

Local Transport Plan for Kent 2001/02 to 2005/06

Policy
S34

The County Council does not consider that the introduction of workplace or congestion charging is appropriate for Kent

Management of parking demand will be achieved through coherent Local Parking Plans developed within transport strategies for each of the main urban settlements.

Stricter limitations on time will be introduced for publicly available car parking in response to the pressures that exist in each local area.

Pricing strategies for public parking will aim to match on-street and off-street tariff bands.

Increases in price tariffs for public car parking will generally be above the level of inflation in an attempt to recognise the price resistance in the market to encourage redistribution.

The use of formalised Controlled Parking Zones will be used to offset any pressure caused by 'overspill' through the introduction of parking controls in local areas.

Further revision of the County's Vehicle Parking Standards will be carried out following the publication of the Regional Planning Guidance and further research on demand and supply levels of parking at development sites will be carried out.

The County Council will generally support the introduction of appropriate Park & Ride schemes in Kent.

Target : *Local Parking Plans consistent with the LTP objectives will be produced and implemented for each of the major towns in Kent by 2005/6.*

Partnerships with the District Councils, many of whom operate off-street car parks, will be essential to achieve this target

Intelligent Transport Systems.

Background.

Kent has a long history of making use of Intelligent Transport Systems (ITS) to carry out its transport policy objectives. The County Council has been operating Urban Traffic Control (UTC) since 1980 and, in 1983 in Maidstone, implemented the first commercially purchased SCOOT (Split Cycle and Offset Optimisation Technique) system in the UK. With this system traffic signals and pelican crossings are synchronised by a central computer which carries out continuous calculations to determine the most efficient settings to assist traffic and pedestrian movements. The main urban areas of Kent are now controlled, together with five motorway interchanges, from the UTC centre in Maidstone.

The majority of ITS are deployed in urban areas and so must be fully consistent with Local Transport Plan objectives. The following summarises the ITS in use in Kent and the LTP Objectives to which they link.