

Local Agenda 21/2030: Medway Council and Private Transport

A Quickie Summary in Quotes

Where Did Sustainable Development (SD) Originate?

- The United Nations: In a 1987 report titled: *Our Common Future*;
- Author: Gro Harlem Brundtland, VP of the World Socialist Party;
- Issued at: UN's Earth Summit in 1992 in Rio de Janeiro, in a document titled, *UN Sustainable Development Agenda 21*;
- Referred to today as Agenda 21 (21st Century). It is a 'hard law' document;
- The Earth Charter describes the philosophy which Agenda 21's laws and regulations must promote and enforce;
- Agenda 2030: A "new universal agenda" for every man, woman, and child on the planet [*Agenda 21 in One Easy Lesson*].

What is Sustainable Development and Agendas 21/2030?

"Sustainable Development, as outlined in Agenda 21 and the subsequent Earth Charter, is the driving force behind what Al Gore calls a 'wrenching transformation' that society must endure to repair what he perceives as the damage of the 20th century's Industrial Revolution. It is the same Industrial Revolution that gave us modern transportation, medicine, indoor plumbing, healthy drinking water, central heating, air conditioning, and electric light" [*The Green Agenda: Sustainable Development*].

"Sustainable Development is a land use and energy plan that restricts and monitors every aspect of your life. It has been used to write the General Plan for your city and county" [Post Sustainability Institute, *Information Flyer*].

"AGENDA 21 proposes an array of actions which are intended to be implemented by every person on Earth... it calls for specific changes in the activities of all people ... [it] will require a profound reorientation of all human society, unlike anything the world has ever experienced" [*Agenda 21: The Earth Summit Strategy to Save Our Planet*, quoted in *Your Hometown*].

"Agenda 21 outlines, in detail, the UN's vision for a centrally managed global society. This contract binds governments [and federal and local authorities] around the world to the UN's plan for controlling the way we live, eat, learn, move and communicate ... involved in every aspect of every human on earth. ... Agenda 21 is not an environmental management policy, but an attempt to impose a global centrally planned quasi-government administered by the UN. Under Agenda 21 all central government and local authority signatories are required to conform strictly to a common prescribed standard and hence this is just communism resurrected in a new guise" [*The Green Agenda: Agenda 21 – the UN Blueprint for the 21st Century*].

Agenda 2030 is an "Agenda of unprecedented scope and significance. It is accepted by all countries and is applicable to all ... These are universal goals and targets which involve the entire world" [Introduction, (Point 5), *Transforming Our World: The 2030 Agenda for Sustainable Development*].

What is Not Sustainable?

"Sustainability, as defined by Agenda 21 and politicians, is the screen through which every human action is viewed and judged, and those actions are deemed to be either positive or negative when weighed against this yardstick of judgment" [*Artificial Paradise, Inc.*].

Many things are deemed "non-sustainable" in Agendas 21 and 2030. The Global Biodiversity Assessment Report by the UN Environment Programme list includes 42 verboten areas. Our focus here, regarding Medway Council's Proposed CPZs, is on private transport:

"...paved and tarred roads ... private transportation" [*Global Biodiversity Assessment Report*].

"It is clear that current lifestyles and consumption patterns of the affluent middle-class ... involving ... ownership of motor vehicles ... are not sustainable" [Maurice Strong, Founder of the UN Environment Programme, quoted in *The Green Agenda*].

“Europe should also move away from oil as the primary source of fuel for transport by encouraging bio-fuel standards and electric and hybrid vehicles ... a transition to a low-carbon, resource-efficient, climate-resilient economy. This must include ... electric vehicles” [Project Europe 2030, pp.33,36].

“Goal 11: By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all” [SDGs, Transforming Our World: The 2030 Agenda for Sustainable Development].

“Sustainable communities are high-density communities where automobiles are discouraged, and bikeways and walkways are the alternative to public transportation” [What Is a Sustainable Community?].

International Council on Local Environmental Initiatives / Local Govts for Sustainability

“ICLEI defines 10 Agendas, priority action areas, that require collective action in order to secure sustainability at the local and global levels. ICLEI’s Ten Urban Agendas towards Sustainable Cities:

- Sustainable City – the overall goal;
- Low-carbon City;
- Resource-efficient & Productive City;
- Resilient City;
- BiodiverCity;
- Smart City;
- EcoMobile City (Sustainable Urban Mobility);
- Happy, Healthy and Inclusive Communities;
- Sustainable Local Economy & Procurement;
- Sustainable City-Region Cooperation”

[ICLEI Seoul Plan: Building a World of Local Actions for a Sustainable Urban Future, p.20].

“A sustainable city is low-carbon, ... biodiverse, ecomobile and smart”
[ICLEI Seoul Plan: Building a World of Local Actions for a Sustainable Urban Future, p.10].



Photo: ICLEI Action Plan 2015-2021, p.4

Grocery shopping in an ICLEI-approved EcoMobile City
“Must pedal faster – the ice-cream’s melting”
© EMcD, 15:01:17

EcoMobile Cities

“An **EcoMobile City** fulfils its objective of creating a more liveable and accessible city by utilizing **Sustainable Urban Mobility** principles to achieve significant reduction in GHG emissions and energy consumption ... and increased mobility opportunities for all citizens. A key component of Sustainable Urban mobility is **EcoMobility**, which gives priority to integrated, socially inclusive, and environmentally-friendly transport options. EcoMobility comprises walking, cycling, wheeling, and passenging and, wherever possible, integrates shared mobility as an integrated alternative personal automobile use” [ICLEI Seoul Plan: Building a World of Local Actions for a Sustainable Urban Future, p.36, emphases in original / ICLEI, EcoMobile City (Sustainable Urban Mobility) Agenda].

“All ICLEI Members shall prioritize urban mobility that ... allows more equitable use of urban space by giving preference to walking, cycling, wheeling and public transport in an integrated and shared manner” [ICLEI Seoul Plan: Building a World of Local Actions for a Sustainable Urban Future, p.36].



Photo: ICLEI Action Plan 2015-2021, p.37

“Soon be at Granny’s – only another 250 miles to go!”
© EMcD, 15:01:17

“Integrated, as opposed to isolated [EMcD: i.e. private cars], systems for moving people and goods are the future. The guiding goals are to pave the way for the implementation [of] non-motorized transportation” [ICLEI Seoul Plan: Building a World of Local Actions for a Sustainable Urban Future, p.37].

“New initiatives towards EcoMobile Cities 2015-2021: ICLEI will: Support its Members in developing urban mobility options, so that **more than 50 million inhabitants** will directly benefit from actions related to EcoMobility [EMcD: i.e. will be ‘persuaded’ to give up their cars]. ... Encourage cities to implement a tailor-made version of the month-long car-free experience [EMcD: Good luck with that one!]. ... Social media will be used to disseminate the EcoMobility message and successes to a wider audience” [ICLEI Seoul Plan: Building a World of Local Actions for a Sustainable Urban Future, p.37].

“Targets and Triggers: After action goals are established, professional staff should work with stakeholders to define specific targets to be achieved within specified time frames. Planning efforts benefit greatly from the establishment of concrete targets. These targets permit managers to evaluate both the adequacy of actions being taken and the progress made in implementing an Action Plan. Triggers are unique forms of targets. They are agreed-upon future conditions that trigger further action by stakeholders when addressing a problem. For example, a community with air pollution problems may not be able to agree at present to establish restrictions on private automobile use, but they could agree that when local roadway use reaches a certain level that will institute a system of road pricing, such as toll collection” [Chapter 1, SD: The Local Context, *The Local Agenda 21 Planning Guide*, pp.16-17].

“**Question:** ‘What actions are needed to make [sustainable transportation] happen?’ **Answer:** ‘network innovation (including ... the emerging development of ride and vehicle-sharing)’ ... The UN Secretary General’s High-Level Advisory Group on Sustainable Transport works with Governments ... civil society and other stakeholders to promote sustainable transport systems and their integration into development strategies and policies” [Q&A on Role of Sustainable Transport].

Medway Council and Local Agenda 21/2030 Regarding Private Transport

“Sustainable travel is any form of travel that keeps damage to the environment to a minimum. Reducing the number of cars on the road will reduce the level of carbon emissions and other pollutants emitting into the atmosphere” [Medway Council, *Active Travel*].

“Sustainable transport is defined as any efficient, safe and accessible means of transport with overall low impact on the environment” [Medway Council, *Local Plan, Development Options*, (January 2017), Section 11: Sustainable Transport, p.93].

“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 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 [EMcD: for example, frequent motorway and otherwise long and/or convoluted journeys, and/or with much luggage, etc]” [Medway Council, *Local Plan, Development Options*, (January 2017), Section 11: Sustainable Transport, p.93].



Photo: ICLEI Action Plan 2015-2021, p.10

“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 [new] development is located and designed to enable sustainable transport; ... improve public transport provision and the walking and cycling network; improve ‘park and ride’ services; ... undertake any necessary revisions to the adopted Parking Standards; improve air quality as a result of vehicular emissions” [Medway Council, *Local Plan, Development Options*, (January 2017), Section 11: Sustainable Transport, p.94].

“This EcoM25 is a real joy, isn’t it?”
 “Yes, I love it! Plenty of time to chat to other drivers pedalers
 as we take a month of Sundays to get to where we’re going”
 (No quips as to how the EcoM25 is indistinguishable from the current M25, please :-)
 © EMcD, 15:01:17

“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 [EMcD: we can see here that the long-term Agenda 21 plan is for very little, if any, intercity travel]. Less than 1% of employed residents in Medway cycle for the longest part of their usual journey to work compared to 3% in the wider South East and England as a whole. However, by definition, this is unlikely to capture cycling journeys to train

stations, for example. 40% of Medway's working-age residents work outside of Medway, with the most significant flows toward London. Commuting to central London is likely to be by train or coach service. Indeed, 9% of employed residents in Medway commute by train for the longest part of their usual journey to work" [Medway Council, *Local Plan, Development Options*, (January 2017), Section 11: Sustainable Transport, p.102].

"An effective and efficient transport system is essential to ensure Medway is an environmentally sustainable ... place. ... The extensive network of footpaths, cycle-routes, and bridleways across Medway offers routes for functional travel as well as its leisure and tourism role. There are opportunities to enhance the network to encourage people away from using their cars ... Rates of cycling to work in Medway (0.7%) are well below the national (2%) and regional (1.9%) averages [EMcD: *So if Medway's average for people putting their heads in the oven was 'well below the national and regional averages' should we up Medway's rates for that too?*]. This may reflect high levels of commuting out of Medway, but may also relate to infrastructure provided for cyclists" [Medway Council, *Local Plan, Issues and Options*, (Jan/Feb 2016), Transport, pp.96-97].

"In planning for growth in Medway and responding to Government policy to increase sustainable modes of travel, consideration needs to be given to: ... Sustainable travel being central to the design of new developments, ... Parking provision in town centres, residential and commercial developments" [Medway Council, *Local Plan, Issues and Options*, (Jan/Feb 2016), Transport, pp.97-98].

"Questions: What measures should be considered to increase transport usage and rates of walking and cycling in Medway?" [Medway Council, *Local Plan, Issues and Options*, (Jan/Feb 2016), Transport, p.98].

"What provision should be made for parking?" [Medway Council, *Local Plan, Issues and Options*, (Jan/Feb 2016), Transport, p.98].

"Vehicle Parking: Reductions in the number of parking spaces are considered in urban areas with access to public transport [EMcD: *Medway Council forgets that 'public transport' does not use the motorways, neither does it carry a multitude of bags that travellers may be needing to take with them on their journey*]" [Medway Council, *Local Plan, Development Options*, (January 2017), Section 11: Sustainable Transport, p.100].

"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 [EMcD: *this obsession with 'access to public transport' is getting a little tiresome now. It takes no account at all of the type of journey the traveller is needing to make. It does, however, dovetail neatly with the Agenda 21 plan for 'human settlements'; in which everyone lives in cities and moves around only within their respective city, with virtually no travel outside of the city or between cities*]. 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 a clear and compelling justification that it is necessary to manage their local road network'." [Medway Council, *Local Plan, Development Options*, (January 2017), Section 11: Sustainable Transport, p.100].

"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 [EMcD: *Please, Medway Council; to repeat: Trains do not travel along motorways*]. The final approach would provide a robust basis for any revisions to the current Parking Standards" [Medway Council, *Local Plan, Development Options*, (January 2017), Section 11: Sustainable Transport, p.100].

"Research indicates that the allocation of parking spaces can be inefficient. 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" [Medway Council, *Local Plan, Development Options*, (January 2017), Section 11: Sustainable Transport, p.101].

"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. 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



Photo: Medway Council Local Plan, Jan/Feb 2016, p.97

**"How're we doing for time?" "Yep, we're OK –
We should just get to work before it's time to turn around
and pedal home again"
© EMcD, 15:01:17**

has exacerbated vehicle parking demand, with employees often parking vans at home rather than [at] their workplace. Some parking spaces may not be designed to accommodate larger vehicles and this can also lead to dangerous parking practices” [Medway Council, *Local Plan, Development Options*, (January 2017), Section 11: Sustainable Transport, p.101].

“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” [Medway Council, *Local Plan, Development Options*, (January 2017), Section 11: Sustainable Transport, p.101].

“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” [Medway Council, *Local Plan, Development Options*, (January 2017), Section 11: Sustainable Transport, p.101].

“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: ... [EMcD: as this section of ‘*Summary in Quotes*’ is primarily concerned with car ownership/parking in Strood North’s already-existing Victorian terraced streets, please see ‘*Development Options*’ for these principles relating to new-build areas]” [Medway Council, *Local Plan, Development Options*, (January 2017), Section 11: Sustainable Transport, p.102].

“[T]he following objectives ... are proposed: ... To develop methods to achieve attitudinal change among road and transport users and providers, to promote and prioritise the environment...” [Medway Council, Environment Overview and Scrutiny Committee, *Traffic and Road Safety Best Value Review Project Brief*, (20 June 2002), p.2].

“Regional Policy Guidance for the South East ... seek to co-ordinate ... transport in order to meet environmental objectives. The regional transport objectives are: ... to reduce the growth in reliance on the motor vehicle; to increase the opportunity to choose modes of travel with less environmental impact; particularly walking, cycling, public transport, rail...” [Medway Council, Environment Overview and Scrutiny Committee, *Traffic and Road Safety Best Value Review Project Brief*, (20 June 2002), p.7].

“The major transport related objectives of the [Medway] Local Plan are: ... To promote and to ensure that development encourages the use of public transport, cycling, and walking as viable alternatives to the private motorcar ... To ensure a balance between the needs of road users and protecting the environment” [Medway Council, Environment Overview and Scrutiny Committee, *Traffic and Road Safety Best Value Review Project Brief*, (20 June 2002), pp.7-8].

“Medway Council has produced, or is developing, a number of other plans and strategies ... These include: ... Local Agenda 21” [Medway Council, Environment Overview and Scrutiny Committee, *Traffic and Road Safety Best Value Review Project Brief*, (20 June 2002), p.8].

Control and Punishment Regarding Private Transport

“Actions that are deemed non-sustainable are to be curtailed via a plethora of legislative restrictions accompanied by a myriad of punitive damages in many cases” [*Artificial Paradise, Inc.*].



Photo: ICLEI Action Plan 2015-2021, p.39

“Are we nearly there yet...?”
© EMcD, 15:01:17

“My children had to report to their school whether they had arrived by public transport (good), bicycle (excellent), or car (evil)”
[*What Explains the Idiocy of the Liberal Elite?*].

“Getting people out of automobiles and into public transit, or onto bicycles and foot paths is another common component in the vision of a sustainable community. Using the flawed argument that automobiles contribute to global warming, community planners feel compelled to do everything possible to force people out of their cars”
[*When SD Comes to Your Town*].

“The Green Mask is that you’ll have cleaner air, less pollution ... and a better, more vibrantly walkable, bikeable life. ... It will never rain or snow no matter where you live, so everyone can ride their bike everywhere” [Rosa Koire, *Behind the Green Mask: U.N. Agenda 21*, pp.63,65].

“Sustainable Development advocates seek oppressive taxes to control and punish behaviour of which they don’t approve and there is much these advocates disapprove, including ... automobiles. Every aspect of our lives is affected by SD policies. It is a top-down control from an all-powerful central government, specifically the UN which seeks to assert such control. ... The philosophy behind SD is to foster a mentality of guilt in people over the use of natural resources. Every time one starts their car...” [The Green Agenda: Sustainable Development].

“We must make this an insecure and inhospitable place for capitalists and their projects. We must reclaim the roads...” [David Foreman, Co-Founder of Earth First!, quoted in The Green Agenda].

“There will be no cars on the streets ... (and the ‘Green’ version of cars is so costly, those who work for a living can’t afford them, anyway) ... You can walk, ride a bicycle or take mass transit to work” [Agenda 21 Equals National Suicide].

“[Y]ou will not have the need or right to own a car, or choose to travel cross-country without [the globalists’] permission ... only the elite will have access to private modes of transport. The government preferred mode of transportation in the new world order is trains ... [railways] are a great way to control where people go and when they get there ... cars are a big no-no ... as they afford freedom of movement and privacy” [Agenda 21: An Expose of the UN Sustainable Development Initiative, p.42].

Global Governance

“Why not save the planet by trading cars for bikes...? The answer is simple. Marxist economics has never worked. Socialism produces poverty, not prosperity. Collectivism creates oppression, not freedom” [Agenda 21: The U.N. Plan for ‘Sustainable’ Communities].



Photo: ICLEI Action Plan 2015-2021, p.28

**An EcoPic:
EcoMobility AND EcoBirdCrunchers all in one photo.
Killing two birds with one EcoStone, so to speak...
© EMcD, 15:01:17**

“Many of those that are pushing ‘sustainable development’ on a global level believe that they are doing it for the good of the planet ...

“Throughout modern history tyranny has almost always been initially introduced by people who believed that they had ‘good intentions’. No matter how much friendly language the UN uses in their reports, the truth is that what they are promoting is an insidious agenda of absolute tyranny on a global scale” [The UN Plan for Running the World].

“The true objectives of Agenda 21 ... include an end to national sovereignty; restructure of the family unit which means basically the state will take care of your children, with a keen eye toward indoctrinating them into state control over family allegiance; abolition of private property ... while cars will not be allowed” [Agenda 21 Revealed – You Need to Know This].

“Our Common Future ... explained that environmentalism could be used as a tool to control all the people of the world and establish a one-world government. ... the growth of the International Council for Local Environmental Initiatives (ICLEI) and the creation of Agenda 21 is a step towards bringing Brundtland’s ideas to life” [Agenda 21 and the Movement Toward a One-World Govt].

“Agenda 21 is the framework for a completely new paradigm in the 21st Century. ... [It] outlines in detail the UN’s vision for a centrally managed global society. Agenda 21 has a plan for how you will live, where you will live, how you commute, what you will eat, what you will learn (or be taught), and even who your God will be. ... When fully implemented, Agenda 21 would have the government involved in every aspect of life for every human being on earth” [Artificial paradise, Inc.].

This Quickie Summary in Quotes was compiled and quoted from the following sources:

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Agenda 21 / Agenda 2030 / Sustainable Development

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