

**Classification:** Public

**Key Decision:** No

### Gravesham Borough Council

**Report to:** Strategic Environment Cabinet Committee

**Date:** 23 September 2024

**Reporting officer:** Head of Planning

**Subject:** Draft Transport Strategy

#### **Purpose and summary of report:**

To share a further draft of the draft Transport Strategy for discussion and comment.

#### **Recommendations:**

1. That the Committee consider the report and provide their comments on the draft Transport Strategy proposed (Appendix 1).

<b>Key Implications:</b>	
<b>Item</b>	<b>Implications</b>
<b>Legal</b>	No implications. The report is for discussion
<b>Finance and Value for Money</b>	<p>The Transport Strategy is a key component for mitigating certain impacts that arise from some developments, as well as ensuring public resources are channelled to transport interventions that deliver benefits for the residents and businesses of the Borough, as well as the Environment.</p> <p>No direct impacts on resources as a result of this report.</p>
<b>Corporate Plan</b>	<p>#1 People: a proud community; where residents can call a safe, clean and attractive borough their home.</p> <p>#2 Place: a dynamic borough; defined by a vibrant and productive local economy taking advantage of growth in the area, supported by its strong and active community.</p>
<b>Climate Change</b>	The Council's commitment to Climate Change is addressed through both plan making and decision taking.

## **1. Introduction**

- 1.1 The Borough Council, as the Local Planning Authority is responsible for delivering development via a Local Plan, it is not a transport authority responsible directly for roads, highways or public transport. The responsibility for the latter rests with Kent County Council, as well as other infrastructure providers such as National Highways and Network Rail.
- 1.2 To deliver transport interventions, there is therefore a need to work in partnership with other public bodies and private sector providers, to ensure that transport interventions are put in place to support existing residents and businesses, as well as meeting increased demands.
- 1.3 The ability to travel differs between different groups in the community, based not only on location or income but on individual personal and household characteristics. The ease with which people can access services, education, jobs and other facilities also has implications in terms of addressing inequalities and relative deprivation of individuals and groups within Gravesham – this is also linked to the cost of travel and not just frequency or reliability of travel.
- 1.4 Transport policy set by the Government, KCC and others is based on managing demand and making existing assets work harder, within what they deem to be acceptable limits and delays. The Borough Council taking on board the concerns of residents and businesses, is seeking to work with such partners to ensure that transport infrastructure can be maintained, managed and invested in, without causing disruption to the day-to-day lives of residents and businesses. Whilst, seeking investments in public transport beyond the Fastrack network and in walking and cycling options that are supported by residents and business. These sustainable transport options should provide people with real choices that are safe, attractive and affordable accepting that some trips can only be made by car.
- 1.5 The above is within the context of addressing and adapting to climate change on the path to net zero – particularly in terms of supporting the electrification etc. of the vehicle fleet.

## **2. Draft Transport Strategy**

- 2.1 The purpose of the draft Transport Strategy is to draw together key strands from existing plans and projects, as well as the Council's own transport evidence base, to set out a vision for future transportation within the Borough, with measurable outcomes.

## **3. Appendices**

- 3.1 Appendix 1: Draft Transport Strategy

## **4. Background Documents**

- 4.1 Please refer to the 27 March and 17 June 2024 agendas for Strategic Environment Cabinet Committee.

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<b>Secondary Implications</b>	
<b>Risk Assessment</b>	No implications.
<b>Data Protection Impact Assessment</b>	<p><i>A data protection impact assessment (DPIA) should be carried out at the start of any major project involving the use of personal data or if you are making a significant change to an existing process.</i></p> <p>a. Does the project/change being recommended through this paper involve the processing of <a href="#">personal data</a> or <a href="#">special category data</a> or <a href="#">criminal offence data</a>? A definition of each type of data can be found on the Information Commissioner's Office website via the above links. No</p> <p>b. If yes to question a, have you completed and attached a DPIA including Data Protection Officer advice? Click here to start typing</p> <p>c. If no to question b, please seek advice from your nominated DPIA assessor or the Information Governance Team at <a href="mailto:gdpr@medway.gov.uk">gdpr@medway.gov.uk</a>. Click here to start typing</p>
<b>Equality Impact Assessment</b>	<p>a. Does the decision being made or recommended through this paper have potential to cause adverse impact or discriminate against different groups in the community? If yes, please explain answer. No</p> <p>b. Does the decision being made or recommended through this paper make a positive contribution to promoting equality? If yes, please explain answer.</p> <p><i>In submitting this report, the Chief Officer doing so is confirming that they have given due regard to the equality impacts of the decision being considered, as noted in the table above</i></p>
<b>Crime and Disorder</b>	No direct implications.
<b>Digital and website implications</b>	This document will be published on the Council's website upon adoption.
<b>Safeguarding children and vulnerable adults</b>	No direct implications.