



## Policy DM 2

### Walking

KCC will encourage walking as an alternative to the private car for local journeys

### Outcomes:

- improved access to goods, services and opportunities
- more independent residents
- reduced congestion
- greater choice of transport
- improved air quality
- healthier communities

Improving the pedestrian environment by removing obstructions and making crossings etc safer will improve access to key destinations for pedestrians, making them less reliant on others and therefore more independent. This will also make walking more attractive and in response, people will walk more and use their cars less, reducing congestion on the road network. This will in turn lead to less queuing at major junctions and reduce the levels of pollution, improving air quality and also reducing the impact on local communities.

#### Related Targets:

##### Mandatory

- BVPI 99x - Number of people killed or seriously injured on Kent's roads
- BVPI 99y - Number of children killed or seriously injured on Kent's roads
- BVPI 99z - The number of slight injury accidents on Kent's roads
- BVPI 187 - Footway Condition
- LTP4 - Mode Share of Journeys to School

##### Local

- KLTP1 - Pedestrian Access to Folkestone Town Centre
- KLTP9 - Personal injury accidents in deprived areas of Kent



## Cycling

**6.50** Increased **cycling** means less traffic on Kent's roads and consequently less congestion and pollution. Good progress has been made in Kent on cycling with over 490km of cycle network in the County and an increase of 56% in cycling levels over the life of LTP1. KCC has identified that its 2001 Cycling Strategy needs to be updated. This was highlighted in the 2002/03 CTC Benchmarking project in which KCC took part, with seven other local authorities. KCC's work on cycling has also been assessed by the English Regional Cycling Development Team, a body set up by the Government to support local authorities in their work on cycling. KCC recognises that it needs to tackle the issues of increasing utility cycling within the main urban areas. Whilst the established leisure routes in East Kent will form a foundation to develop some of these urban networks, towns in West Kent will need to be tackled. This strategy has been finalised and is attached as Appendix 9.

**6.51** In broad terms, the continued approach to cycling for LTP2 will be:-

- KCC will plan and implement networks of cycle friendly routes linking major destinations
- KCC will make Kent's roads safer for cyclists
- KCC will promote the benefits and suitability of cycling

**6.52** Underpinning these broad policy approaches is the range of integrated transport schemes identified for 2006-11 including cycle parking facilities, expanding the National Cycle Network, implementing Safer Routes to Schools, cycle crossings and so on. Additionally, KCC will continue to provide safe cycling training to school pupils and to work in partnership with cycle user groups. Local cycling organisations will continue to be consulted in early planning stages for routes and facilities so that their needs are provided for in finalised schemes, wherever possible. The need for good cycle routes and facilities associated with new developments is recognised through Kent Design and plans for cycle facilities are included in development briefs and plans. The levels of cycle parking and cycle facilities are included in KCC's new Vehicle Parking Standards.

### Policy DM 3

#### Cycling

KCC will encourage cycling as an alternative to the private car for local journeys



## Local Transport Plan for Kent 2006-11

### Outcomes:

- improved access to goods, services and opportunities
- more independent residents
- reduced congestion
- greater choice of transport
- fewer people killed or injured
- improved air quality
- healthier communities

Similar to improving walking, making the road network more cycle friendly by improving the safety and convenience of the network will make it more accessible for cyclists. This will in turn encourage more people to cycle, improving their choice of transport modes and helping to reduce the number of cars on the road as more people choose to cycle. Many will make this choice because cycling is a good form of exercise.

#### Related Targets:

##### Mandatory

- BVPI 99x - Number of people killed or seriously injured on Kent's roads
- BVPI 99y - Number of children killed or seriously injured on Kent's roads
- BVPI 99z - The number of slight injury accidents on Kent's roads
- LTP2 - Change in Area Wide Traffic
- LTP3 - Cycling trips (annualised index)
- LTP4 - Mode Share of Journeys to School

##### Local

- KLTP6 - Cycling trips in Ashford urban area
- KLTP9 - Personal injury accidents in deprived areas of Kent

### Parking Management

**6.53** Effective **management of parking** is central to delivering the LTP2 Objective of Demand Management. Kent's district councils are responsible for the practical application of parking policy within a framework set by the County Council which aims to :-