

Parking Strategy

Chapter 12 - Parking Strategy

Worcestershire are developing a Car Parking Strategy within the framework of the West Midlands Regional Strategy. The County Council is committed to the approach outlined below:

The Region has committed itself, in the Regional Transport Strategy, to investigating new demand management measures, which could include fuel taxation, road charging and car parking policies. All authorities in the region recognise the importance of working together in the introduction of such measures.

All Authorities in the region also recognise that road user charging or work place parking levy may have a part to play as part of a package of measures to tackle problems of congestion and pollution. However, these problems vary widely across the region, and it will be for each authority, through its Local Transport Plan, to consider whether such measures are necessary to tackle the particular problems in their area.

Authorities in the West Midlands may or may not decide to introduce such measures in their initial or subsequent Local Transport Plans. Whether or not they do, they are committed to pursuing and supporting measures across the Region, including demand management, that tackle congestion and pollution.

Parking provision and control has a significant role to play in delivering the New Deal for Transport. This role is recognised and supported. The nature of the settlements within Worcestershire (encompassing rural villages, market/rural towns, and Worcester City) dictate that any parking strategy must be supportive of the needs of a wide variety of users within the Districts. For example, Worcester City utilise commuted sums from car parking (attained through Section 106 Agreements) on transport related facilities, and continue to reduce Private Non-Residential (PNR) parking availability. The County strategy however, will deploy such measures where necessary, but consider alternative options where appropriate.



In particular, the County support the approach detailed in Planning Policy Guidance 13 (Transport), which prescribes Maximum parking standards for new development. The County await to hear the response to the current consultation draft of PPG13, before adopting such standards.

The consultation programme for the July 2000 LTP ensures that the Districts and County identify a compatible approach countywide on parking whilst a comprehensive Regional approach continues to develop.