

19 April 2016

Tisbury Parking – Interim report Cllr Simon Davison

OBJECTIVES:

To keep traffic and parking efficient so that:

- The high street can prosper.
- Residents have adequate parking.
- The Station has a positive, not a negative impact on the village.
- We don't destroy the characteristics of Tisbury that make it attractive to live in.

From the 2010 report we learnt:

The High St has 25 shops.

The High St has parking bays for approx 71 cars

The Nadder Car Park has parking bays for 54 cars

The Station has parking bays for 81/86 cars.

The High St did not have a traffic and parking problem

The Nadder Car Park was nearing capacity use.

The station was nearing capacity use.

The results pointed towards the need for an additional car park.

2 Sites were suggested:

1. The field adjacent to the Nadder Car Park.
2. Johnson's field. The field where the fireworks and the fair are held.

The situation in 2016

Two Different Problems

Tisbury is unusual in that it is a village with a station. It needs village parking and station parking.

For the village this means any increased capacity must be near the shops.

Most people will not walk very far!

Increased capacity for the station obviously has to be by the station.

We have carried out more research recently (see below) and the main finding is that we are not dealing in huge numbers.

We need to create 10–12 at the Nadder Car Park (or nearby), 20-30 extra spaces at the station.

The Station

The station car park is always at or close to capacity on a Tuesday, Wednesday and Thursday and this needs to be addressed. In response the parish council has investigated three main options:

1. Expansion of the Nadder Car Park - this is not viable as the land is not freely for sale.

19 April 2016

2. Johnson's field - This is not for sale but could possibly be rented on a 5 year lease. A viability report was commissioned by the parish council. See below for details*.

But in brief –

The report recommended a rental of £5000 a year which the owners have subsequently agreed to.

There will have to be substantial works to make the field viable as it is in the flood plain. We are currently establishing an estimate for this but it will be tens of thousands.

It will have to get planning permission. It is a green field, river meadow in an AONB. Even if planning permission is granted there will be a lot of constraints. {EG from the letter from the EA.- There should be no ground raising within the floodplain}.

3. Car Park adjacent to the station

A development since the 2010 report has been the establishing of a car park run by a local businessman for the use of commuters. This initially has had a low take up rate despite being cheaper than the South West trains car park. However following some improvement in organisation there has been an increased in use recently. The parish council has talked with the proprietor who is happy to increase the number of spaces available by 20 initially and maybe more if there is a demand.

This would be at no expense to the Parish Council. It would also support a local business.

At the moment option 3 seems the most practical solution but the council will continue to investigate the Johnson's Field option.

It will also be looking into other ways of taking the pressure off the SW Trains car park. On Monday 18th of April there was a meeting with representatives of SW Trains. They have no resources or plans to increase the parking at the station but they were positive about working with the council for solutions. They were certainly open to the possibilities of developing a plan with the private car park owner.

A point to be made is that Station **passenger capacity** is close to its peak and so a continued expansion is not expected. This may change if a second line is re-instated but that is years away and would require SW Trains or whoever holds the franchise to provide for additional parking.

2016 Survey Up Date.

Other traffic/parking issues in the village

A team of volunteers has been carrying out further surveys on village parking and traffic. The main findings were that High street parking for the shops was working. There are nearly always places and very few hold ups. The main problems seem to stem from deliveries and people parking on double yellow lines. Yes, very occasionally there are problems but these are negligible and most importantly not detrimental to business.

19 April 2016

A further finding was that the Parish car park does hit capacity on some days – particularly Wednesdays and Thursdays. It is noticeable that these are the same days that the station car park is at capacity. It is known that some commuters park there.

The numbers:

There are approx 71 places in the High St. 54 places in Nadder Car Park. There is an un-defined amount of parking down the Avenue and along Park road. There is also limited parking by the church. But in terms of regulated parking there are 125 places.

As stated we are not talking huge numbers here. 10-12 more places in the Nadder Car Park would alleviate the pressure there. Obviously there can be no definitive target. If you build more places more people park.

Solutions

We cannot expand the Nadder Car Park. However there is potential for increasing the number of spaces.

By removing the recycling facilities.

By a more efficient use of the space.

Other suggestions were to add spaces in the High St (eg. by the dentists).

The Police station is currently unoccupied.

A more contentious issue is stopping commuters parking in the Nadder Car Park. However most people are against regulation.

One suggestion was a bolder sign making it clear that the park was for shoppers. This might persuade some commuters to leave.

The carrot could be improved capacity at the station...

Another factor is the people who work in shops. If there are 25 shops it can be assumed that quite a few workers are parking in the village. Anecdotal evidence bears this out. Some park in the Nadder Car Park, some along the Avenue or similar, some juggle their cars outside the shops.

It's possible that a more coordinated approach to the parking of Tisbury workers could free up spaces.

Blue Sky

Looking ahead there are going to be new developments:

The St Modwen development will impact on the station.

There are plans to develop the line with Community Partnerships. This includes looking at integrated services. E.g. A shuttle meeting trains at the station and servicing passengers from the village.

The new Campus may affect the dynamic in the village.

Tourists are currently an unknown factor. There is probably data for Wardour Castle but it's not clear how many people visit Tisbury as tourists. The opening of the Tithe barn might affect this although it will have its own parking.

19 April 2016

ABOVE ALL!

There has to be a vision of what we want Tisbury to be.
It's dangerous to look at the parking and traffic situation in isolation.

Tisbury is a village. It has a high street with 25 shops. It is inevitable that there are going to be moments when there is a hold up. People park on the double yellow line outside the newsagent while they get their paper. Tractors pass through, lorries deliver stuff. This is what makes Tisbury different, vibrant and special.

We could go on expanding and accommodating more and more people and traffic – but this will mean that at some point it will lose what makes it different. What do we want Tisbury to look like in 50 years?
You only have to look down the line to Gillingham to see what could happen.

From the Report

*The proposed car park is currently an open grass paddock of about 1.48 acres (0.599 ha). The land is mainly open level grass land with trees bordering the river. The site is set above the river and on the day of inspection the water level was well below the level of the proposed car park. The land is however very wet and soft during the winter months. The area adjoining the road towards the southern corner is more solid and can support the weight of a car. To create a suitable all weather surface will require a good land drainage network, a solid base to be built up and a suitable surface laid. The Planning authority is likely to require a landscaping plan and the edges of the site will need suitable barriers to prevent access to the river. We understand that it is the intention of the Parish Council to create about 40 parking bays and to make the majority of these available to Tisbury residents without charge. Remaining bays would be available for whole day parking for a fee. The feasibility of a charging system and enforcement will be further investigated by the Parish Council. We understand that the intention is to enter into a five year lease agreement with the landowner and at this stage and it is not known what the requirements may be for reinstatement of the land at the end of the period.

Planning & Statutory Controls The land is currently part of a larger holding and will require planning permission for a change of use from agricultural/amenity land to a commercial car park. This will involve the Local Authority, Environment Agency, and Highway Authority.

SD
16.04.16