

Parking Policy

24. Traffic and parking management measures can improve significantly the efficiency of transport networks, reduce pollution associated with traffic congestion and help to improve air quality. To encourage a high throughput of shoppers and to boost economic activity, Worcestershire LTP3 places an emphasis on working with partners to ensure that parking in city and town centres is biased towards short-stay use. Traditional park and ride facilities with a standalone service exist, for example, at Sixways in Worcester. Long-stay car parking, mainly associated with commuting, will be addressed through the provision of parking hub sites at peripheral locations wherever practicable. Whilst parking hubs may facilitate park and ride, the preferred approach is to focus on the delivery of commercially-operated bus services.
25. Within the rural areas, where communities are more reliant upon the private car due to more limited transport choices, consideration will be given to a more flexible approach to the application of parking standards, based on site assessment and location. The partner authorities will work with Worcestershire County Council to develop locally specific parking standards through the LTP3 and Supplementary Planning Documents.

Phasing and Implementation of Transport Infrastructure

26. The funding to deliver transport infrastructure is likely to come from a variety of sources during the plan period. This is addressed in more detail in Annex I. It is anticipated that a funding gap is likely to be identified relating to transport infrastructure. It is clear that without substantial funding contributions from alternative sources, including the private sector, many of the strategic transport schemes that are required to underpin new development in the area will not be deliverable.
27. Annex I of the SWDP considers the funding mechanisms being used to determine how transport infrastructure will be prioritised, phased and implemented. Potential funding sources include:
 - a. Community Infrastructure Levy.
 - b. Other developer contributions.
 - c. New Homes Bonus scheme.
 - d. Sustainable Transport Fund.
 - e. Local Transport Capital Settlement.
28. New development will be incorporated into a co-ordinated infrastructure and service delivery programme agreed with the SWC and Worcestershire County Council, and where relevant to the Strategic Road Network, Highways England. The Infrastructure Delivery Plan provides additional guidance about how this co-ordination will be achieved.
29. Developers will be required to demonstrate that they have given appropriate consideration to the potential impacts of development on the wider and strategic transport network, including that managed by Worcestershire County Council, Highways England and