, the new rail station at Rochester provides more cycle parking, while facilities will be improved at Chatham and Strood stations as part of Medway's Cycling Action Plan 2016-18.
- 11.39 Medway's Cycling Action Plan 2016-18 supports the LTP. The SELEP has allocated Local Growth Fund finance to deliver a package of schemes set out in the Action Plan, which will be developed as a longer term strategy alongside the new Local Plan.
- 11.40 The Council's current Parking Standards (second edition, adopted 2004) sets out non-residential cycle parking provision according to the proposed floorspace of new development or on individual merit. Revised residential cycle parking standards were issued in 2010, requiring a minimum of one cycle parking space per dwelling, unless this can be accommodated within a garage or secured area within the curtilage of the property.
- 11.41 Along with the overall quantity, it is important to consider other key features of cycle parking provision. The proposed cycle parking policy below draws on key principles set out in published 'best practice' guides²⁴ by the Government, sustainable transport organisations and charities.

Policy Approach: Cycle Parking

Planning applications will be determined in accordance with the adopted Parking Standards.

In addition, cycle parking required as part of development proposals will be expected to pay attention to the following key principles:

- have sufficient capacity for existing use and for an increase in demand;
- located in a prominent, accessible and convenient position;
- parking stands should allow the bicycle frame and at least one wheel to be locked to cater different sizes and shapes of bikes;
- well surveyed;
- secure as appropriate to the surroundings and length of stay;
- longer stay parking should be covered, well-lit and have CCTV where practical/feasible;
- low-level parking should be provided in the first instance;
- free of charge;
- clean and well maintained.

²⁴ Including Sustrans, 'Cycling Parking – Draft' (2014)



Connectivity and Permeability

- 11.42 Individual and household travel choices are complex; however certain forms of street layout are associated with sustainable travel. Good design can create better places for people to live, and meet the needs of many sectors of the community, such as older people and children. This is a consideration in the council's ambitions for Medway as a Dementia Friendly Community and giving children the best start in life.
- 11.43 There are many examples of fragmented development in Medway due to the way in which urban areas have expanded over time, typically by patterns of land ownership and the prevailing principles for street layout. This has resulted in enclaves which are characterised by low levels of external connectivity (i.e. the number of access points) and internal permeability (i.e. various convenient routes through an area). The diagrams below compare forms of development which are more conducive to driving (A) and walking and cycling (B).



Car dependent (A) versus walkable street layouts (B)

Source: CLG and DfT, Manual for Streets (2007)

- 11.44 Development of allocated sites will be phased during the plan period. It is therefore crucial that adjacent parcels of land within allocated sites incorporate appropriate connections to enable integrated development. 'Filtered permeability', or the separation of vehicle traffic from other favourable routes for public transport, walking and cycling, may offer an appropriate solution in some circumstances.
- 11.45 Moreover, networks of multi-functional green spaces and landscape features, along with increased riverside access and river crossings, and the conversion of disused infrastructure, such as rail sidings, to sustainable transport routes will have a crucial role in making locations sustainable and facilitating sustainable transport.



Policy Approach: Connectivity

Masterplans and/or Design and Access Statements must demonstrate how the proposed street layout will promote ease of movement along safe routes and integrate with adjacent built-up areas. The external connectivity and internal permeability of new development proposals will require careful consideration. Development will be expected to be integrated with the public realm and public transport, in particular ensuring that local facilities and services are easily accessible by foot or bicycle.

The council will seek to expand the network of safe pedestrian and cycle routes to ensure that areas dedicated to vehicular circulation are designed with pedestrian safety and needs of vulnerable groups in mind.

The council will seek to ensure that new developments incorporate measures designed to minimise traffic flows and speeds that result in child-friendly streets in residential areas.

