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Tisbury Community Parking Strategy
Tisbury Village Parking Review
TAPCAP

March 2010

QM

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1 Introduction

1.1.1 This report has been prepared to review the existing car parking conditions at the village of Tisbury and Tisbury Rail Station. The key aim of this report is to identify any existing car parking issues and to produce options for enhanced parking provision within the Village of Tisbury and Tisbury Rail Station.

1.1.2 Consideration has been given to the 'Tisbury Parking Survey Report (TPSR)' (Wiltshire Council June 2009) and the survey data used to support the TPSR as part of this study.

1.1.3 The structure of this note is as follows:

- **Background Information** – presents some key statistics in relation to population, travel characteristics, retail data and rail patronage at Tisbury;
- **Key Parking Areas** – Identify the key parking areas in Tisbury
- **Existing Studies** – Provides a summary of previous car parking studies in Tisbury;
- **Survey Data and Review** – Comprehensively reviews the existing survey data and identification of existing parking problems; and
- **Option Identification** – identifies options to enhance parking provision within Tisbury.

2 Background Information

2.1 BACKGROUND INFORMATION

2.1.1 The village of Tisbury has a population of 2,675 (based on the 2001 Census) and is approximately 21 Km to the west of Salisbury. Tisbury Railway Station is located on the Exeter to Waterloo line, placing its residents within a 2 hour commute of London.

2.1.2 A Retail and Leisure Needs Study prepared by consultants GVA Grimley on behalf of Salisbury District Council in October 2006 states that at that time Tisbury performed well as a local village centre offering no more than essential 'everyday' requirements to the local catchment. The Retail and Leisure Needs report describe Tisbury as a rural village centre with little through traffic.

2.1.3 The purpose of the GVA Grimley study was to provide a context for policies and proposals within the forthcoming Local Development Framework for the District, with particular reference to the amount of floorspace that needs to be allocated for future retail and leisure development.

2.1.4 As outlined within that Study there is little published retail data for the village of Tisbury. Tisbury has approximately 25 shop units of which 3 were vacant in 2006. The report indicates that growth is unlikely over the forthcoming LDF period given the current function, built environment and 'rural' village setting.

2.1.5 In relation to car parking, the study indicates that Tisbury has "some on-street parking, and from observations on the site visit, this appeared to perform short stay/quick visit role".

2.1.6 Travel to work data from the 2001 Census has been obtained in order to understand existing travel to work behaviour within Tisbury. Table 1 below summarises the travel to work modal split of the resident (those who travel to work from Tisbury) and daytime populations (those who travel to Tisbury to work).

Table 1: Travel to Work Mode Share

Mode of Travel	Travel to Work Modal Split	
	Daytime Population	Resident Population
Works mainly at or from home	26%	17%
Train	1%	7%
Bus, minibus or coach	2%	1%
Taxi or minicab	0%	0%
Driving a car or van	48%	56%
Passenger in a car or van	4%	5%
Motorcycle, scooter or moped	0%	1%
Bicycle	2%	1%
On foot	16%	11%
Other	0%	0%
Total	100%	100%

2.1.7 The above table indicates that around those people travel to work from Tisbury mostly use the car or walk to work with around 7% travelling by train. A much lower proportion of people who travel to Tisbury for work use the train, only 1%. This indicates that Tisbury is a popular commuter village, it is expected that the majority of rail trips are generated by those working in London.

2.2 SOUTH WEST TRAIN FORECAST

2.2.1 South West Trains have provided forecasted growth in passenger numbers at Tisbury Rail Station of between 25% - 35% in the 10 years from 2006. Additionally at a recent stakeholder meeting on 16 February South West Trains advised they have aspirations for an additional 30 car parking spaces based on potential land availability to the west of the current car park which currently accommodates some industrial uses.

2.3 KEY FUTURE DEVELOPMENTS

2.3.1 Within the local area of Tisbury proposed development sites of note are:

- Eastern Shaftesbury Housing Development (circa 800 dwellings) by Persimmon Homes;
- Hindon Lane Tisbury (circa 90 dwellings and 3,800sqm of B1 Employment floorspace) by CG Fry

3 Key Parking Areas

3.1 KEY PARKING AREAS

3.1.1 The objectives of this study were to review the existing parking situation within Tisbury and provide a strategy for potential improvements. The key parking areas for consideration are identified below:

- Tisbury Railway Station;
- Town Centre Parking (High Street and Nadder Close Car Park).

3.1.2 Tisbury Railway Station has ~~86~~ formal parking spaces and the car park is subject to parking charges, managed by South West Trains. There is an element of informal on-street parking which occurs along the front of the station along Station Road. It is also understood that some rail commuters use the existing uncontrolled parking within the village centre such as local streets and the Nadder Close car park.

3.1.3 The high street has a number of time limited spaces located adjacent to the existing shops and services in the village centre. Further spaces are located in a public car park located along Nadder Close, this car park is unrestricted with no charging regime.

81 + 5-informal

4 Existing Studies

4.1 EXISTING STUDIES

4.1.1 Wiltshire Council produced a 'Tisbury Parking Survey Report' (June 2009) which investigated car parking problems within the village of Tisbury as identified by the Tisbury and Parishes Community Area Partnership (TAPCAP). The main issues cited by TAPCAP are:

- Lack of parking at the railway station
- Parking on roads directly outside the station (road safety concerns)
- Lack of parking at Nadder Close Car Park
- Lack of parking on the High Street

4.1.2 Wiltshire Councils report carried out a number of car parking surveys within the village of Tisbury to support the 'Tisbury Parking Survey Report' (June 2009) which investigated the concerns raised by TAPCAP. Table 2 summarises the surveys conducted by Wiltshire Council.

Table 2: Summary of Car Parking Surveys

Survey Location	Survey Date	Survey Methodology
Nadder Close Car Park	Tuesday 18 Nov 2008 (0600 to 2000)	Parking Number Survey
Tisbury Rail Station	Tuesday 18 Nov 2008	Questionnaire Survey
Tisbury Rail Station Car Park	Tuesday 18 Nov 2008 (0700 to 2000)	Parking Number Survey
	Monday 23, Tuesday 24 and Friday 27 March 2009	Parking Number Survey
High Street	Monday 23, Tuesday 24 and Friday 27 March 2009	Parking Number Survey

4.1.3 Key Findings of the 'Tisbury Parking Survey Report' (June 2009) are summarised below:

RAILWAY STATION

- Car Parking Exclusive for Rail Travel
- Number of people park overnight
- Car Park is fairly well used
- Number of utilised spaces is constant between 10:00 and 18:00.

NADDER CLOSE

- No point throughout the day was the car park full
- Busiest time was at 12:00 when 50 out of 54 spaces were occupied
- Evidence suggests that parking utilised by local residents who do not have parking outside their properties

-
- Evidence suggests that small number of rail passengers park at Nadder Close car park.
 - 22 cars parked overnight – indicates use by residents or by commuters

HIGH STREET

- Vast majority that park in the high street live within a 5 mile radius of Tisbury;
- Spaces close to the playing fields are under-utilised compared to spaces further up the high street
- At the northern end of the high street, cars are parked outside of the bays and parking much longer than the waiting limit allows.

5 Survey Data and Review

5.1 REVIEW OF SURVEY DATA AND IDENTIFICATION OF EXISTING PARKING PROBLEMS

5.1.1 WSP have obtained the car parking survey data which supported the Tisbury Parking Survey Report (June 2009). A detailed quantitative assessment of the survey data has been undertaken in order to identify any car parking issues which are experienced within the key parking areas in Tisbury as identified above.

5.1.2 On-site observations of existing parking issues and general road safety issues were also undertaken on 27 January 2010. A further car parking survey was undertaken by TAPCAP on Saturday 6 and 13 February 2010.

5.2 TISBURY RAIL STATION

5.2.1 A survey of the Tisbury Rail Station car park and nearby on-street car parking adjacent to the station were undertaken by Wiltshire Council on 18 November 2008 and on 23, 24 and 27 March 2009. Additionally rail passenger interviews were undertaken on 18 November 2008 and of the 367 passengers that boarded trains, 64 were interviewed.

5.2.2 The survey data indicates that the station car park has 86 spaces, whilst there is room for approximately 20 cars to park informally on a road adjacent to the station. The report therefore concludes that Tisbury Rail Station benefits from a total of circa 106 car parking spaces.

5.2.3 The studies undertaken suggest that the car park is being used primarily by rail commuters who tend to leave their cars at the railway station between the hours of 08:00 and 18:30.

5.2.4 The number of cars parked at the station car park and on street during the survey periods are highest at 10:00 on November 18 2008. During this period 77 cars were parked at the station car park utilising 90% of the available spaces and a further 11 cars parked informally on the adjacent road to the station. Table 3 summarises the car parking conditions at Tisbury Rail Station during the peak survey period.

Table 3: Summary of car parking at Tisbury Rail Station

Location	Parked Cars	Capacity	Utilisation
Station Car Park	77	86	90%
On Street parking	11	20	55%
Total	88	106	83%

5.2.5 The results of the car park survey demonstrate that during its busiest period the station car park has the capacity to accommodate only a further 9 cars.

5.2.6 Additionally the survey results demonstrate that there is a total demand of 88 parking spaces during the busiest period (18 November 2008), whilst the station car park only has the capacity to accommodate 86 parked cars. The survey results therefore clearly demonstrate that the station car park itself does not have sufficient capacity to accommodate the demand for parking. Although it is difficult to quantify from the data presently available, it is also understood that some rail commuters use the existing parking provision within the village.

5.2.7 Given that there are routinely cars parked informally on the road whilst the station car park is rarely operating at full capacity, a reasonable conclusion would be that

some people choose to park informally on the road to avoid the car parking charges at the rail station.

5.2.8 The on-street provision does however provide a spare parking reserve which, if removed would result in an over demand at the Station car park.

5.2.9 A car parking survey within the vicinity of Tisbury Railway Station was undertaken on Saturday 6 and 13 February 2010 to identify any car parking issues that are experienced at the station on a weekend. The February 2010 survey demonstrates that the demand for car parking at the station can comfortably be accommodated within the current supply provided at the station. Table 4 summarises the results of the car parking surveys undertaken in February 2010.

Table 4: Summary of February 2009- 2010

	6 February			13 February		
	09:15	10:15	11:00	09:45	10:45	11:45
Number of empty spaces	64	57	57	73	72	70
% utilisation	26%	34%	34%	15%	16%	19%

5.2.10 The surveys undertaken on 18 November 2008 indicate that there were 367 rail passengers boarding a train at Tisbury rail station. Assuming that all the cars parked at the railway station car park and on adjacent roads are related to rail travel, approximately 24% of rail passengers that board a train at Tisbury drive to the station.

5.2.11 The results of the 2008 and 2009 surveys have been compared, and it is evident that the numbers of vehicles parked at the station and informally on adjacent streets is in fact lower in 2009 than in 2008. Table 5 provides a comparison of the 2008 and 2009 survey data for the busiest periods of each survey day.

Table 5: Comparison of Rail Station Parking (2008 to 2009)

	18 Nov 2008	23 March 2009	24 March 2009	27 March 2009
Total Parked Cars	88	66	76	61
% (change from 2008)	N/A	-25%	-13.6%	-30.7%

5.2.12 Table 5 demonstrates that the number of cars parked at the station and informally on adjacent roads is considerably lower in 2009 than in 2008. A possible explanation for this reduction is that the UK economy was only entering into a recession during the November 2008 survey whilst the 2009 surveys were undertaken when the country was fully experiencing the effects of the recession (job losses, reduced spending etc) resulting in a reduction in the demand for travel.

5.3 SWT FORECASTS

5.3.1 South West Trains have clarified that rail passenger numbers using Tisbury Rail Station would increase by 25% to 35% between 2006 and 2016. Based on these projections the forecasted demand for car parking at Tisbury in 2016 is circa 116 car parking spaces. WSP have validated this forecasted growth based on key developments in the area, the details are set out below:

5.3.2 A survey of rail users at Tisbury Rail Station was undertaken as part of the November 2008 study undertaken by Wiltshire Council, the results of which indicated

that 367 passengers boarded a train at Tisbury Rail Station on that day (24% of which drove to the station). In order to calculate the forecasted demand for rail travel from Tisbury in 2016 as set out above, the 2008 survey data needs to be amended to reflect the demand in 2006.

5.3.3 Station usage data for Tisbury rail station has been obtained from the Office of Rail Regulations for the period between 2006 and 2008. A summary of this information is provided in Table 6 below.

Table 6: Rail Passenger Data

Period	Passengers Entering Tisbury Rail Station	Change from 2006
2007 / 2008	104,750	-1.02%
2006 / 2007	103,568	-2.14%
2005 / 2006	105,829	

5.3.4 As outlined in Table 6, rail passenger numbers at Tisbury Rail Station have fallen by 1.02% between 2006 and 2008. Based on the percentage change outlined in table 6, the surveyed rail passenger numbers at Tisbury rail station in 2008 have been revised to take into account historical data and to provide passenger numbers which reflect the demand in 2006. Table 7 summarises rail passenger numbers for 2006, 2008 and 2016 based on the above information.

Table 7: Passenger demand forecast

Year	Daily Passengers	Factor	Demand for Car Parking (based on 24% of total passengers)
2008	367		88
2006	371	2008 Flows increased by 1.02%	89
2016	482	2006 Flows increased by 30%	116

5.3.5 Based on the information provided in Table 7 it is forecasted that the demand for rail travel at Tisbury will be circa 482 in 2016. This represents an increase of 189 passengers from 2006 to 2016. Assuming that there are no significant changes to travel characteristics in the area, 24% of rail passengers will use the park and ride facilities at the station. On a pro-rata basis it is therefore forecasted that the demand for car parking at Tisbury Rail Station will increase to 116 spaces by 2016 which represents a requirement for a further 30 car parking spaces (86 car parking spaces at existing station car park).

5.3.6 Although the 2008 to 2009 surveys demonstrate a reduction in the demand for car parking at the station, the overall forecast of 25% to 30% should still be considered as valid as it is a long term forecast.

5.4 FORECAST BASED ON KEY DEVELOPMENT

5.4.1 WSP has undertaken a further assessment of future demand for rail travel at Tisbury which is based on key developments in the area, namely:

- Eastern Shaftesbury Housing Development (circa 800 dwellings);
- CG Fry Site (circa 90 dwellings and 3,800sqm of B1 Employment floorspace).

5.4.2 In order to establish an understanding of the likely commuter demand at Tisbury Rail Station a profile of commuter arrivals has been assessed. A generic person trip generation for residential development would be expected to generate circa 1.7 outbound person trips per dwelling between the hours of 07:00 and 10:00. The 2001 Census dataset – Method of Travel to Work Daytime Population has been used to calculate the likely number of rail passengers generated by the developments identified above. Table 8 summarises the assumptions made to calculate the additional rail passengers generated by the two developments.

Table 8: Summary of Rail Passengers

Site	Scale	Person Trip (Outbound)	% Rail Travel (2001 Census)	Total Rail Passengers
CG Fry	90	153	7.23% (Tisbury Ward)	11
Shaftesbury	800	1361	0.64% (Shaftesbury Ward)	87

5.4.3 As outlined in Table 8, the CG Fry development would generate circa 11 rail passengers, whilst the Shaftesbury development is likely to generate 87 rail journeys.

5.4.4 It is assumed that all rail trips generated by the CG Fry site would use Tisbury rail station. Given the location of the CG Fry site and its proximity to Tisbury Rail Station it is assumed that 90% would drive to the rail station resulting in a demand for 10 car parking spaces.

5.4.5 The demand for car parking at the station in 2006 was for 89 spaces. The additional demand as a result of the CG Fry development would increase the demand to 99 spaces.

5.4.6 The Shaftesbury development would need to generate a demand for a further 17 spaces at Tisbury Station to meet the South West Train forecast demand of 116 spaces by 2016. This would equate to around 20% of all rail passengers using Tisbury station to access the local rail network which would seem reasonable given that:

- Bus service connects the Shaftesbury Development directly to Gillingham Station;
- Driving route to Gillingham more attractive than driving route to Tisbury.

5.4.7 Considering the SWT passenger predictions and potential future development demand it is evident that the current supply of car parking at Tisbury Rail station is not sufficient to accommodate the anticipated increase in future demand for car parking.

5.5 HIGH STREET

5.5.1 Tisbury High Street benefits from parking bays for up to 71 cars, the majority of which are subject to a 1 hour waiting limit with no return for 2 hours. Highway officers at Wiltshire Council indicated that the sections of the High Street that are outside of the parking bays are subject to double yellow lines and therefore cars parked outside the designated bays do so illegally.

5.5.2 Based on the March 2009 survey, the High Street was at its busiest between 1600 and 1630 on Monday 23 March 2009 where 54 cars were parked along the High Street (51 were legally parked and 3 illegally parked). The surveys therefore demonstrate that the demand for car parking on the High Street equates to 76% of the supply during the busiest period of the survey.

5.5.3 The surveys undertaken by Wiltshire did not include a Saturday period which might be expected to generate the peak demand in the village. In light of this, TAPCAP undertook an independent survey of the number of vacant car parking spaces along the High Street on Saturday 6 and 13 February 2010.

5.5.4 A survey of the High Street on Saturday 6 February collected data at 0915, 1015 and at 1100, whilst the Saturday 13 February survey collected data at 0945, 1045 and 1145. The results of the survey demonstrate that there is a sufficient supply of car parking spaces to meet the required demand on a Saturday. Table 9 summarises the results of the February 2010 car parking survey.

Table 9: Saturday demand for car parking – High Street

	6 February 2010			10 February 2010		
	0915	1015	1100	0945	1045	1145
Number of parked cars	49	53	55	54	57	59
% utilisation	65%	75%	77%	76%	80%	83%

5.5.5 As outlined in Table 9, the busiest period of the survey was at 1145 where 83% of the car parking spaces were used.

5.5.6 A survey of the Nadder Close Car Park was undertaken by Wiltshire Council on Tuesday 18 November 2008 between the hours of 0600 to 2000. The survey counted the number of cars parked within the car park every two hours, a summary of the key findings of the survey are presented in Table 10.

Table 10: summary of Nadder Close car park survey results

Survey Time	Total Parked Cars*	Utilisation*	Free Spaces*
06:00	25	45%	31
08:00	34	61%	22
10:00	49	88%	7
12:00	50	89%	6
14:00	47	84%	9
16:00	41	73%	15
18:00	32	57%	24
20:00	26	46%	30

*It should be noted that the survey results were based on a total parking reserve of 56, rather than the 54 observed

5.5.7 As demonstrated in Table 10 the Nadder Close car park does not reach capacity at any point during the weekday survey period. The survey demonstrates that the car park is busiest at 1200 where 50 cars are parked in the car park. The car park benefits from 6 empty car parking spaces during its busiest period.

5.5.8 Based on the November 2008 survey it is evident that the Nadder Close car park has sufficient capacity to accommodate the demand for car parking in Tisbury during the survey period.

5.5.9 The surveys of the Tisbury Rail station parking demonstrate that car parking numbers were higher in 2008 than in 2009. It is therefore considered that the data use to assess the High Street in 2008 is robust.

5.5.10 Given the proximity of the Nadder Close car park to the High Street the demand for car parking at the Nadder Close car park could be higher on a Saturday. TAPCAP also therefore undertook a survey of the Nadder Close car park on Saturday 6 February 2010 at 0915, 1015 and 1100 and on Saturday 13 February 2010 at 0945, 1045 and 1145. Table 11 summarises the results of the Saturday surveys.

Table 11: Summary of Nadder Close Survey (Saturday)

	6 February 2010			10 February 2010		
	09:15	10:15	11:00	09:45	10:45	11:45
Number of parked cars	31	32	32	32	36	27
% utilisation	55%	57%	57%	57%	64%	48%

5.5.11 The results of the survey demonstrate that the car park currently has sufficient capacity to accommodate the demand for car parking on a Saturday.

SITE OBSERVATIONS (WEDNESDAY 27 JANUARY 2010)

5.6 HIGH STREET

5.6.1 The High Street parking presented issues on the date of the site visit. Areas of parking at the southern end of the High Street were being used for loading into local

shops. This caused access issues and there was a subsequent tail back of traffic blocking most of the High Street.

5.7 NADDER CLOSE CAR PARK

5.7.1 The car park was operating well within capacity during the site visit. Observations were however made for extending the car park into the adjacent field if this were required in the future. The field was on a similar level to the existing car park, and is at less of a gradient. The most ideal access location for this expansion would be from Nadder Close itself, where the change in gradient is minimal.

5.8 TISBURY RAILWAY STATION

5.8.1 The station car park has visibility issues at both junctions. The visibility at the eastern access is blocked by parked cars, which could be solved with a simple parking restriction.

5.8.2 Visibility at the western access is impaired by the car park access ramp itself and the acute angle at which it meets the main carriageway. This issue is exacerbated by the change of speed limit to 'derestricted' while approaching this junction from the east.

5.8.3 Potential expansion of this car park could be achieved on the land adjacent to the South Western public house, across from the railway station.

6 Option Identification

6.1.1 A number of options have been developed to address the main issues raised in this report. These are subject to further investigation, land availability, funding etc but they provide an opportunity to develop the strategy for addressing the various parking issues within the village. Figure 101 provides an outline of the issues and options within the village.

6.2 TISBURY RAIL STATION

6.2.1 The car parking survey of the Tisbury rail station car park and on street parking adjacent to the station demonstrates that current demand exceeds the provision within the station car park itself. The survey undertaken on 18 November 2008 demonstrates that there is a demand for 88 car parking spaces whilst the station car park has the capacity to accommodate 86 car parking spaces. The forecasted demand for car parking at the station in 2016 is around 116.

6.2.2 Although it is accepted that the number of parked cars are lower in 2009 than in 2008, this assessment should be based on a typical day and not during a period whereby car parking and travel is repressed as a result of a recession. The car parking provision should also provide sufficient capacity for the predicted increase in passenger numbers. South West Train forecasts indicate that the demand for car parking at Tisbury Rail Station will be circa 116 spaces in 2016.

6.2.3 Based on the findings of this report, it is considered necessary that additional car parking is provided to meet the demand of rail users in a forecast year in 2016.

6.2.4 On site observations suggest that there are safety issues at the western exit to the car park, where visibility to the right is obscured. Additionally the eastern access visibility to the left is blocked by parked cars. These issues are in part due to the informal parking which occurs along the frontage of the railway station.

6.3 OPTION 1

6.3.1 The November 2008 survey demonstrates that the demand for car parking at the station exceeds supply by 2 car parking spaces (accounting for the informal parking along the station frontage). Whilst in 2016 the demand will be 116 which exceeds the supply at Tisbury Station car park by 30 spaces.

6.3.2 There is capacity for 20 cars to park informally on adjacent roads to the station. In order to meet the current demand for car parking at the station it is proposed that the informal on street car parking area adjacent to the station is formalised. It is proposed that formal parking bays for a minimum of 2 spaces or up to a maximum of 20 spaces could be provided. Scheme drawing 31290-GA-01 illustrates a solution with 12 spaces, footway and a proposed crossing. This scheme also utilises the existing redundant ramp for a dedicated pedestrian route into the station from the main road.

6.3.3 The introduction of formal parking bays would provide an improvement in terms of road safety with better control on the location of parking along the main road. The formal parking bays will dictate the areas where rail users can park their cars in addition to the erection of signage which warns drivers of cars parked on the site of the road and potential narrowing.

6.3.4 It should be noted that option 1 is based on the rail passenger numbers recorded at the station on 18 November 2008. This measure is not considered sufficient to accommodate the forecasted demand by 2016 but does resolve the existing safety concerns.

6.4 OPTION 2

6.4.1 It is forecasted that the demand for car parking at Tisbury Rail Station is likely to be for 116 spaces in 2016, whilst the car park has capacity for 86 parked cars, supply for a further 30 spaces needs to be provided to accommodate the additional demand.

6.4.2 Option 1 proposes formal parking bays for 12 vehicles on the road adjacent to the station which provides an improvement in terms of road safety. Should this option be implemented car parking for a further 18 vehicles needs to be provided by 2016 to meet the forecasted demand. Consideration should be given to the access arrangement and location of on-street parking.

6.5 OPTION 3

6.5.1 In order to provide sufficient car parking supply for a forecast year of 2016 it is proposed that an additional 30 car parking spaces are provided.

6.5.2 A scheme has been prepared illustrated on Drawing 31290-GA-02 which identifies a new overspill car park in the field on the opposite side of the railway station. This could include parking for 30+ vehicles with a dedicated access from the main carriageway. The scheme also illustrates a dedicated pedestrian route and crossing to facilitate movements between the station and the new car park. Any such proposals would also need to be investigated further with the adjacent land owner.

6.6 OPTION 4

6.6.1 It is essential that the safety concerns identified on site are addressed as part of the enhancements to parking at Tisbury Rail Station. In order to address the issue of poor visibility from the western access it is proposed that this can be resolved by making this 'entry only'.

6.6.2 In relation to the parked cars obstructing visibility to the west from the eastern access this issue could be addressed by simple parking restrictions or management of the existing on-street parking in this area as detailed in Option 1.

6.7 HIGH STREET

6.7.1 The car parking survey of the High Street demonstrates that the High Street and Nadder Close has sufficient car parking capacity to accommodate the demand during the survey period on both a weekday and weekend.

6.8 OPTION 5

6.8.1 Given that the survey periods fall within a period of recession where retail demand has been subdued there may be a future increase in parking demand as the economy recovers. In addition the Hindon Lane development will also generate a modest increase in parking demand within the High Street.

6.8.2 If future parking demands were to exceed supply within the town, the Nadder Close car park could be extended to increase the car parking provision in the area. A scheme drawing 31290-GA-03 is included with this report which demonstrates how an extension of the existing facility along Nadder Close could be delivered.

6.8.3 The scale of the car park could be altered depending on the future parking demands. Further studies would be required in the future to justify the requirement for this option. Any such proposals would also need to be investigated further with the adjacent land owner.

6.9 OPTION 6

6.9.1 On site observations suggest that there are currently operational and congestion issues caused by loading and servicing along the High Street. On the date of the site visit it was observed that this created queues through the village centre.

6.9.2 It is suggested that a review of the loading and servicing should be considered further with the potential of providing dedicated loading areas along the High Street. This may result in the removal of a small amount of on-street parking along the High Street, however, the impact of this could be accommodated within the Nadder Close car park in the short term. The loss of parking could also be managed through minor amendments to the existing provision.

TRAVEL BEHAVIOUR MANAGEMENT

6.10 OPTION 7

6.10.1 It is proposed that an Area Wide Travel Plan is developed for the village of Tisbury to assist in managing travel behaviour in the village and to encourage sustainable travel.

TRAVEL PLAN STRUCTURE

6.10.2 It is proposed that TAPCAP will be the Travel Plan Co-ordinator for and have responsibility over the Travel Plan. The Travel Plan Co-ordinator should actively engage with key stakeholders in the area (local businesses, schools, rail and bus operators) to successfully deliver the travel plan and to address key transport issues within Tisbury.

MEASURES

6.10.3 It is proposed that the Travel Plan will include a package of measures in order to encourage travel by sustainable modes and to address any existing transport issues within the village. The package of measures could include but will not be limited to:

- Provision of additional car parking at rail station;
- Formalising car parking / removal of car parking on road adjacent to Tisbury Rail Station;
- Provision of information of the benefits of travelling sustainably;
- Encourage residents to sign up to a local car share scheme;
- Provision of cycle parking at Tisbury Rail Station and the village centre;
- Encourage participation in National Bike Week; and
- Development of a Servicing and Delivery Strategy to improve road conditions along the High Street.

6.10.4 It should be noted that a Travel Plan is an evolving document which can change to suit the needs of Tisbury. Additional measures could be implemented to address current transport issues at any point in time.

FUNDING STREAMS

6.10.5 The Travel Plan Co-ordinator should liaise with relevant bodies and organisations to secure funding to implement measures proposed as part of the Travel Plan.

MONITORING AND REVIEW

6.10.6 A monitoring and review strategy should be developed for the Travel plan to assess its effectiveness and to identify the need for additional measures.

COORDINATED SERVICING AND DELIVERIES PLAN

6.10.7 This could form part of the Tisbury travel Plan and would set out a strategy to manage servicing and deliveries within the village centre. This document would need full input from the main business operators within the village with a commitment to work with the Travel Plan Coordinator to feed into the strategy.

6.10.8 The strategy could include:

- Staggering of scheduled servicing and delivery movements;
- Deliveries arranged outside of peak traffic periods;
- Identification of suitable areas for loading and unloading; and
- Investigate rationalisation of deliveries to reduce movements to the village or manage larger vehicle movements.

7 Summary & Conclusions

7.1.1 The objectives of this study were to review the existing parking situation within Tisbury and provide a strategy for potential improvements. The key parking areas for consideration are identified below:

- Tisbury Railway Station;
- High Street (on street and Nadder Close).

7.1.2 Through consultation with (TAPCAP) and Wiltshire Council, WSP has reviewed the concerns relating to these parking facilities. The assessment has included a review of the data collected by Wiltshire and TAPCAP, the predicted parking function and demand within the town and the potential for improvement to the current provision. A site visit was also undertaken on 27 January 2010.

7.1.3 This review has identified a number of options to address the various issues found through the assessment. The various issues and options are summarised below:

7.2 TISBURY RAILWAY STATION

7.2.1 This car park is currently operating close to capacity through most of the day. The studies undertaken in Tisbury suggest that the car park is being used primarily by rail commuters who tend to leave their cars at the station between the hours of 08:00 and 18:30.

7.2.2 On-site observations suggest that there are safety issues at the western exit to the car park, where visibility to the right is obscured. This issue could be resolved by making this 'entry only'. The eastern access visibility to the left is blocked by parked cars, which could be solved with a simple parking restriction or management of the existing on-street parking in this area.

7.2.3 The on-street parking within the vicinity of the station is currently uncontrolled. This parking area is well used through the week and at times can cause issues with safety. It may be appropriate to restrict parking within this area in order to improve access and safety however, the existing parking provision at the station may be inadequate in the long-term to accommodate the displacement of this parking. Passenger forecasts obtained from South West Trains indicate that the existing parking provision at the station may be inadequate in the long term to support the predicted demand.

7.2.4 Additional parking demand could be accommodated within the Fair Field opposite the Railway Station. Any such proposals would need to be investigated further with the adjacent land owner.

7.2.5 Alternatively, providing formally marked parking bays would provide an improvement in terms of road safety with minimal loss of spaces. This could be coupled with further traffic calming measures and appropriate signing.

7.3 HIGH STREET AND NADDER CLOSE

7.3.1 The car parking survey of the High Street demonstrates that the High Street has sufficient car parking capacity to accommodate the demand during the survey period for both a weekday and Saturday period.

7.3.2 Should there be an increase in demand for car parking demand in the future, the Nadder Close car park could be extended to increase the car parking provision in the area. This could be provided to ensure the long-term growth and prosperity of the town,

particularly as the wider economy starts to recover. Any such proposals would need to be investigated further with the adjacent land owner.

7.3.3 On site observations suggest that there are currently operational and congestion issues caused by loading and servicing along the High Street. On the date of the site visit it was observed that this created queues through the village centre. It is suggested that a review of the loading and servicing should be considered further with the potential of providing dedicated loading areas along the High Street.

Appendices, Figures & Tables

Appendix A Figures and Drawings

Figure 101	Parking Areas and Options
Drawing	31290-GA-01
Drawing	31290-GA-02
Drawing	31290-GA-03