

Parking

- 13.28 Transport in a rural area has a different dynamic to that in a built up area. There is a strong dependence on the use of the motor car, as rural bus services may not provide the required journey at the relevant time to access employment sites, in particular. This issue is being exacerbated by the cut in funds to bus operators. This reliance on the motor car can lead to local issues that may result in a greater need for on-site parking and thus result in localised parking standards. It is important that there provision is made for proper vehicular access, sufficient parking and manoeuvring for vehicles in accordance with adopted standards;
- 13.29 Parking reviews undertaken in recent years have indicated the Borough's historic town centres are approaching capacity at peak times. Nevertheless, the reviews note that, if managed correctly, there was sufficient capacity to meet demand until at least 2018. The reviews also noted that the impact of the increased rail service on parking would be minimal and this appears to be borne out by recent assessments particularly for Atherstone, although the private car park provision at both Coleshill and Water Orton are often over capacity at peak hours resulting in spill over parking occurring. Coleshill town centre currently suffers from insufficient publically accessible parking to serve both its commercial, economic and residential needs and functions.
- 13.30 With the likely introduction of Civil Enforcement and a further parking study underway there may be implications for the Market Towns. Until this study has been completed this is still unclear. The Borough Council will consider the results of the study and will consider what action will be required.
- 13.31 However, increased development levels expected to be accommodated in this Local Plan are likely to significantly increase pressure on available spaces. To enable adequate capacity to serve the commercial function of the town centres it is recommended that new housing development within the identified Town Centres should provide a minimum level of private parking to reduce the pressure on current public provision.
- 13.32 The Government has taken the decision that by 2040 no new diesel vehicles will be produced. The implication is that more electric vehicles will be on our roads as prices reduce and batteries improve. This has implications on the need to provide the right infrastructure to support this decision. Rapid charging points will be particularly important in the public domain. In addition, all domestic properties and commercial premises need to provide for the opportunity to charge vehicles close to the parking of vehicles.

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Adequate vehicle parking provision commensurate to a proposed development will be expected, as guided by the standards at Appendix K. Greater emphasis will be placed on parking provision in areas not served by public transport whilst lower provision within the main towns may be appropriate.