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FOREWORD

Today, Tisbury's recorded history extends over nearly 1250 years.

People love the village: for its friendliness, for its vigour, for its setting, for its river, for its narrow roads, for its railway, for its amenities, for its history, and for its not being on a main road to anywhere.

These qualities, and many others, evolved without at any time someone writing a Parish Plan. Why do we need one now?

We believe the answer lies in how best to deal with the pressures of modern life; some of these are social, some are commercial and many are governmental.

Indeed, Government at every level seeks to impose changes to the way we live and not all of these changes are welcome. In Tisbury's case, some of the things that we love are under threat and those that we wish to improve fail to engage attention.

We need, therefore, to orchestrate our response to these threats and inadequacies.

The Parish Plan initiative is a way forward. Exploiting the concept, we can declare our concerns in a form that will reach the many organisations that may be able to help and, more importantly, suggest how that help might be delivered. In the past six years, well over a thousand parishes have participated in the scheme. Now it is our turn.

Accordingly, the two Parish Councils are delighted to endorse this, our own Parish Plan, as a significant contribution to our agenda in the years to come.

We hope the Plan will influence policy at all levels of local government. However, the extent to which it does, and thus changes behaviour, will be its proof. Some of those changes will have to be our own.

On behalf of both Parish Councils, we thank all those involved in the preparation and production of the Plan, for their time and for their hard work, including the Steering Group, our mentors from Salisbury District Council, our local advisors and, most importantly, the communities of the two parishes.

Signed and dated

Chairmen of Tisbury Parish Councils

VISION

The people of Tisbury have supported the preparation of this Plan with great enthusiasm.

They have attended public meetings in encouraging numbers and much debate has followed.

From the earlier meetings, we prepared and delivered a questionnaire to all households in the village. This too generated a very encouraging response, one from which a clear vision has now emerged:

Tisbury people have a strong commitment to the future of the village - they want it to thrive as a prosperous, happy and attractive place in which to live and to work

They want the present level of services protected and enhanced, and the High Street to flourish

They want any further development, whether for housing or employment, to be small scale, well designed, and in keeping with the village environment and surrounding countryside

Above all, they want Tisbury to remain a community and not become an urban settlement.

1. EXECUTIVE SUMMARY

The medieval parishes of Tisbury and West Tisbury lie between Salisbury and Shaftesbury and between the A303 and the A30. Still largely unseen on approach, the two villages are served by a web of unclassified roads suitable only for light traffic.

The National Census of 2001 shows the population of the two parishes to be 2667 of whom 18 % were below the age of 18, 52 % were between 18 and 65, and 23 % were over 65. At that time, 1874 people were in employment and 480 had retired. Of the 1157 households registered as occupied, 65% were owner-occupied and 35% were rented. Though now out of date, these figures indicate the size and make-up of Tisbury as it is today. A comprehensive Profile of Tisbury is available as a separate supplement to this Plan.

The Plan has been prepared by a Steering Group comprising volunteers drawn from the community. An audit trail provides the integrity of the preparatory process. The trail include the original written comments from members of the community, their responses to the questionnaire, further responses to open days, through to the text of the Plan itself.

The process adopted by the Steering Group has been to identify the concerns of the community, analyse the issues associated with these concerns, and then draw conclusions. These conclusions lead to the various aims that the Plan highlights and to the ways forward validated with the public.

People's responses to the various public meetings, surveys and questionnaire focused on eleven main aspects of life in Tisbury. Not in any order of priority:

- **Preserving and where necessary improving medical services.** People's concerns centre on the out-of-hours service, emergency call-out, hospital visit transport and the lack of an NHS dentist and optician
- **Ensuring the survival of a fully manned local fire service** The community recognises the value of having its own fire station to provide emergency response in case of fire and as a first response to medical emergencies.
- **Decreasing police presence and increasing anti-social behaviour.** This apparent contradiction worries people and they are concerned for the future of the police station, policing in general and an increase in crime.
- **How best to preserve and improve the amenities which Tisbury enjoys.** Concerns focus mainly on preserving the viability of the Sports Centre, improving the outdoor swimming pool and ensuring that everything is done to provide worthwhile and challenging activities for the young people of Tisbury. A need is also identified, one that has been reinforced during the production of this Plan, that suggests communications within Tisbury can and should be improved
- **The loss of secondary schooling in Tisbury whilst the population continues to increase** The consequence is increased bussing of children to school and pressure on the inadequate road system. It also transpires that local schools are unaware of plans for large new housing developments in their locality.
- **Preserving and increasing the shops in the High Street and attracting new business enterprises to Tisbury to provide work for all.** The Tisbury community values its High Street greatly and seeks to arrest any decline in the number of shops and enterprises. As important, people see the need to provide adequate and appropriate business premises to attract new employers.

- **The ever-increasing traffic burden on a very rural road system.** If two people meet in Tisbury, it is likely that they will be talking about the traffic. People are concerned about the speed of driving, the volume of traffic and the size of vehicles.
- **The availability of public transport** The community recognises that it is lucky to have its own rail station in Tisbury but has expressed frustration at the lack of co-ordination between bus and rail services in Salisbury and in Tisbury. There is also a major concern about the amount of car parking available in the area of the station as the number of rail users from outlying areas continues to increase.
- **Protection of the open countryside and AONB, the rate and size of new building development and the type of new housing** People feel strongly that more affordable housing is needed for Tisbury residents and new commercial premises are required to attract employers but they do not want more urbanisation or new large housing estates. These views lead to the need for some form of declared long-term incremental house building policy for Tisbury, by Tisbury.
- **Commitment to doing anything possible to improve our environment** There is lots of commitment and passion in pursuit of environment friendly initiatives, mainly focusing on energy-saving, recycling waste products, and recycling unwanted but useful items of clothing, furniture and the like. This invites a focus and co-ordination.
- **The Plan goes nowhere without a delivery system or some form of Governance.** The Plan is owned by the Parish Councils of Tisbury and West Tisbury. With the assistance of a Steering Group, the Councils will provide the initiative and drive to realize the Plan in detail together with the community, appropriate partners and stakeholders.

2. INTRODUCTION

2.1 BACKGROUND

As part of the national Market and Coastal Town Initiative, and with the help of a £5,000 grant from the European Social Fund, Salisbury District Council invited the parishes of Tisbury¹ and West Tisbury¹ to write a Parish Plan. This document is a draft of the first phase of that Plan.

The purpose of the Plan is three-fold: firstly, to present the views of residents on those aspects of the village they value, and would like to protect; secondly, to highlight aspects that villagers would like to see improved; and, thirdly, to suggest ways of dealing with the issues that these views raise.

At a public meeting in January 2005, and with the subsequent endorsement of the Parish Councils, a Steering Group of local volunteers came together to research the views of residents and to prepare the Plan. The Group has since co-opted other volunteers for specific tasks.

We have called the process of preparing and realizing the Plan: 'TISVIS'. It is an evolutionary process.

Note 1: For readers unfamiliar with the parishes of Tisbury and West Tisbury, a summary of our separately published profile is included at Annexe B. Readers may also wish to consult a recent publication by the Wiltshire Strategic Board entitled: 'A Community fit for our children - a Profile of Tisbury Community Area and its villages'.

2.2 THE TISVIS PROCESS

Our first public event was a stall at the Church Fete, in June 2005. Here we promoted the concept of the Parish Plan and the public Awareness Day that was to follow. Visitors to the stall were also invited to offer their early comments on the aspects of Tisbury they liked or did not like.

Secondly, in early July 2005, we held a public Awareness Day. We offered visitors a copy of the village profile that we had written and then invited them to comment on what they wanted to protect in the Parishes and what they wanted to improve. Over 400 residents from Tisbury and neighbouring villages participated.

A detailed analysis of the visitors' comments and the issues they raised followed and, from this analysis, we prepared a questionnaire for circulation in the two parishes to all residents eligible to vote. We also offered the questionnaire to resident teenagers, many of whom welcomed the involvement. The population of the two parishes is some 2700. Altogether, we received 1426 completed questionnaires representing over 70% of households.

Using software developed by a member of the Steering Group, we analysed the responses to the questionnaire by age group, by gender and by parish. A summary of this analysis is at Annexe C. Each questionnaire also contained a box into which we invited respondents to add their own freeform comments. These, too, were analysed.

From these analyses, we were able to identify the key issues raised and how perhaps they might be dealt with. Unsurprisingly, we found that some of the emerging aims could be dealt with quite quickly, others would take longer and some might be beyond our reach.

We held two public meetings in March 2007. At the first of these (10/3), we invited visitors to agree or disagree with our suggested aims and the ways forward for dealing with them, and to add further suggestions of their own. At the second meeting (22/3), visitors included a range of specially invited stakeholders. Here, too, we sought more suggestions but we also asked those present to give a priority to the various ways forward and, in particular, to indicate if they could help specifically with them.

Much of the output from the meetings has been incorporated in the sections that follow, and in Annexe A. Where incorporation has not been possible, we have included the suggestions at the end of the Annexe, for consideration at Phase Two (see below).

A draft of the Plan was then given to Salisbury District Council who, over a period of eight weeks, solicited responses from various organisations, generally members of the South Wiltshire Strategic Alliance (SWSA). The Plan and its schedule of actions have also been given to local stakeholders for their comments. Responses from these and from the SWSA have been incorporated in Annexe A to form the final version of the Plan. Salisbury District Council has also validated the process and procedures that have been used to produce the Plan.

Note 2: In this context, we define ‘stakeholder’ as any person, group or organisation that can ease, or obstruct, the protection and improvement of Tisbury

2.3 INTEGRITY OF THE TISVIS PROCESS

To demonstrate the integrity of the process, we have preserved an audit trail. This extends from the original post-it comments at the Awareness Day, through the responses to the questionnaire and on to the current phase of the Plan.

The full chronology of the process is at Annexe E. Our terms of reference are at Annexe F, and a diagram of the process we have used is at Annexe D.

2.4 SCOPE

We have limited the scope of the Plan to what we believe should be achievable.

2.5 RELATIONSHIPS WITH OTHER PLANS

Unsurprisingly, our Parish Plan does not stand alone and, in one way or another, it relates to plans and strategies at every level across the region. These inter-relationships are complex. The diagram at Annexe G shows some of this complexity.

2.6 STRUCTURE

We have grouped the issues, with no particular priority, into eleven sections as follows:

Key services:	Medical, Fire and Ambulance, Policing
Activities:	Clubs and Amenities, Education, Local Business
Travel:	Roads, Footways and Parking, Public Transport
Village Fabric:	New Building, Environment
Delivery:	Governance

Each section comprises three elements:

- A summary of public responses including output from the Public Awareness Day, the Questionnaire, the recent Validation Days, and our own Gap Analysis
- Discussion of the issues and the Aims arising
- The Stakeholders with whom longer-term resolution may lie

Where applicable, we have added a fourth element to highlight any pre-publication responses from stakeholders.

3. MEDICAL SERVICES

3.1 SUMMARY OF PUBLIC RESPONSES

a) Awareness Day

Medical (5 comments)

3 appreciate the **medical facilities**

1 worries about the time to be taken for an **ambulance** to reach the village

1 seeks a higher proportion of **NHS dental patients** being treated in the Tisbury practice

b) Questionnaire

question number	question	respondents	response to statement %		
			agree	other	disagree
5	In general, Tisbury is well provided with medical services	1403	87	8	5
7	Non-urgent patient transport services are good.	1283	17	63	20
8	Out-of-hours medical services in Tisbury are good.	1320	23	42	35
10	Tisbury has good access to NHS Dental services.	1383	11	14	75
11	Tisbury has good access to optician services	1368	5	19	76

c) Questionnaire (freeform comments)

question number	no. of comments	comments
08	09	OUT OF HOURS MEDICAL SERVICE poor, particularly for the elderly
10	16	NHS DENTIST cover inadequate
11	03	OPTICIAN needed

d) Community Validation Days

- Establish a 'well-man' clinic [for future consideration, see Annexe A line 1401]
- Help patients to decide for themselves whether the type of care they require needs to be out-of-hours treatment

3.2 ISSUES

a) In general

Tisbury is fortunate to enjoy excellent medical services, for which respondents to the questionnaire show a gratifying 87% level of satisfaction.

b) Non-urgent patient transport services

Non-urgent patient transport services have changed greatly in recent years. Financial cutbacks have reduced the free Hospital Car Service to the carrying of patients only in the following circumstances:

- Those attending treatment under the Mental Health Act
- A child whose wellbeing is at risk and whose guardian is unable to provide transport
- Those who are in shock after bad news or who are having chemotherapy or have been given drugs that affect their sight.

Ambulances are still available for the wheelchair or bed-bound. Other patients must now arrange their own transport. Patients in receipt of certain benefits may reclaim their travel costs from the hospital as concessionary fare pass passengers but this appears not extend to the Tisbus scheme.

In all other circumstances, patients rely increasingly on such services as the Link Scheme and Tisbus, services that are always vulnerable to reductions in funding and shortage of volunteers.

AIM 1: Improve public transport to local hospitals***Ways Forward:***

Explore scale of problem and options for additional funding of transport to local hospitals including:

- direct bus service,
- train and bus links,
- strengthen and promote Link Scheme,
- strengthen and promote Tisbus,
- concessionary fare passes

c) Out-of-hours medical services

In recent years, national changes to out-of-hours medical services have been extensive. Local GPs opted out of the original 24-hour care commitment and the local Primary Care Trust became responsible, in their place. Our current service is commissioned by Wiltshire Primary Care Trust, and provided by Great Western Ambulance Service NHS Trust.

The patient, or someone on their behalf, telephones their usual doctor's surgery number. The call is diverted to the service and the caller states the circumstances to the duty receptionist. A service doctor then returns the call as soon as possible to decide whether:

- the problem can be dealt with by advice over the phone (most calls)
- the patient should attend the local treatment centre, at Shaftesbury Hospital
- a doctor or Emergency Care Practitioner should visit the patient at home
- the problem is life threatening or obviously requires hospital admission, in which case the 999-ambulance service is called (see section 4 below).

Nevertheless, a significant 35% of respondents to the questionnaire remain dissatisfied with the out-of-hours service.

We are uncertain how important an issue this is for the residents of Tisbury and other parishes within the catchment area, and the degree overloading of the out-of-hours service.

AIM 2: Improve ‘out-of-hours’ medical cover***Ways Forward:***

- Explore with GPs ways to measure the incidence and type of out-of-hours calls
- Explore with GPs the scope for improving cover and the use of the NHS Direct Service

d) Access to NHS Dental services

The local situation reflects the national position where very few dentists choose to work for the NHS. Salisbury Primary Care Trust operates an emergency service but continuing NHS care ought to be available locally. The local situation reflects the position nationally with very few dentists prepared to work for the NHS. A service nearer to home means less time travelling, lower costs, lower pollution and generally less stress.

AIM 3: Obtain a local NHS dental service***Ways Forward:***

- Ensure residents fully understand why there is no local NHS dental service at present
- Encourage residents to lobby their MPs and Primary Care Trusts to provide a local NHS dental service

e) Access to Optician service

Shaftesbury, Gillingham, Warminster, Sturminster Newton, Salisbury and Amesbury all have opticians working with the NHS. Tisbury, Mere and Wilton have not. It is a commercial decision for an optician to open a practice. Some opticians will visit housebound patients but will not have the range of equipment that would otherwise be available. Another option is public transport. The Link Scheme and Tisbus are available as are buses to Shaftesbury and Salisbury, and trains to Salisbury. Urgent appointments with opticians are rare.

As with a dental service, a service nearer to home means less time travelling, lower costs, lower pollution and generally less stress. And, while it is true to say that residents in the Tisbury area have poor access to an Optician, we are not sure what importance residents would attach to having a local facility.

AIM 4: Attract a local optician***Ways Forward:***

- Investigate the scope in Tisbury for an optician’s practice
- Investigate the scope in Tisbury for a part-time visiting service by an optician

3.3 STAKEHOLDERS

Fovant Medical Practice
Hindon Medical Practice
Hospital Transport Service
Tisbury Chamber of Trade
Tisbury Dental Practice
Tisbury Medical Practice
Tisbury Parish Councils
Tibus and the Link Scheme
Wiltshire Primary Care Trust

3.4 RESPONSES FROM STAKEHOLDERS

See Annexe A (lines 0312 and 0313) for comments from WCC Bus Network Manager

4. FIRE AND AMBULANCE SERVICES

4.1 SUMMARY OF PUBLIC RESPONSES

a) Awareness Day - None

b) Questionnaire (questions)

question number	question	respondents	response to statement %		
			agree	other	disagree
6	Emergency ambulance services in Tisbury are not good	1329	38	47	14
9	Fire Services in Tisbury are good	1384	88	11	1
60	The future of the Fire Station in Tisbury should be safeguarded	1415	98	1	0

c) Questionnaire (freeform comments)

question number	no. of comments	comments
6	03	EMERGENCY SERVICE: fire engines should have trained first aiders on board; ambulance service does not meet national arrival standards

d) Gap analysis

- Threat to retained Fire Service if suitable employment in catchment area falls too low
- Fire service commitment to community safety

e) Validation Days

- Five comments sought to re-instate fire service ability to respond to medical emergencies

4.2 ISSUES

a) The Fire Service

Tisbury Fire Station has been located on the Avenue, for the last 30 years. The Tisbury crew needs to reach the scene of emergencies within a maximum of 15 minutes. This response time defines an area that includes the Dorset border at Shaftesbury, Tollard Royal, Compton Chamberlayne, Dinton, Wylde, the A350, and the A303. The station receives, on average, some five calls a week.

In addition to firefighting, typical emergencies include water and rope rescue, road traffic collisions and more recently, as part of the 'First Responder Scheme', specified medical treatments such as defibrillation, oxygen therapy and resuscitation. The crew is also heavily involved in free community safety activities such as visiting people and organisations deemed at risk of fire, deploying home check advisors and fitting smoke alarms.

According to the Integrated Risk Management Plan 2006 for the Wiltshire Fire Service, the Tisbury Fire Station is central to the fire service's long-term strategy. Organisationally, therefore, the future of the fire station is secure. To operate effectively, the station is established for twelve retained firefighters. If the level of employment in the village falls below that which is necessary to provide a pool from which to recruit such a team, then the future of the Fire Station (of which we are all proud and grateful) will be at risk. The team is always looking for new members.

The importance of the fire service and the first responder scheme to Tisbury and to the surrounding areas is clear. If, of course, the fire service were to disappear, so would the first responder scheme.

AIM 1: Maintain sufficient and suitable employment in Tisbury to provide the catchment from which retained firefighters can be recruited

Way Forward:

- Ensure Salisbury District Council are aware of the implications of change of use and, in particular, support planning applications for local business
- Persuade local employers to encourage suitable staff to volunteer for the Fire Service

AIM 2: Assist the fire service in the promotion of its community safety work

Ways Forward:

- Discuss with Fire Service what promotional support would be useful
- Ensure village events include opportunities for the Fire Service to promote community safety

b) The Ambulance Service

The Great Western Ambulance Service, like other ambulance services, has neither the funds nor the resources to perform as it would wish. The service is expected, by the Government, to respond to 75% of “life threatening” calls within 8 minutes. This response may be an ambulance, a paramedic car or a trained First Responder (see Fire Service response). Additionally, a fully crewed ambulance is required to respond to 95% of such calls, within 19 minutes. Similarly, 50% of “serious but not life threatening” calls must be responded to in 8 minutes, and 95% within 19 minutes.

Two stations serve Tisbury, one is in Warminster and the other is on the far side of Salisbury. Occasionally, the Amesbury or Shaftesbury station assists. It is impossible to get an ambulance from Salisbury ambulance station to Tisbury in 19 minutes, and only just possible to do so from Warminster. For these reasons, the Tisbury Fire crew is equipped with a defibrillator and other life support equipment and is thus able to offer a first response service prior to the arrival of an ambulance. Our best course is to support the Fire Services response to medical emergencies.

4.3 THE STAKEHOLDERS

Great Western Ambulance Service NHS Trust
Tisbury Fire Station
Tisbury Parish Councils
Wiltshire Fire Service

4.4 RESPONSES FROM STAKEHOLDERS

We understand that the scope of the first responder scheme provided by the Fire Service is *now* under review with the Great Western Ambulance Service.

See also Annexe A (line 0411) for comments from SDC

5. POLICING

5.1 SUMMARY OF PUBLIC RESPONSES

a) Awareness Day

Security (6 comments)

4 question the staffing of the police station

1 advocates CCTV

1 notes an increase of crime on Friday and Saturday evenings

b) Questionnaire (questions)

question number	question	respondents	response to statement %		
			agree	other	disagree
16	Anti-social behaviour is a problem in Tisbury	1349	35	37	28
59	The future of the Police Station in Tisbury should be safeguarded	1412	95	4	1

c) Questionnaire (freeform comments)

question number	no. of comments	comments
16	09	ANTI-SOCIAL BEHAVIOUR might be less if more facilities for the young; stimulated by drug abuse (and relocation of Salisbury residents into local low-cost housing)
59	26	The future of the POLICE STATION must be safeguarded - but responders are disenchanted by lack of police presence in the village and the opening hours of the police station

d) Gap analysis

- Questionnaire analysis by age group shows that a greater percentage of the young regard anti-social behaviour as a problem than do their elders
- Absence of accessible statistics for crime levels

e) Validation Days

- Eight comments sought to secure or improve police presence in the village
- Five comments concerned young people, their behaviour and ways of improving it by, for example, further provision and promotion of appropriate amenities for the young

5.2 ISSUES

a) Police presence

Crime in Tisbury is low. Some sixty cases are reported each year, mainly burglary, theft and criminal damage. Public order and anti-social behaviour offences are also low although we know that, for fear of reprisal, not all cases are reported. A summary of reported incidents appears monthly, in the Focus magazine.



The Square, Tisbury. Election Time in the 1890's



The High Street in the 1960's



The Square, looking towards the Old Brewery



Looking up the High Street

While the village population continues to increase, police coverage is shrinking. Until recently, some five or six police officers have together served Tisbury and Mere. Government policy has now reduced this complement. From January 2007, and for each of these villages, central government will fund a complement of two officers comprising one Community Beat Manager, who is a regular Police Officer, and one Police Community Safety Officer (PCSO). On the more positive side, the new complement will be deployed only within the area and will no longer be required to respond, say, to traffic incidents beyond the area boundaries. Clearly, it is important that we monitor the level of crime in the community.

The Salisbury and South Wilts area of the Neighbourhood Watch Scheme is coordinated from Salisbury Police Station. With Tisbury Police Station as the base, it is hoped that, with the help of the Community Beat Manager, the Tisbury element of this scheme will be revived by re-enlisting past volunteers and by recruiting new ones.

AIM 1: Compensate for the reduction of Police presence

Ways Forward:

- Use the monthly feature in the parish magazine (Focus) to compile and monitor statistics on local crime (and traffic accidents) in order, should it become necessary, to present a case for increasing the presence of police officers in the village
- Revive the Neighbourhood Watch Scheme
- Promote awareness of security issues

b) Anti-social behaviour

Anti-social behaviour, particularly among the youth of the community, is increasing and might perhaps be kept lower by providing enough legitimate diversions.

AIM 2: Take every opportunity to promote youth activities within the village (see also section 6, Clubs and Amenities)

Way Forward:

- Engage with young people to seek ways of meeting their aspirations

5.3 THE STAKEHOLDERS

Clubs and Amenities in Tisbury that provide facilities for young people
Salisbury District Council
Tisbury Parish Councils
Wiltshire Constabulary
Wiltshire County Council

6. CLUBS AND AMENITIES

6.1 SUMMARY OF PUBLIC RESPONSES

a) Awareness Day

Communications (11 comments)

- 3 suggest a newsletter to complement 'Focus'
- 1 values 'Focus'
- 4 suggest better-placed notice boards
- 2 seek better quality digital signals for TV and radio
- 1 wants a shop guide

Social (4 comments)

- 3 suggest a drop-in centre for the elderly, a chat shelter, and the retention of the allotments.
- A fourth likes the Saturday night music

Youth (21 comments)

All 21 comments seek to protect or add to existing facilities for the young. They include the recreation ground and football pitch (more money needed), sports centre and swimming pool, youth club, cyber cafe, cricket and cycling clubs, activity area in the library and play spaces for the children.

Public lavatories (3 comments)

All seek better care of the facility

b) Questionnaire (questions)

question number	question	respondents	response to statement %		
			agree	other	disagree
1	It is easy to find out what is going on in Tisbury.	1394	64	23	12
2	The village notice boards and the Parish Magazine, Focus, are insufficient for telling people what is going on in Tisbury	1389	33	24	43
3	There are plenty of opportunities for older people to socialise in Tisbury.	1340	39	44	17
4	There are plenty of opportunities for young people to socialise in Tisbury.	1313	14	37	49
56	Young people in Tisbury should be provided with more vocational and recreational facilities	1358	83	15	2
57	The Moped Access Project in Tisbury should be safeguarded	1286	53	44	3
58	The future of the Sports Centre in Tisbury should be safeguarded	1407	96	3	1
61	I would be willing to pay more Parish Council tax to support the running costs of village facilities	1345	52	27	22
62	Tisbury's existing swimming pool should be improved to allow all-year use.	1383	85	12	3
63	The public lavatories adjacent to the car park at Nadder Close in Tisbury are well maintained	1327	47	47	6

c) Questionnaire (freeform comments)

question number	no. of comments	comments
	15	Safeguard the LIBRARY , and for some, extend the opening hours
	15	MISCELLANEOUS comments include: 'very unhappy about the removal of the resident warden at Nadder Close'; 'activities are generally after dark and thus difficult for the elderly'; 'have a sports field that doesn't flood'
1	11	WHAT IS GOING ON? Comments include: 'Set up a web site'; 'improve digital reception'; 'don't know where to find information'; 'I've never seen the notice board or the parish magazine'; 'set up a freebie'; 'we need to be told before things happen'
56	27	OPPORTUNITIES FOR YOUNG are inadequate
58	24	The future of the SPORTS CENTRE must be safeguarded. (see question 62)
62	18	The future of the SWIMMING POOL must be safeguarded. Total includes at least five who would like the pool upgraded to year-round use, i.e. covered. Another two would <i>integrate</i> the swimming pool with the sports centre (see question 58).

d) Gap analysis

- Aspirations of football club
- Aspirations of bowling club
- The number of village halls
- Some residents are not as well informed as they think they are and, by implication, would like to be

e) Validation Day

- Three comments referred to inadequacy of notice boards
- Four comments sought to increase size or facilities of the Library
- Five comments sought to either to convert the swimming to all-the-year use or at least protect it
- Open youth drop-in café (see section 8)
- Investigate formation of cub pack [for future consideration, see Annexe A line 1402]
- If they are not levelled, resurfacing the tennis courts at the sports centre will be a waste of money

6.2 ISSUES**a) General**

A wide variety of clubs and amenities is available in Tisbury; a list of them is at Annexe H. We consider here only those that appear to have the most support or publicity or both. Successful amenities obviously depend on membership, use and good management. They also require adequate funding, often with commitment from local authorities, and enthusiastic support groups. Where any of these elements is missing, the amenity is unlikely to survive. Many of these amenities have a particular relevance to the younger elements of the community

AIM 1: Protect, improve and promote the clubs, amenities and vocational activities for the young people of Tisbury

Ways Forward:

- Nominate a Parish Councillor with specific responsibility for the support and development of youth activities
- Locate advice on sources of funds and local fund-raising activities including additional parish tax contribution and how best to apply Salisbury District recreation policy (R2)

Footnote: R2 policy aims to increase publicly available outdoor recreational facilities. Developers of new residential sites may be required to provide open space on the site they are developing or to contribute financially towards facilities elsewhere in the local area. Such facilities can include sports pitches, children's playgrounds, landscaped areas, public gardens and so on.

b) The Football and Social Club

The club is a private one but depends on the use of the lower recreation ground and the associated pavilion. Tisbury Parish Council owns these facilities but the club pays a peppercorn rent for use of the pavilion and is responsible for general upkeep. The club also thrives as a social venue. Club members are keen to improve the facilities by charging spectators and by adding railings around the pitch, a seating stand and better flood lighting. They will need the Parish Council's support for these. (See section 6.2.a above)

c) Bowling Club

This thriving club adjoins the lower recreation ground. Club members maintain the green and its surrounds, and raise funds from membership fees and from various local events. Matches are typically against local league teams. In order to entertain teams of a higher standard, the club would like to widen the present green to form a square. The neighbouring farmer has offered some of his land as a possible solution. Unfortunately, pipes belonging to the Wessex Water company run alongside the green and, without the very substantial investment necessary to move them, prevent any expansion (see 6.2.a above).

d) Swimming Pool

The Tisbury Swimming Club is open to the whole community and is fortunate to have the use of its own outdoor swimming pool. Since the closure of Nadder Middle School, however, this active and otherwise successful club has struggled to survive. Wiltshire County Council is responsible for the maintenance of the swimming pool and the seasonal granting of permission to open the pool. In recent years, the Council has delayed permission and in 2006, perhaps the hottest summer on record, could only do so in time for an August opening. This unnecessary delay caused a severe drop in usage and much needed income. The future of the club depends on the legally binding agreement with the County Council both for capital and for operational expenses. We understand that a Level 3 complaint is to be lodged with the local government ombudsman to ensure the swimming pool is open by 1 May. Only with this commitment can the club hope to develop a long-term strategy to upgrade the facility to an all-weather pool. The results of the questionnaire suggest that ample support exists for an initiative to raise funds from residents, from local businesses and developers and perhaps from public sector grants.

AIM 2: Ensure the survival and improvement of the Tisbury swimming pool**Ways Forward:**

- Encourage Swimming Club to produce a realistic proposal for upgrading the Pool
- Encourage Swimming Club to initiate a broad-based public campaign to secure necessary funding (including contributions from the general public)
- Encourage Swimming Club to engage with Wiltshire County Council in ensuring the pool contract is fulfilled and, in particular, the pool is open for the full length of each season

e) Youth Club

The Youth Club now operates from its new, and freshly renovated, home on the Avenue, opposite the public Car Park. The new base enables the club to offer to the teenagers of Tisbury a much wider variety of activities and entertainment than previously. An outstanding concern is the relocation of the motorcycle section from its old temporary premises adjoining Nadder Hall. New premises have yet to be found (see 6.2.a above).

Young people continue to seek a drop-in café that caters for their particular needs (see section 8).

f) Sports Centre

Public outcry in the form of letters, a petition, a public meeting, and a march in Salisbury has persuaded Salisbury District Council to reconsider plans to close the Tisbury & District Sports Centre. The “*Friends of Tisbury & District Sports Centre*” has since been set up to provide advice on the usage of the centre, the form and scale of its charges, the preparation of its business plan and the administration of the Centre. The people of Tisbury clearly regard the Centre as a vital facility for the well-being of everybody in the village and for a wide area around it. The questionnaire shows that no less than 96% of respondents urge its protection. Accordingly, when seeking funds to keep the Centre alive, the Parish Council should view the facility as a priority in their dealings with the District Council. The offerings of the Centre need wide and powerful advertising not just in Tisbury but also across the broad Nadder community.

AIM 3: Ensure the survival and improvement of the Tisbury sports centre**Way Forward:**

- Encourage Sports Centre Management to seek further customers and funding by additional and vigorous promotion of the Sports Centre
- Provide an outside multi-use area including the resurfacing and levelling of the tennis courts

g) Library

The Library is well used but several responders would support a larger library, longer opening hours and an internet access. Wiltshire County Council continues to provide funds and, at present, there is no threat of closure. However, Tisbury must remain alert. Some neighbouring libraries are closing because of withdrawal of funds by the Dorset Council.

AIM 4: Improve library facilities

Way Forward:

- Review the scope for extending the library facilities including size, opening hours and access to the Internet

h) Village Halls

Tisbury has five village halls, they are:

- Victoria Hall
- Elizabeth Hall
- Nadder Hall
- Methodist Hall
- Hinton Hall

The challenge is to ensure the widest possible use of this number of facilities.

i) Communication

At present, general communication with the public comprises six notice boards, the monthly Focus magazine and its associated web site at nadderfocus.com, the Post Office window, placements in local newspapers, and numerous posters on lampposts, fences and the like. A plethora of other Tisbury-related web pages is available through Google and through the web site at wiltshirecommunityweb.org.uk.

The notice boards include:

- Victoria Hall
- Elizabeth Hall
- Monmouth Hill
- The Library
- The Causeway, adjacent to the Newsagents
- The Square
- St John's Churchyard
- Newtown

The Focus publications each month comprise the monthly magazine and a web page (see www.nadderfocus.com). Both include a 'What's On in Tisbury' section.

Despite all this, the results from the questionnaire suggest that present communication arrangements are only 'adequate' and our experience in preparing this Plan suggests that much potentially useful knowledge of events and announcements still eludes many residents.

AIM 5: Ensure that residents can all know what is happening in the village

Ways Forward:

- Review how formal communication can best be improved between the Parish Councils and the whole community
- Review the location and number of notice boards
- Participate in the web site at wiltshirecommunityweb.org.uk
- In collaboration with the editors of Focus, publish a fortnightly version of “What's On in Tisbury” on the Internet
- In association with the editors of Focus, consider the scope for publishing and distributing a newsletter with, perhaps, the support of a separate team

j) Toilets

Cleaning and maintenance of the public toilets, on the Avenue, are currently the responsibility of Salisbury District Council (SDC). But, from 2008, the facility will become the responsibility of Tisbury Parish Council and funding will become an issue.

AIM 6: Establish the source of funding for the public toilets from 2008 onwards and make necessary provision

6.3 THE STAKEHOLDERS

Committee of Tisbury Bowling Club
Committee of Tisbury Football and Social Club
Friends of Tisbury & District Sports Centre
Hinton Hall Committee
Methodist Church Hall Committee
Salisbury District Council
Swimming Pool Committee
Tisbury Parish Councils
Village Halls' Committee
Wiltshire County Council

6.5 RESPONSES FROM STAKEHOLDERS

The tennis courts attached to the Sports Centre are now being resurfaced. Over a by-line of Village Voices, the Editors of Focus have retained two ‘reporters’ to add to the stock of stories from the community.

7. EDUCATION

7.1 SUMMARY OF PUBLIC RESPONSES

a) Awareness Day

Schooling (9 comments)

5 regret closure of Tisbury's **secondary school** (of these, 1 is unable to reconcile school closure with the quest for more houses - for young families)

4 seek (or recommend) **permanent pre-school premises** [*N.B. the pre-school now has permanent premises*]

b) Questionnaire (questions)

question number	question	respondents	response to statement %		
			agree	other	disagree
12	Tisbury has good access to pre-school education	1282	51	42	7
13	Tisbury has good access to primary (5 - 11 years) education	1295	64	31	5
14	Tisbury has good access to secondary (11 - 18 years) education.	1287	23	37	40
15	Tisbury has good access to adult/further education	1310	11	36	53

c) Questionnaire (freeform comments)

question number	no. of comments	comments
12	01	PRE SCHOOL EDUCATION is excellent
13	01	PRIMARY SCHOOL EDUCATION is excellent
15	03	ADULT EDUCATION is a good idea for Tisbury

d) Gap analysis

- Effect of parental choice on Tisbury's own schools

e) Validation Days

- Consider provision of art and craft-based workshops in evenings or at weekends
- Add or reinstate courses for adults with special needs
- What about the 'University of the Third Age'?
- St John's primary school would be happy to hold adult education on its premises after school
- Install sign to St John's Primary School from Vicarage Road [for future consideration, see Annexe A line 1403]

7.2 ISSUES

a) Overview

The parishes of Tisbury are well served by pre and primary schools. Secondary education is available in Shaftesbury, Gillingham and Salisbury.

b) Primary schools

The excellence of primary school education in the parishes remains critical to our future. In pursuit of this, and in order to retain teachers and facilities for our children, it is vital that the number of children attending the primary schools within the parishes is as high as possible.

AIM 1: Secure the best possible primary education for the children of Tisbury***Ways Forward:***

- Discuss with head teachers how the village can support their efforts to provide the best schooling within the parishes.

c) Transport to Secondary Schools

Now that the Middle School has closed, albeit with much opposition, local children seeking secondary education (age 11 - 18) might normally expect to attend Shaftesbury School. However, many parents choose to send their children to schools in Salisbury or Gillingham. These preferences may be because trains from Tisbury to these destinations are more frequent, and run later, than buses to Shaftesbury. One consequence is that children are excluded from the wider curriculum of after-school activities.

AIM 2: Secure the best possible secondary education for the children of Tisbury***Ways Forward:***

- Discover why Tisbury residents send their children to secondary schools in Salisbury and Gillingham rather than those in Shaftesbury
- Discuss with head teachers how the village could best support their efforts

d) Impact Assessment of future development

There is evidence that Salisbury District Council does not consult with schools when assessing development plans. For example, the Head Teacher at St John's school was, until very recently, unaware of the extent of proposed housing development in Tisbury. These developments include seventy-five houses off Hindon Lane, a further twenty-five in the allotment gardens, and another ten off Ladydown View. If these developments go ahead, the demand for school places will increase significantly and the wisdom of closing the Middle School will be called into question.

AIM 3: Ensure that planning decisions take account of educational issues**Way Forward:**

- Encourage Salisbury District Council, as a matter of good practice, always to inform all providers of education in advance of the acceptance of planning applications for significant housing development

e) Further Education

There is clear evidence from the questionnaire and other responses that elements of Further Education in Tisbury would be welcome including, for example, craft-related courses and provisions for those with special needs. The managers of Salisbury College indicate that they are looking for suitable premises from which to offer an outreach service, at least for IT classes. We also understand that the Principal of St John's Primary School would be happy to hold adult education on its premises, after normal school hours.

AIM 4: Improve the facilities for adult education in Tisbury**Ways Forward:**

- Encourage Salisbury College to undertake further market research to establish what classes for Further Education would be viable, in the Tisbury area
- Encourage the Workers' Education Association to undertake further market research to establish what classes for Further Education would be viable, in the Tisbury area
- Explore setting up of a 'University of the Third Age' group
- Explore scope for providing adult education at St John's Primary School
- Explore the provision of learning opportunities for those with disabilities and special needs
- Explore provision of art and craft-based workshops in evenings or at weekends

7.3 STAKEHOLDERS

Tisbury children and their parents
 Head Teachers of local schools
 Salisbury District Council
 Salisbury College
 South West Trains
 Wilts and Dorset Bus Company
 Wiltshire County Council

7.4 RESPONSES FROM STAKEHOLDERS

See Annexe A (line 0731) for comments from SDC

8. LOCAL BUSINESS

8.1 SUMMARY OF PUBLIC RESPONSES

a) Awareness Day

Shops (39 comments)

6 regret **closures**

1 urges that **no change of use** is permitted i.e. shops must remain shops

11 **value** the presence of shops (*and by implication so do the other 28*)

12 seek **more shops** including baker (4), café (5), haberdashery (1), specialist shops (1), charity or second hand (1)

6 seek specific **support for shops** e.g. SDC incentives, loyalty from villagers, outlet for local produce, new houses, national support for rural post office(s)

2 value the **petrol station**, of which one would like it relocated

1 seeks to retain the **Victorian frontage** to shops

Employment (10 comments)

All comments either regret **loss of jobs** or seek more. Of these, one would prohibit change of use of land (*to residential*). Another encourages working at home.

b) Questionnaire (questions)

question number	question	respondents	response to statement %		
			agree	other	disagree
64	I would visit the shops in Tisbury more often if their opening hours were longer.	1338	19	47	34
65	I would shop more often in Tisbury if car parking was easier	1324	26	46	28
66	I would shop more often in Tisbury if there was a café	1334	34	43	23
67	I would shop more often in Tisbury if there was a second-hand shop (for clothes etc)	1337	30	44	26
68	I would shop more often in Tisbury if there was a bakery	1350	57	30	13
69	The future of the Post Office in Tisbury should be safeguarded.	1419	98	2	0
70	Salisbury District Council should give better support to local shops and businesses by reducing business rates	1387	88	11	1

c) Questionnaire (freeform comments)

question number	no. of comments	comments
	31	MISCELLANEOUS comments include: Some negative comment re the CO-OP (4); ‘Tisbury needs more local jobs (8)’; ‘disgrace that are not more shops further up and at the top of the High Street’; ‘coaching people out to Shaftesbury cannot be good for Tisbury shops’; ‘Tisbury needs a decent pub’
64	31	Most comments, one way or another, urge more SHOPS (see also questions 64 to 68). The list includes charity, newsagent (5), clothes (3 - ‘not just a posh one’), another ‘Bib and Tucker’, second hand (2), café (9, particularly for the youngsters), farmer’s market, bakery (2), wet fish (3), and ‘whatever Shaftesbury has’.
69	10	Safeguard the POST OFFICE
70	25	SUPPORT FOR THE SHOPS is required not just from SDC (in the form of rate reduction and the rejection of applications for ‘change of use’ but also from residents and by bussing people in. One responder advocated ‘promoting’ Tisbury to bring the visitors in. The Parish Council ‘should have prevented’ the closure of the bank [Lloyds?]

d) Gap analysis

- Shortage of new business premises
- Resisting change of use to existing commercial premises
- Importance of the Chamber of Trade

e) Validation Day

- Consider a small laundrette
- Consider local vegetable market on hard area for parking [for future consideration, see Annexe A line 1404]

8.2 ISSUES

a) Introduction

Over one hundred businesses operate from bases in Tisbury. They include accountants, antique sellers, boutiques, builders, butchers, car mechanics, carpenters, carpet retailers, caterers, chemists, commercial artists, decorators, dentists, designers, electrical retailers, estate agents, farmers, gardeners, greengrocers, grocers, hairdressers, home-helpers, insurance brokers, ironmongers, joiners, music teachers, newsagents, photographers, plumbers, post offices, potters, public houses, public relations consultants, service stations, surveyors, takeaways, transporters and more. Many of these businesses serve the local community and are long standing.

In contrast, agriculture and manufacturing which have served a wider community are now in decline. As the mix changes, so does the demand for workers and for appropriate premises. Industrial buildings such as those at the Station Works site are becoming redundant, as are many farm buildings. In their place, a demand for office space is emerging. For example, we have a dental insurance broker with fifty staff, a public relations company with fifteen staff and an advertising company with ten staff. There is, however, a shortage of such space. Consequently, businesses are seeking to move *out* of Tisbury. Clearly, to retain these businesses and the employment that they offer, indeed to attract more of them, we now need to develop a stock of modern and well-designed business units (see also section 11).

AIM 1: Promote Tisbury as a centre for office-based businesses and other creative and craft-oriented industries

Ways Forward:

- Place a high priority on the provision of appropriate business accommodation on the Station Works site
- Place a high priority on the provision of appropriate business accommodation on other underused sites in and around the village

b) The High Street

In many ways, the High Street, with its catchment area extending well beyond the village boundaries, is the centre of trade. If the High Street failed to thrive, then the heart of the village community would fail. And the High Street will only thrive if those who trade are able to produce the goods and services that shoppers, both local and from neighbouring villages, want and can afford.

A successful transaction with one trader may lead a customer to trade with another. To exploit this synergy, however well they may know their own businesses, traders must campaign together. In this context, the focal point for action should lie jointly with a strong Chamber of Trade and the Parish Council.

The questionnaire reveals several issues, the resolution of which might encourage more trade, for example, extending opening hours, providing more car-parking (see section 9), and encouraging investment such as in a bakery, a café, a second hand shop, and a farmers' market.

A dominant issue is the high rate of business tax. Here again, a strong Chamber of Trade may be able to help.

Gap analysis comment revealed that a change of use from commercial premises should be resisted.

Tisbury is fortunate to have a commercial High Street, and such a wide range of local services. Ultimately, however, the members of the community decide where they will place their custom. Some will do business locally out of preference or loyalty; some will pay lip service but go elsewhere and others will simply go elsewhere and never shop in Tisbury.

AIM 2: Increase the prosperity of Tisbury's High Street

Ways Forward:

- Invite traders to review the composition of the Chamber of Trade and its terms of reference
- Negotiate with Salisbury District Council a reduction in local business rates to help sustain the High Street
- Resist change of use of premises from commercial to residential occupancy, particularly in the High Street
- Investigate the scope in Tisbury for a baker, launderette and an optician's practice or, perhaps, a part-time visiting optician's service
- Organise appropriate facilities for passing on unwanted clothes, furniture and similar items, to other residents such as a swap shop or garage sale
- Promote further the marketing of locally grown and prepared food
- Promote Tisbury as the centre of the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty (AONB)
- Explore the scope for a young-persons drop-in café (see also sections 5 and 6)
- Explore the scope for a traditional café

8.3 STAKEHOLDERS

Salisbury District Council
Tisbury Chamber of Trade
Tisbury Parish Council

8.4 RESPONSES FROM STAKEHOLDERS

See Annexe A (lines 0811 and 0812) for comments from SDC and (line 0827) from AONB

9. ROADS, FOOTWAYS AND PARKING

9.1 SUMMARY OF PUBLIC RESPONSES

a) Awareness Day

Condition of roads (10 comments)

- 5 specifically mention the (*poor*) **condition** of local roads
- 4 seek to *keep* **narrow roads** and other existing impediments to speed
- 1 complains about the lack of **road sweeping**

Lighting (8 comments)

- 5 seek to hold or reduce **current levels**
- 2 recommend lighting at **specific spots**: Nadder Bridge, Stubbles
- 1 favours **solar power**

Parking (20 comments)

- 5 seek more parking at the **station**
- 9 seek parking elsewhere (*typically to serve the High Street*)
- 5 are concerned with **unhelpful parking**
- 1 recommends a lay-by at the ‘**Academy**’ bend

Roads - generally (16 comments)

- 6 are concerned by **traffic congestion**
- 3 concern (*access to*) **footpaths, cycle paths and bridleways**
- 4 cherish the **absence of through traffic** (but welcome links to the A303)
- 2 propose a ‘Duck Street: Cuff’s Lane’ **one-way system**
- 1 complains about **poor driving**

Road safety (14 comments)

- 12 suggest **more limits** or traffic calming, at various locations in the village
- 2 urge against **road humps**

b) Questionnaire (questions)

question number	question	respondents	response to statement %		
			agree	other	disagree
41	Speeding is a problem in and around Tisbury.	1375	55	27	18
42	The roads in and around Tisbury should not be widened.	1378	59	17	24
43	People should pay to use the car park in Nadder Close	1382	9	12	79
44	Tisbury does not need more street lights	1377	52	23	25
45	The Stubbles Footpath between the Church and the Railway Station needs more lights.	1359	58	28	14

c) Questionnaire (freeform comments)

question number	no. of comments	comments
	18	ROAD MAINTENANCE can improve: poor surfaces; diabolical potholes; inadequate salting; verges and hedges need attention, particularly Hindon Lane; drains need cleaning; flooding at Three Arches bridge and Jobbers Lane; road signs need cleaning and repositioning;
	15	MISCELLANEOUS comments include: 'mark the field footpaths more clearly'; 'roads are ruined by large farm vehicles'; 'make The Square a roundabout'; 'position the grit boxes more conveniently';
41	28	SPEEDING is a problem in and around Tisbury, particularly along Hindon Lane
42	05	ROAD WIDENING will or will not help i.e. more room for pedestrians but greater opportunity for speed
43	32	PARKING is a problem, particularly in the High Street, The Avenue and the station. Some would get rid of the Traffic Warden; another would like to see the Warden on Saturdays; two would pay for parking in Nadder Close
45	07	STREET LIGHTING would help along paths such as Church Walk, Stubbles and from the Avenue to the football pitch. Less light pollution at Parmiters is requested

d) Validation Day

- Improve maintenance of footpaths and bridle ways
- Ensure parking remains without restriction in the High Street
- Create further parking at Nadder Hall e.g clear land beyond ex youth centre

9.2 ISSUES**a) History**

Tisbury inherits a road system that is virtually unchanged since the age of the horse. Six minor 'C' roads converge on the village. They are all, at various points, restricted in width thus making it difficult, in the face of oncoming traffic, for cars to pass pedestrians safely. Four of these six roads pass through places that are only one vehicle wide. These 'pinch-points' include the tunnels at Newtown and on the Hindon Road, the arch at Fonthill Bishop and the road through Ansty. Low railway bridges, at Tisbury Row and the Three Arch Bridge in Jobbers Lane, pose additional problems for heavy goods vehicles. None of these roads has a footway or cycle path, even though the County Council directs a cycle way along some stretches.

While serious traffic accidents are rare on the minor roads, several have occurred on the A303 at its junction with the road from Fonthill Bishop. Some of these have been fatal.

b) Current Road Use

A survey of vehicles entering and leaving Tisbury was carried out partly in 1996 and then partly in 2002. Traffic at the peak times of 8 am to 9 am and 4 pm to 5 pm was recorded. Some 100 vehicles were logged, for each period, at each of Hindon Lane, Jobbers Lane at the railway bridge, and through Court Street and Tisbury Row. At these times, most of the traffic comprised journeys to work, to school, and to the railway station. But these surveys were not comprehensive and are now dated.

Regular users are familiar with the hazards of the narrow lanes and only a quarter of the people responding to the questionnaire seek to have the roads widened. Some 60% of respondents want to keep the roads as they are and a similar proportion has concerns about speeding

c) Trends in Road Use

The trend is for more and larger vehicles to be using Tisbury's narrow roads all the time including, in particular, the delivery vehicles that service local shops. Most of the large vehicles are forced by the low Three Arch Bridge to use the Fonthill Arch and then Hindon Lane.

Farm vehicles are larger than ever before. As farms amalgamate, tractors spend more time on the roads. Some have to make detours to avoid the railway bridges. Agricultural contractors based at Wardour make regular and heavy use of the roads. On the other hand, with fewer dairy farmers, and bigger capacity milk vats, the number of milk tanker movements is declining.

White vans proliferate as more people shop on line and expect prompt delivery. '4 x 4' vehicles increase in number and are wider than cars. The steady increase in housing development brings with it an ever increasing number of car owners. The closure of the Middle School and the exercise of choice of primary schools have together led to a higher number of school runs and fewer children going to school on foot. Increased use of the rail service has resulted in many more journeys to and from the station at peak times.

d) The Outcome

The main concerns resulting from the layout of the roads and current traffic trends are congestion, parking and road safety but, apart from on one or two footpaths, there is no desire for additional street lighting and certainly no desire for road widening.

A blanket 40 mph speed limit for the whole area between the A 30 and the A 303 and Hindon and Dinton, similar to the restriction in the New Forest, would significantly improve safety on minor roads. This could be reinforced by lower speed limits in the built up areas. Traffic calming measures such as further road *narrowing* may also be necessary.

The main danger to pedestrians, cyclists and equestrians is the lack of pavements. The danger is particularly severe on Hindon Lane and, with its blind corners, the road bridge over the Nadder that leads from the railway station towards the High Street. To avoid the costs of road widening and the removal of long lengths of hedge, “permitted paths” may be possible behind farmland hedges. A footbridge over the river would add considerably to future road safety.

It is difficult to see how to improve parking in the High Street but there is scope for more parking close by. The existing Nadder Close car park could be extended and, particularly for rail users, the area adjoining the South Western Hotel could be used. The latter is on a flood plain and would have to be designed appropriately, perhaps with porous green paving. Both areas would require negotiation and purchase from landowners but together they provide a possible solution to a difficult problem. The scheme at the South Western could be extended to incorporate a small public nature reserve, park and riverside walk. The economy of Tisbury and the services it provides clearly depend on the ease of parking in the village. The balancing of demand with availability would be considerably improved if the Parish Council took direct control of local parking policy.

The creation of a bus-turning circle, adjacent to the South Western Hotel, would reduce the movement and stopover of buses in the Square and improve the interchange between buses and the railway station.

AIM 1: Reduce the possibility of accidents***Ways Forward:***

- Seek a blanket 40 mph limit on all roads from Hindon to Dinton and between the A 303 and the A 30
- Seek a 30 mph restriction on the approach roads to the village
- Seek a 20 mph restriction in the High Street
- Urge the Wiltshire County Council to conduct a formal traffic survey and make the result available to the community,
- Based on the formal traffic survey, encourage Wiltshire County Council to prepare an overall plan to improve road safety in the area
- Campaign for a pedestrian bridge on the downstream side of the present river bridge

Pinch Points on the Roads into Tisbury



The Three Arch Bridge



The Road through Ansty



The Pyt House Tunnel



The Fonthill Arch



Hindon Road Tunnel



The Railway Bridge, Tisbury Row

e) Parking (see also section 11)

As Tisbury continues to expand from its traditional centre of the High Street, more and more people use cars to shop locally. Moreover, for fear of losing business to supermarkets elsewhere, retailers do not want draconian parking restrictions in the High Street. Congestion is inevitable. Parking is also difficult for commuters, other rail passengers, residents who depend upon on-street parking and users of public halls.

AIM 2: Optimise the allocation of parking space in Tisbury**Ways Forward:**

- Secure the authority to control parking policy in Tisbury and, with this authority, establishes a working group to prepare a plan that will improve local parking
- Explore the possible use of the area adjoining the South Western Hotel for parking
- Explore the possible use of the area adjoining the South Western Hotel as a turning circle for buses, and for landscaping

f) Road Maintenance

Many responders to the questionnaire used the freeform box to draw attention to poor surfaces, potholes, inadequate salting, care of verges and hedges, flooding, broken street lights, clarity of road signs and so on. To deal with such issues, Wiltshire County Council operates 'the Customer Lighting and Roads Enquiry Centre', otherwise known as 'Clarence'. The existence of the centre is not as widely publicised as perhaps it should be. Responders also drew attention to the poor state of some footpaths and bridle ways.

AIM 3: Ensure Tisbury roads are free of defects and hazards**Ways Forward:**

- Continue, with the help of the Parish Steward (employed by the Wiltshire County Council) and the Village Steward (employed by the Parish Councils), to monitor the condition of roads and their boundaries and deal with any problems
- Urge residents to use the 'Clarence' service (run by Wiltshire County Council) to report highway defects by telephoning 0800 232 323

AIM 4: Improve maintenance of footpaths and bridle ways**Way Forward:**

- Identify extent to which the maintenance of footpaths and bridle ways is a problem

9.3 STAKEHOLDERS

Tisbury Parish Councils
Wiltshire County Council Highways Department

9.4 RESPONSES FROM STAKEHOLDERS

See Annexe A (lines 0911, 0912, 0914, 0915 and 0916) for comments from WCC.

10. PUBLIC TRANSPORT

10.1 SUMMARY OF PUBLIC RESPONSES

a) Awareness Day

Trains (40 comments)

7 recommend **double track** working

5 state railway as one of their '**likes**' or as a reason for living in Tisbury

1 urges **promotion** of rail travel

2 seek unrestricted conveyance of **cycles**

2 seek **more carriages**

5 seek **general improvements to the service**, including links to Gillingham and Salisbury

8 seek **specific improvements**: 5 for later trains, 2 for early pm, 1 for all trains stopping

2 note that the **service has improved**

8 quote the train as a **mode of travel**

Buses (14 comments)

11 seek a **better service** including links to trains, schools, nearby towns and greater frequency

1 urges support for **Tisbus**

1 suggests enlisting the '**wiggly**' bus service

1 suggests **car sharing**

Mode of travel (8 comments) - 5 car, 2 bike, 1 walk

b) Questionnaire (questions)

question number	question	respondents	response to statement %		
			agree	other	disagree
48	I would make more use of the trains if the bus services in Salisbury and Gillingham were scheduled to meet them	1316	36	49	15
49	I would make more use of the trains, if there were a bus service from Salisbury Station to Odstock Hospital.	1327	49	39	12
50	I would make more use of the trains if bicycles could be carried on all trains	1297	30	55	15
51	The local railway station is one of the main reasons why I live in Tisbury	1347	47	30	24
52	I would make greater use of the trains if more of them stopped at Tisbury	1329	47	39	14
53	I would make more use of the trains if parking at the station was easier	1324	38	45	17
54	I would make greater use of the buses if more of them went to Shaftesbury.	1340	41	43	16
55	Tisbus and the Link Scheme should be given financial support from the Local Authorities.	1374	77	20	3

c) Questionnaire (freeform comments)

question number	no. of comments	comments
	10	MISCELLANEOUS comments include: ‘priority should be given to public transport, not cars’; ‘increase public transport and co-ordinate it’; ‘put bicycle stands in High Street, to encourage cycling’
48	10	BUS SERVICE (including questions 49, 54 and 55) could be improved including for example, to and from Shaftesbury, into Tisbury from outlying villages, and to Gillingham and Warminster.
51	19	TRAIN SERVICE very important but could be improved. Station staff are ‘very nice people’ but station could be cleaner.

d) Gap analysis

- All-weather cycle racks
- Anti-social behaviour at the railway station

e) Validation Day

- A weather-proof bus stop at Salisbury Station would be appreciated [for future consideration, see Annexe A line 1405]
- Perhaps Tisbury and West Tisbury Parish councils could consider giving an annual contribution to Tibus; at present, they give nothing
- Can we have later buses for schoolchildren returning from Shaftesbury?
- Four comments seeking concessionary fares on all form of public transport, particularly for the sick and elderly

10.1 THE ISSUES

a) Overall Public Transport Service for the Tisbury area

The Tisbury Rail Users’ Group (TRUG), no longer functions. The village is thus without a focused voice on rail operations; this is apparently in spite of offers from Network Rail to consult on significant changes.

Some 50% of residents (the percentage is higher for the sick and the elderly) would like a better connection between Salisbury Station and the District Hospital at Odstock. A service operates at ten-minute interval from each of two stops, some 500 metres away in Fisherton Street. For the sick and infirm, indeed for anyone on a wet day, this is inconvenient. An alternative Wilts and Dorset service to the hospital operates directly from the Station. Typically, this leaves some seven minutes *before* a train from Tisbury arrives, and returns some four minutes *after* a train for Tisbury departs. One assessment suggests that up to 80% of all trains serving intermediate stations local to Salisbury arrive so close to departure time of buses as to render connections impracticable. The assessment goes on to suggest that, providing an agreement can be reached with South West Trains regarding access to the station yard, a thirty-minute adjustment to bus times would benefit many others.

AIM 1: Improve overall Public Transport Service for the Tisbury area**Ways Forward:**

- Resuscitate the Tisbury Rail Users' Group
- Widen the remit of the Tisbury Rail Users' Group to include associated bus services, links with other organised forms of transport, and station parking
- Urge the Wilts and Dorset Bus Company and South West Trains jointly to improve the synchronisation of bus and train services particularly between Salisbury railway station and the district hospital at Odstock and, meanwhile, to give greater publicity to the current service from Fisherton Street

b) Rail Service

Nearly half (47%) of respondents to the questionnaire cite the rail service as a main reason for living in Tisbury. We recognise that few villages of our size enjoy as good a service as currently we do.

While a more frequent service may attract more passengers, there appears to be little scope for that until Network Rail reinstates double track working at Tisbury station. According to section 4.4.4 of the current Route Utilisation Strategy for our line, such a change to the local infrastructure is not scheduled in the next ten years.

Double track extensions are, however, in hand west of Yeovil; these are unlikely to affect Tisbury passengers, except perhaps to make the trains even more crowded.

Not surprisingly, 82% of respondents urge that any development of the Station Works site should not jeopardise future double track working and, by implication, the reinstatement of a second platform. Clearly, such an initiative would be very desirable, particularly in view of current development and Housing Allocations within Salisbury District Council's Local Plan. A subway or bridge would complement the reinstatement of the platform and would remove the risk to pedestrians obliged to use the existing footpath across the track.

At Tisbury, there is no convenient interchange between road and rail services

If passengers could take bicycles, 30% of residents (up to 39% among the lower age groups, and 35% from West Tisbury) might use the train service more frequently. Modern carriage design (Class 170 vehicles) does not however provide space for parcels, let alone bicycles. Older carriages, (Class 159), provide a limited amount of space but these are being phased out

Greater integration with bus services at Gillingham and Salisbury, particularly to Odstock for the sick and elderly, would also encourage more rail users. The next section, on Bus Services, considers this issue.

AIM 2: Improve the Rail Service***Ways Forward:***

- Lobby Network Rail to increase track capacity within the timeframe of their current “Route Utilisation Strategy”
- Lobby South West Trains to put more coaches on their trains
- In the event of development at the Station Works site at Tisbury, impose planning controls to protect the option for future double track working, the re-establishment of the former “down” platform and space for the construction of a bridge or subway.
- Re-examine the scope and need for further station car parking on the Station Works site
- Examine the scope and need for further station car parking in the fields adjacent to the South Western Hotel
- Encourage cycling to the station by urging South West Trains to install an all-weather and secure cycle rack

c) Bus services to and from Tisbury

Three operators provide the main services. They comprise Wilts & Dorset with a daily service to Salisbury, Shaftesbury and Hindon; Lever Brothers with a twice weekly service to Salisbury and a weekly service to Shaftesbury; and South Western Coaches with a weekly service to Warminster.

In general, although other passengers join or alight en route, take-up in Tisbury is light. Any addition to the commercial services, certainly without further financial support from local authorities, is unlikely. Unsurprisingly, nearly one Tisbury resident in four favours further financial support at least for Tisbus and the Link Scheme (see also section 3.2.b, 2.1.g). Tisbus now has responsibility for the Wilts & Dorset service to Shaftesbury, on Thursdays. If this arrangement proves popular, we understand the operators may consider other days and other destinations.

AIM 3: Improve the frequency of Bus Services in Tisbury***Ways Forward:***

- Increase the provision of financial support for bus services in the Tisbury area
- Increase the provision of financial support for the local Link Scheme
- Increase the provision of financial support for Tisbus
- Increase the provision of financial support for Concessionary Fare Passes

10.3 STAKEHOLDERS

Levers Coaches
Network Rail
Salisbury District Council
Salisbury Exeter Line Consortium of Local Authorities (SELCA)
South West Coaches
South West Trains
Tisbury Parish Council
Tisbus
Wilts and Dorset Bus Co
Wiltshire County Council

10.4 RESPONSES FROM STAKEHOLDERS

See Annexe A (line 1010) for comments from WCC Bus Network Manager and (lines 1023, 1024 and 1025) for comments from SDC.

11. NEW BUILDING

11.1 SUMMARY OF PUBLIC RESPONSES

a) Awareness Day

Brownfield development (18 comments)

17 seek brownfield site development either exclusively or as a **priority over green field** sites.

1 rejects estates and favours development ‘spread out’ on **farmland**

Energy (7 comments)

2 suggest **mains gas**

1 says ‘we had **mains gas** 100 years ago’

2 favour **solar panels**

2 favour **wind turbines**

House development (18 comments)

8 seek limits to the **scale and pace** of development

2 commend the **good mix** we already have

5 concern design and the **use of materials**

3 seek restrictions on **second homes and holiday lets**

Low-cost housing (19 comments)

19 in favour of ‘**affordable**’ housing. Of these:

6 indicate a dependency on low-cost housing if the **age profile** of the village is to become better balanced

2 suggest that low-cost housing should only be available to local people (*existing residents?*)

4 suggest that development favours the rich (*and retired*)

2 urge that ‘**affordable**’ housing must remain so

Station Works site (14 comments)

9 urge **housing** development

2 seek industry or business use 1 wants to know why there is a **delay** in development

2 favour returning unused brownfield sites to green field

South Western - near by (8 comments)

All seek to **tidy up this area** either by developing a park or a managed wild life area, or by building houses

Countryside (12 comments)

All indicate the value of **green spaces** in and around the village including:

4 for **green areas** within the village, and

12 for the surrounding **countryside**

b) Questionnaire (questions)

question number	question	respondents	response to statement %		
			agree	other	disagree
26	The open countryside in and around Tisbury must be protected from development.	1400	88	7	5
27	Tisbury should not be allowed to expand beyond the current Salisbury District Council Housing Boundary.	1382	78	12	10
28	Development of greenfield sites (land which has not previously been built on) within the Housing Boundary is desirable	1353	25	18	58
29	Tisbury does not need new large housing estates.	1403	80	9	11
30	Small annual housing growth in Tisbury is desirable	1381	61	19	20
31	The Station Works (old Parmiter) site should be retained for commercial purposes only.	1369	49	25	26
32	Any development of the Station Works site should provide for double track working and additional station car parking.	1378	82	12	6
33	The flood plain around the South Western Hotel is unsuitable for development.	1384	75	17	8
34	The area around the South Western Hotel, opposite the station, is an eyesore	1393	78	12	10
35	The field adjacent to Nadder School (off Hindon Lane) should be developed.	1353	22	22	56
36	All buildings constructed in Tisbury in the future should be designed to fit in well with existing properties.	1384	90	7	3
37	New house building is achieving the right mix of homes for Tisbury.	1348	39	32	29
38	More housing association houses should be built in Tisbury	1349	42	26	31
39	The allocation of Council Houses in Tisbury should be prioritised to meet the needs of local people.	1392	91	7	2
40	The Parish Councils should produce and adopt a planning and development policy for Tisbury	1360	82	14	4

c) Questionnaire (freeform comments)

question number	no. of comments	comments
	15	MISCELLANEOUS comments include: ‘Tisbury shouldn’t be an overflow area for problem families from Salisbury’; ‘Council House maintenance is not up to scratch’; ‘Parsonage Mead is an eyesore’; ‘old people’s bungalows should be allocated to old people, and not to alcoholics and other people with social problems’; ‘keep to standards for design and energy conservation’
	14	MISCELLANEOUS comments include: ‘redevelop the bungalows in The Avenue, into multi-occupancy dwellings’; ‘we should safeguard the integrity of Tuckingmill’; ‘flood alleviation in Court Street is producing a fine dam - to prevent flooding in Salisbury’; local farmers and landowners should improve their stewardship of the landscape’
26	21	LAND USE (includes questions 27, 28, 29 and 30) is the big issue! Many (12+) consider the village full up - and will be spoilt by further development; [see also ‘TISBURY’ below]
31	14	The ‘ PARMITERS ’ site should be developed - some think for housing, more for commercial activities and some for car parking - and some for all three
32	04	DOUBLE TRACK popular but one responder didn’t want a larger station
33	38	AREA AROUND SOUTH WESTERN HOTEL (includes question 34) is ugly and gives a poor impression of the village (all 38 responders say or imply this, though one thinks the Old Brewery is even worse). The caravans must go (7). Development preferences include: restore to a meadow/wildlife area (7); houses, with appropriate river management (3); make it a car park (11)
37	51	HOUSING MIX (including questions 38 and 39) does not provide for enough low-cost housing. Local residents should have priority for whatever is provided. Some responders think there should be no low-cost housing because, among other things, it leads to anti-social behaviour.

d) Gap analysis

- Lack of Village Design Statement
- Increasing demand for local business premises (see also section 8)
- Increasing demand for parking (see also section 9)

e) Validation Day

- Six comments seek to protect the fields around the South Western Hotel for ecological, flooding and aesthetic reasons
- Make it easier for local people to extend their properties for granny flats and young adult annexes
- Are public services such as the electricity and water supplies adequate if Tisbury is to grow?
- Raw waste backs up behind the cottages adjacent to the sewage plant

And for future consideration (see Annexe A lines 1406 to 1408)

- Form Civic Trust for Tisbury to inspect planning applications
- Clean up and tidy the old printing works in the Avenue
- Create a Park south of the Avenue i.e. between the river Nadder and the Avenue

11.2 THE ISSUES

a) General

Analysis of the freeform comments and questionnaire results above reveals that the concerns of the people of Tisbury on this subject focus mainly on the following issues:

- Protection of the countryside
- Need for the parishes' own policy for development
- The rate of new building
- Low-cost/affordable housing
- Need for business premises
- The Station Works site
- The area around the South Western public house

b) Tisbury Development Policy

The response to the questionnaire shows that the residents of Tisbury value its open space and its special position within the Area of Outstanding Natural Beauty (AONB). Nearly 90% of respondents believe, in principle, that the surrounding countryside should be protected from any form of development and some 78% think that the integrity of the current Housing Boundary must be maintained.

90% of respondents feel that new buildings in Tisbury should invariably be designed to blend with existing and 82% agree that the Parish Councils should adopt their own planning and development policy.

AIM 1: To give Tisbury a stronger voice in planning decisions

Ways Forward:

- Produce a Tisbury Development Policy and agree it with the County and District Councils
- Become an active partner in the higher levels of the process for deciding Housing Allocations within Salisbury District Council's Local Plan and Development Framework
- Seek the support of the AONB Partnership in the defence of the village boundary
- Produce a Village Design Statement that describes existing design characteristics and identifies the critical elements that should inform future building designs

c) Housing

Since 1999, more than a hundred new houses have been built in the village. A further hundred houses are expected by 2009; this is a growth of 20% in ten years. In spite of this expansion, the attractiveness of Tisbury as a place to live continues - and so does the demand for property. This demand forces house prices up and they stand at levels now beyond the reach of many young people and, indeed, others on low incomes such as teachers and carers. Young families are thus obliged to live elsewhere. As the proportion of young people reduces, so the age profile of the village favours the better off and elderly. The result is that the community begins to lose its sustainability, energy and vibrancy.

In contrast to the need for more housing for those on low incomes, responses to the questionnaire also show a strong feeling against unchecked growth and *any* new large housing estates.

Clearly control is required, control that seeks, among other things, to match the requirement for housing for those on low incomes with the scope for development, and its pace and scale. Moreover, where there *is* housing for those on low incomes, respondents wish not only that it should remain so but also that existing residents should have priority in its allocation. Control is also required to ensure housing development remains within the capacity of the village infrastructure. No Comprehensive Impact Assessments appear to have been conducted in relation to large new developments.

AIM 2: Control the rate of development of new housing

Ways Forward:

- Resist planning applications for large housing estates
- Agree with Salisbury District Council an appropriate rate of growth to reflect the needs of the community in terms of the number and types of house
- Explore ways to ensure that any new affordable housing remains available for those on low incomes rather than being traded subsequently at much higher prices
- Establish with Salisbury District Council criteria that give existing Tisbury residents and key workers priority in the allocation of Council and Housing Association housing in the village
- Seek evidence of Comprehensive Impact Assessments
- Simplify the procedures for extending properties as granny flats and young adult annexes

d) Employment Building (see also section 8)

Agriculture and industry are no longer driving the local economy. In contrast, Tisbury, with its proximity to the A303 and A30 and with its own rail station, is an attractive location for non-industrial enterprises. However, because of a shortage of appropriate accommodation, some of these newly established businesses are seeking to move *out* of Tisbury. To retain these employers, and indeed to attract more to our village, we now need to develop a stock of modern and well-designed business units.

Nearly half of respondents believe that the Station works site should remain in commercial use. A new heavy industrial user, such as Parmiters, is unlikely. Given the narrow approach roads, the present use for repairs to commercial vehicles appears inappropriate. A business park comprising smaller units might attract more employers that are permanent.

AIM 3: Encourage the provision of a range of good quality commercial premises in and around the village

Ways Forward:

- Review the location, mix and need for commercial premises throughout the village by size and by type of business
- Support the development of the Station Works site in the provision of office and other special-purpose units

e) Area adjacent to Station Site (see also section 9)

As part of the Nadder flood plain, the meadows around the South Western Hotel are unsuitable for housing. However, one of these fields might serve, with suitable landscaping, as an extra car park for the railway station, as a recreational amenity and perhaps as a turning circle for buses. Development of the field might in turn attract development of the derelict buildings adjacent to the Hotel; they are a danger and an eyesore.

The train service attracts passengers from a wide catchment but the station car park is too small. The High Street attracts shoppers and the users of nearby amenities but parking here is also inadequate. The overflow that results is a hazard, an inconvenience and, ultimately, a deterrent. Recommended improvements to the train service and increased commercial activity in the village will attract more traffic; this will certainly not make parking any easier. Parking in Tisbury, which is already inadequate, will become a major issue, particularly at the station.

AIM 4: Integrate development planning for the area adjacent to the Station and the South Western Hotel

Ways Forward:

- Ensure that any residual space at the Station Works site is made available for station parking and housing
- Approach Network Rail (or South West Trains) with regard to parking at the Station and seek their support for the provision of additional landscaped parking and a bus-turning circle opposite the Station.
- Seek to extend the proposed Nadder River Walk to include the meadows around the South Western Hotel as additional amenity space for the village

f) Energy Conservation

Both under the headings of New Building and Conservation, respondents indicate that they feel that new housing should incorporate modern energy saving technology as part of the build design. Towards this end, one of the aims of the plan is for Tisbury to join the Climate Friendly Communities Project.

AIM 5: Ensure, in new developments, the inclusion of energy efficiency features such as solar panels and reuse of “grey water”

11.3 THE STAKEHOLDERS

Network Rail

Police and Emergency Services

Residents of Tisbury and the wider Parishes of the Community

Salisbury District Council

Steering Group of the Cranborne Chase and South Downs AONB

Tisbury Parish Councils

Tisbury Retailers, Employers and Service Providers

Utility Companies such as Wessex Water, Southern Electricity, and BT

Wiltshire County Council

11.4 RESPONSES FROM STAKEHOLDERS

See Annexe A (lines 1111 and 1112) for comments from WCC, (lines 1111, 1112, 1114, 1121 -1124, 1126, 1130 -1132, 1140 -1142, and 1150) for comments from SDC and (line 1113) from AONB

12. ENVIRONMENT

12.1 SUMMARY OF PUBLIC RESPONSES

a) Awareness Day

Waste Management (15 comments)

All suggest or imply the need for **improvements** to current facilities including:

4 for **composting**

2 for **paper and cardboard**

2 for **textiles**

7 such as kerbside collection for **other categories** of waste, more categories in car park, more bins, swap days for old furniture, and 'free to good home'

Nuisances (14 comments)

5 object to **dog fouling**

2 object to **fly tipping**

3 seek to restrict **noise levels**

4 seek to reduce litter, **untidiness** (*laundry site, rusty roof*) and vandalism

b) Questionnaire (questions)

question number	question	respondents	response to statement %		
			agree	other	disagree
17	I would support a Tisbury initiative to find out more about energy saving technologies for the community.	1350	76	20	4
18	I am prepared to sort my rubbish for kerbside collection	1370	86	7	7
19	The domestic composting site by the allotments on Weaveland Road is very useful	1310	52	42	6
20	The recycling skips in Nadder Close are very useful	1398	92	6	2
21	A local recycling bank for textiles and other fabrics would be very useful	1391	82	15	3
22	Tisbury needs a local 'swap shop' to pass on unwanted furniture and other items.	1380	67	25	8
46	Dog fouling is a problem in Tisbury	1370	58	29	13
47	Litter is a problem in Tisbury	1368	45	31	24

c) Questionnaire (freeform comments)

question number	no. of comments	comments
18	14	KERBSIDE COLLECTION would be supported
19	06	I didn't know the COMPOST SITE was there
46	13	DOG FOULING is a problem
47	05	LITTER would be much worse but for Avril - well done



St. John The Baptist Church, Tisbury



Church Street



The Boot Inn



The Old Cottage, High Street

d) Gap analysis

- The attraction of shopping in a supermarket rather than locally
- No clear focus on environmental issues

e) Validation Day

- Two comments favour (and one against) the creation of a public park in area south of the Avenue but ensure wildlife near the river is protected (for future consideration see Annexe A line 1408)
- The police have enough to do without prosecuting dog owners

12.2 ISSUES**a) General**

Inevitably, the perspective of this section brings together issues that overlap with others elsewhere, for example in Public Transport (section 10) and New Building (section 11). Some duplication is a consequence.

Over 75% of respondents support research into initiatives that seek to save energy in the community. Such initiatives include the Climate Friendly Communities Project, group purchase of oil, solar panels, small wind turbines, photovoltaic systems, community education and so on. These respondents also have an interest in environmentally friendly house design. The section on New Building (section 11) deals with this.

AIM 1: Improve the quality of our environment***Ways Forward:***

- Nominate a Councillor with special interest in environmental issues
- Join the Climate Friendly Community Project
- Promote awareness in the community of environmental issues and their solutions, including relevant technologies

b) Waste Disposal

In October 2007, Salisbury District Council will begin to introduce kerbside collection for further categories of waste; this will be hugely popular. This policy, however, may lead to the withdrawal of some or all of the existing community skips; this will be hugely unpopular. The Council is considering, meanwhile, a trial of a clothing skip in the Nadder Close car park.

Over half of the respondents to the questionnaire find the composting site by the Weaveland Road allotments very useful. More residents might use the facility if it were better signposted, regularly advertised in Focus and elsewhere, open during the autumn (and later), and greater attention was paid to management and training.

Many respondents would welcome facilities to exchange or pass on unwanted clothes, furniture and other household items. The section on Local Business (section 8) deals with this.

AIM 2: Increase the percentage of recycled waste***Ways Forward:***

- Retain the existing skips at Nadder Close car park (regardless of planned changes in kerbside collection)
- Provide a textile skip at Nadder Close car park
- Ensure that signposts to the community compost site by the Weaveland Road allotments are clear and sufficient
- Invite the Wiltshire Wildlife Trust to provide further training in the management of the site including, for example, the marketing and sale of compost and wood chippings
- Organise appropriate facilities for passing on unwanted clothes, furniture and similar items, to other residents such as an swap shop or garage sale

c) Energy conservation (see also ‘New Building’)

The marketing of local produce, for example from the Shaw Trust team, and from local farmers and market gardens, will help reduce shopping miles.

AIM 3: Reduce fuel consumption***Ways Forward:***

- Promote Tisbury High Street to reduce car journeys to shops in other places
- Promote the marketing of locally grown or prepared food to reduce HGV traffic

d) Litter and Dog Fouling

For most of the community, these remain issues.

AIM 4: Keep the streets clean***Ways Forward:***

- Campaign strongly to eliminate dog fouling and publicise the associated risks of disease
- Educate dog owners
- Prosecute owners of dogs that foul the pavements
- Reinforce current efforts to eliminate litter by, for example, involving schools and the Youth Club
- Pass bylaws regarding street cleanliness

12.3 THE STAKEHOLDERS

Salisbury District Council
Tisbury Chamber of Trade
Tisbury Parish Councils
Wiltshire Wildlife Trust

12.4 RESPONSES FROM STAKEHOLDERS

See Annexe A (lines 1221 and 1222) for comments from SDC.

13. GOVERNANCE

13.1 SUMMARY OF PUBLIC RESPONSES

a) Awareness Day

Planning (21 comments)

12 question the competence of the Planning Authorities to acknowledge and consider the wishes of the Tisbury community

7 concern the credibility of the planning process including links with other plans such as AONB and Nadder Valley, involvement of adjacent villages and definitions of such terms as 'affordable housing' and 'community'

2 are (*specifically*) appreciative of TisVis

b) Questionnaire (questions)

question number	question	respondents	response to statement %		
			agree	other	disagree
23	The Parish Councils (responsible for local issues & facilities) respond well to the views of the people of Tisbury	1348	35	49	16
24	Salisbury District Council (responsible for planning, social services; street cleaning; sport centres; refuse collection) responds well to the views of the people of Tisbury	1360	26	37	37
25	Wiltshire County Council (responsible for education; roads; police) responds well to the views of the people of Tisbury	1345	15	44	41
61	I would be willing to pay more Parish Council tax to support the running costs of village facilities	1345	52	27	22

c) Questionnaire (freeform comments)

question number	no. of comments	comments
	12	MISCELLANEOUS comments include ‘why all that money to provide disabled access to the police station?’; ‘it all needs sorting out but please no quick fix solutions’; ‘My mum says I shouldn’t fill this in as I won’t get a job and pay towards anything. I live off my mum and step dad. I hate working coz my tax would only benefit dossers. I don’t claim benefits’
	79	The QUESTIONNAIRE itself attracted numerous comments. These include: ‘complete waste of time, bazaar [sic] questions, ill conceived, betrays ignorance, pointless’ (10); ‘thanks for doing this, really appreciated, excellent, well done - but listen to the locals, not the newcomers’ (21); disclaimers - mostly from newcomers (28); and others (20) such as ‘is this a PR exercise?’; ‘who is on the committee, are they elected?’; ‘I look forward to seeing the results on the web’; ‘should you seek clarification, particularly in relation to my comments on Housing, please contact me - I am ‘ name given’ at ‘ address given’
23	25	COUNCILS (includes questions 24 and 25) are not very popular because either they have insufficient powers, or they don’t use them, or they don’t care, or they ignore local views. However, one responder said the Parish Council did a good job. Another said ‘we’ should encourage people to be more active in the community, including becoming Parish Councillors.
61	30	LOCAL PARISH TAXES might be supported by some, if modest and ring-fenced (8) but most think local taxes are high enough as it is. Some would like to see greater contribution from developers (2). Others (2) think owners of local 2 nd homes should pay full council tax

d) Gap analysis

- Increase in Parish Councils’ workload arising from their endorsement of this Plan
- Excess of consultative initiatives from various levels of local government
- Imposition of other local government decisions *without* consultation

13.2 ISSUES

a) Local Government and Planning

A main aspect of local government is planning. The term ‘planning’ has, in our local context, two different meanings. The first is to do with applications to erect and modify buildings, and perhaps change their immediate environs. The second includes the first but also deals with much wider issues such as highways, medical services, policing, education, local business, and so on. This Parish Plan considers both meanings: in section 11 we look at New Building and in this section, we consider the wider aspects of planning.

From our respondents, it is clear that the more remote a layer of government is from the community, the less credible the community perceives it to be. In general, while there is little enthusiasm for the performance of any of the several tiers of local government, we recognise the importance of our own Parish Councils and their responsibilities. Among many other things, these include ensuring that the District and County Councils pay good care and attention to matters within the Parishes. We also recognise that the endorsement of this Plan, even in part, will present Parish Councils with a considerable increase in their workload.

b) Local Government and Consultation

Our gap analysis reveals an apparent excess of consultation where it is not needed and an absence of consultation on issues that matter. Moreover, local government fails to change its policies in the light of consultation

For example, over the last few years, residents have been consulted directly by the Parish Councils, by the management of the Area of Outstanding Natural Beauty, by the South Wiltshire Strategic Alliance, by Salisbury District Council and its Statements of Community Involvement, by Wiltshire County Council and its Strategy for Wiltshire, by draft Development Briefs, and by TisVis. Most recently, Salisbury District Council through its Voice and Choice initiative, and Wiltshire County Council through its 'Living in the Country' initiative, now seek still further input from the communities.

Yet, in spite of this abundance of consultancy, the village has also seen, with almost no consultancy, a valuable school closed, a housing allocation imposed, a sports centre threatened, a swimming pool denied inspection, a recent £35,000 ramp added to a police station that is now seldom staffed.

To be effective and worth the effort, consultation should be on issues that matter, should offer real choices and, in decision-making, should give real weight to responses.

AIM 1: Execute the Plan

Ways Forward:

- Seek adoption of the Plan by the Parish Councils
- Nominate a Parish Councillor to take specific responsibility for the ongoing management of this Plan
- Seek endorsement of the Plan with members of the South Wiltshire Strategic Alliance and other stakeholders
- Reinstate the TisVis Steering Group* (or its derivatives, such as focus groups), with fresh terms of reference, as shown below
- In the light of this plan, consider a review of the structures and complements of the two Parish Councils
- Lobby for the appointment of an officer, within Salisbury District Council, with specific responsibility for coordinating the development, interaction and maintenance of local Parish Plans

***Terms of Reference for a reinstated Steering Group:**

- Appoint a chairman, a secretary and not less than four permanent members, with additional members co-opted, as required
- Liaise as necessary with Tisbury and West Tisbury Parish Councils, the Wiltshire Market Towns Partnership, the Salisbury District Council and the Wiltshire County Council
- Monitor the realization of the Parish Plan
- Amend the Parish Plan, from time-to-time, to accord with changing circumstances
- Identify new concerns of the local community and other relevant stakeholders
- Assist the Parish Councils with the realization of the Plan and further public consultation

c) Local Taxation

Few respondents welcome more council tax or, indeed, any other kind of tax. However, over half of respondents indicate that they are willing to pay more tax if it directly supports the running costs of the village.

AIM 2: Explore further the scope for increasing the element of local tax that comes back to the Parishes

13.3 STAKEHOLDERS

Cranborne Chase and West Wiltshire AONB Management Team

Salisbury District Council

Tisbury Parish Councils

Wiltshire County Council

Other members of the South Wiltshire Strategic Alliance

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EXPLANATORY NOTES

Column 1 - LINE #: digits 1 & 2 = Section Number (of main plan); digit 3 = Aim Number; digit 4 = Way Forward Number

Column 2 - AIMS AND (*in italics*) WAYS FORWARD - these are extracted from the main document. Text also includes pre-publication responses from stakeholders and, where relevant, comments on these responses by the Steering Group

Column 3 - URGENCY (comprises votes at community prioritisation event on 22 March 2007 - 62 attendees in total):

N = Now; S = Soon; L = Later

Column 4 - LEAD ORGANISATION

Column 5 - INDICATION OF INDIVIDUAL OFFERS TO HELP (added from community prioritisation event on 22 March 2007)

LINE #	Aims And Ways Forward: MEDICAL SERVICES (see section 3)	URGENCY			LEAD ORGANISATION	HELP OFFERED
		N	S	L		
0310	AIM 1: Improve public transport to local hospitals					
0311	For each of the services below, explore the scope for improvement and the options for additional funding of transport to local hospitals:-					
0312	<p><i>- Direct bus service</i></p> <p>Stakeholder Responses (WCC Bus Network Manager)</p> <p>Buses run roughly every hour from Tisbury to Salisbury City Centre (service 25/26), from where the “Pulseline” bus service runs every 10 minutes to the hospital. Going to the hospital, the easiest place to change buses is on Fisherton Street (opposite the “Argos” store) whilst on the way back it is usually easier for passengers to change buses on New Canal (near to “Marks & Spencer”). Passengers travelling from Tisbury to the Hospital can buy a special through ticket on bus 25/26 which costs £6.00 and of course Senior Citizens with a “Wiltshire Bus Pass” can make the whole journey free of charge</p> <p>Steering Group Comment</p> <p>Noted</p>	12	0	0	PCs via TRANSPORT USERS’ GROUP	

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0313	- <i>Train and bus links</i> Stakeholder Responses (WCC Bus Network Manager) Trains run from Tisbury to Salisbury approximately every hour from where it is an easy walk to Fisherton Street (opposite the “Argos” store) where the “PulseLine” bus service runs every 10 minutes to the Hospital. In view of the excellent connections offered by these services, it would be difficult to justify providing a separate direct service to the hospital and as appointment times vary throughout the day, it is unlikely that it would ever be possible to design a service that would meet the majority of people’s needs. Steering Group Comment For the sick and infirm, and perhaps during inclement weather, the 500 metre walk to ‘Argos’ from the railway station is hardly easy. The stop by St Paul’s church is closer but is still five minutes away and requires crossing at an extremely busy junction. Direct dialogue with the Stakeholder will be beneficial	7	4	0	PCs via TRANSPORT USERS’ GROUP	
0314	- <i>Strengthen and promote Link Scheme</i>	12	2	0	PCs via TRANSPORT USERS’ GROUP	yes
0315	- <i>Strengthen and promote Tisbus</i>	11	3	1	PCs via TRANSPORT USERS’ GROUP	
0316	- <i>Concessionary fare passes</i>	8	1	3	PCs via TRANSPORT USERS’ GROUP	
0320	AIM 2: Improve ‘out-of-hours’ medical cover					
0321	<i>Explore with GPs ways to measure the incidence and type of out-of-hours calls</i>	6	3	1	PCs via TISVIS with GPs	yes
0322	<i>Explore with GPs the scope for improving cover and the use of the NHS Direct Service</i>	8	4	0	PCs via TISVIS with GPs	yes
0330	AIM 3: Obtain a local NHS dental service					
0331	<i>Ensure residents fully understand why there is no local NHS dental service at present</i>	12	4	1	PCs via TISVIS with HELP OFFERED	yes
0332	<i>Encourage residents to lobby their MPs and Primary Care Trusts to provide a local NHS dental service</i>	12	1	1	PCs via TISVIS with HELP OFFERED	
0340	AIM 4: Attract a local optician					
0341	<i>Investigate the scope in Tisbury for an optician’s practice</i>	5	6	2	CHAMBER OF TRADE	
0342	<i>Investigate the scope in Tisbury for a part-time visiting optician</i>	5	5	4	CHAMBER OF TRADE	

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0400	Aims And Ways Forward: FIRE AND AMBULANCE (see section 4)	URGENCY			LEAD ORGANISATION	HELP OFFERED
		N	S	L		
0410	AIM 1: Maintain sufficient and suitable employment in Tisbury to provide the catchment from which retained firefighters can be recruited					
0411	<p><i>Ensure Salisbury District Council are aware of the implications of change of use and, in particular, support planning applications for local business</i></p> <p>Stakeholder Responses (SDC)</p> <p>The district council recently acted to safeguard the station works site for employment purposes and the current owners need to be encouraged to make the unused space available. Furthermore, now that the issues around Hindon Lane have been concluded, the employment land component on that site provides opportunities for new business creation in the same way that the Place Farm development has. There is support for local business in the planning process, although it must be appreciated that specific matters relating to each case will need to be balanced.</p> <p>Steering Group Comment</p> <p>The Parish Councils may wish to note this view.</p>	11	1	0	SDC with PCs	yes (2)
0412	<i>Persuade local employers to encourage suitable staff to volunteer for the Fire Service</i>	12	4	0	PCs WITH FIRE SERVICE	
0420	AIM 2: Assist the fire service in the promotion of its community safety work					
0421	<i>Discuss with Fire Service what promotional support they would find useful</i>	8	4	0	PCs WITH FIRE SERVICE	
0422	<i>Ensure village events include opportunities for the Fire Service to promote community safety</i>	9	4	0	FIRE SERVICE	
	Aims and Ways Forward: POLICING (see section 5)					
0510	AIM 1: Compensate for the reduction of Police presence					yes
0511	<i>Use the monthly feature in the parish magazine (Focus) to compile and monitor statistics on local crime (and traffic accidents) in order, should it become necessary, to present a case for increasing the presence of police officers in the village</i>	19	1	0	PCs with HELP OFFERED	yes
0512	<i>Revive the Neighbourhood Watch Scheme</i>	15	5	0	PCs with HELP OFFERED	yes
0513	<i>Promote awareness of security issues</i>	1	1	1	PCs with HELP OFFERED	yes
0520	AIM 2 : Take every opportunity to promote youth activities within the village (see also 'Clubs and Amenities')					
0521	<i>Engage with the young people to seek ways of meeting their aspirations</i>	19	1	0	SEE LINE 0611 BELOW	

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0600	Aims And Ways Forward: CLUBS AND AMENITIES (see section 6)					
0610	AIM 1: Protect, improve and promote the clubs, amenities and vocational activities for the young people of Tisbury					
0611	<i>Nominate a Parish Councillor with specific responsibility for the support and development of youth activities</i>	16	3	0	PCs with HELP OFFERED	yes
0612	<i>Locate advice on sources of funds and local fund-raising activities including additional parish tax contribution and how best to apply Salisbury District recreation policy (R2)</i>	14	3	0	PCs with HELP OFFERED	yes
0620	AIM 2: Ensure the survival and improvement of the Tisbury swimming pool					
0621	<i>Encourage Swimming Club to produce a realistic proposal for upgrading the Pool</i>	16	2	0	PCs via TISVIS with SWIMMING CLUB and HELP OFFERED	yes (2)
0622	<i>Encourage Swimming Club to initiate a broad-based public campaign to secure necessary funding (including contributions from the general public)</i>	9	0	1	PCs via TISVIS with SWIMMING CLUB and HELP OFFERED	yes (2)
0623	<i>Encourage Swimming Club to engage with Wiltshire County Council in ensuring the pool contract is fulfilled and, in particular, the pool is open for the full length of each season</i>	16	1	0	PCs via TISVIS with SWIMMING CLUB and HELP OFFERED	yes (2)
0630	AIM 3: Ensure the survival and improvement of the Tisbury Sports Centre					
0631	<i>Encourage Sports Centre Management to seek further customers and funding by additional and vigorous promotion of the Sports Centre</i>	13	4	0	PCs with HELP OFFERED	yes (3)
0632	<i>Provide an outside multi-use area including the resurfacing and levelling of the tennis courts</i>				PCs with HELP OFFERED	yes (3)
0640	AIM 4: Improve library facilities					
0641	<i>Review the scope for extending the library facilities including size, opening hours and access to the Internet</i>				PCs to WCC with TISVIS	
0650	AIM 5: Ensure that residents can all know what is happening in the village					
0651	<i>Review how communication can best be improved between the Parish Councils and the whole community</i>	10	0	0	PCs	
0652	<i>Review the location and number of notice boards</i>	6	1	0	PCs	
0653	<i>Participate in the web site at wiltshirecommunityweb.org.uk</i>	4	1	1	PCs	
0654	<i>In collaboration with the editors of Focus, publish a fortnightly version of "What's On in Tisbury" on the Internet</i>	9	1	0	PCs via TISVIS with FOCUS	
0655	<i>In association with the editors of Focus, consider the scope for publishing and distributing a newsletter with, perhaps, the support of a separate team</i>	9	1	1	PCs via TISVIS with FOCUS and HELP OFFERED	yes (2)
0660	AIM 6: Establish the source of funding for the public toilets from 2008 onwards and make necessary provision				PCs with SDC	

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0700	Aims And Ways Forward: EDUCATION (see section 7)	URGENCY			LEAD ORGANISATION	HELP OFFERED
		N	S	L		
0710	AIM 1: Secure the best possible primary education for the children of Tisbury					
0711	<i>Discuss with head teachers how the village could best support their efforts to provide the best schooling within the parishes</i>	11	0	3	PCs via TISVIS with HELP OFFERED	yes (2)
0720	AIM 2: Secure the best possible secondary education for the children of Tisbury					
0721	<i>Discover why Tisbury residents send their children to secondary schools in Salisbury and Gillingham rather than those in Shaftesbury</i>	8	1	3	PCs via TISVIS with HELP OFFERED	
0722	<i>Discuss with head teachers how the village could best support their efforts</i>	7	0	0	PCs via TISVIS with HELP OFFERED	
0730	AIM 3: Ensure that planning decisions take account of educational issues					
0731	<i>Encourage Salisbury District Council, as a matter of good practice, to inform all providers of education in advance of the acceptance of planning applications for significant housing development</i> Stakeholder Responses (SDC) Whether sought through a planning application or through future allocations of land for housing, the district and county councils will always liaise to understand the availability of school places and other education opportunities to ensure that services available do not become overstretched. Steering Group Comment Noted	13	0	0	SDC	
0740	AIM 4: Improve the facilities for adult education in Tisbury					
0741	<i>Encourage Salisbury College to undertake further market research to establish what classes for Further Education would be viable, in the Tisbury area</i>	11	1	0	PCs via TISVIS	
0742	<i>Encourage the Workers' Education Association to undertake further market research to establish what classes for Further Education would be viable, in the Tisbury area</i>	6	4	2	PCs via TISVIS	
0743	<i>Explore setting up of a 'University of the Third Age' group</i>	10	0	1	PCs via TISVIS	
0744	<i>Explore scope for providing adult education at St John's Primary School</i>				PCs via TISVIS with HELP OFFERED	yes
0745	<i>Explore the provision of learning opportunities for those with disabilities and special needs</i>				PCs via TISVIS	
0746	<i>Explore provision of art and craft-based workshops in evenings or at weekends</i>				PCs via TISVIS	

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0800	Aims And Ways Forward: LOCAL BUSINESS (see section 8)					
0810	AIM 1: Promote Tisbury as a centre for office-based businesses and other creative and craft-oriented industries					
0811	<p><i>Place a high priority on the provision of appropriate business accommodation on the Station Works site</i></p> <p>Stakeholder Responses (SDC)</p> <p>The current owners of the Station Works have made it clear that their ambitions are to seek a mixed-use redevelopment of the site including housing and new business units. During the marketing period held in late 2006 / early 2007 a number of parties expressed an interest in taking the site on for full employment use but were put off by the terms and conditions imposed by the current owner. The council will quite readily work with the local community to promote new employment opportunities on the site, however at this stage it appears that the landowner is waiting to promote the site as an allocation for housing and employment via the Local Development Framework (LDF - the successor to the Local Plan).</p> <p>Steering Group Comment</p> <p>It is unlikely that the Parish Councils can influence the owner of the Station site where the Salisbury District Council has previously failed.</p>	12	7	0	SDC with PCs	
0812	<p><i>Place a high priority on the provision of appropriate business accommodation on other underused sites in and around the village</i></p> <p>Stakeholder Responses (SDC)</p> <p>The Local Plan, and planning policy generally, supports the reuse of sites and encourages business development in local centres such as Tisbury. However, it must be noted that whilst support is implied, site-specific issues (e.g. impacts on residential amenity, noise, etc.) will need to be considered on a case-by-case basis.</p> <p>Steering Group Comment</p> <p>Noted</p>	6	12	0	SDC with PCs with HELP OFFERED	yes

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0820	AIM 2: Increase the prosperity of Tisbury's High Street					
0821	<i>Invite traders to review the composition of the Chamber of Trade and its terms of reference</i>	7	7	1	CHAMBER OF TRADE with HELP OFFERED	yes (2)
0822	<i>Negotiate with Salisbury District Council a reduction in local business rates to help sustain the High Street</i>	10	2	1	CHAMBER OF TRADE	
0823	<i>Resist change of use of premises from commercial to residential occupancy, particularly in the High Street</i>	8	3	1	PCs	
0824	<i>Investigate the scope in Tisbury for a baker, laundrette, and an optician's practice or, perhaps, a part-time visiting optician's service</i>	11	3	3	CHAMBER OF TRADE	
0825	<i>Organise appropriate facilities for passing on unwanted clothes, furniture and similar items, to other residents such as a swap shop, garage sale, etc.</i>	14	2	2	CHAMBER OF TRADE with HELP OFFERED	yes
0826	<i>Promote further the marketing of locally grown and prepared food</i>	11	3	1	CHAMBER OF TRADE with TISVIS	yes
0827	<i>Promote Tisbury as the centre of the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty (AONB)</i> Stakeholder Responses (AONB) The Partnership of the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty (AONB) fully supports Tisbury's efforts to produce and deliver an excellent local plan. Tisbury is the largest single settlement within the AONB and is therefore a village of great significance in the delivery of the AONB Management Plan. The Partnership looks forward to working closely with the Tisbury community in promoting the sustainable development of the village, the community and its environment Steering Group Comment A very positive comment				PCs with AONB	
0828	<i>Explore the scope for a young-persons drop-in café (see sections 5 & 6)</i>				CHAMBER OF TRADE with TISVIS	
0829	<i>Explore the scope for a traditional café</i>	20	0	0	CHAMBER OF TRADE with TISVIS	

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0900	Aims And Ways Forward: ROADS, FOOTWAYS AND PARKING (see section 9)					
0910	AIM 1: Reduce the possibility of accidents					yes (2)
0911	<p><i>Seek a blanket 40 mph limit on all roads from Hindon to Dinton and between the A 303 and the A 30</i></p> <p>Stakeholder Responses (WCC)</p> <p>A strategy for local speed limits was considered by the Members of the County Council on 6th March 2007. Following indication of support for the strategy by the Members, the following has been agreed by the Cabinet Member for Environment, Transport and Economic Development as policy:</p> <ul style="list-style-type: none"> ▪ The Department for Transport Circular 01/2006 be adopted as guidance for the setting of speed limits in Wiltshire. (DfT Circular 01/2006 can be viewed on www.dft.gov.uk) ▪ A review of speed restrictions on the County's Group 1 roads (A roads, B roads and important C roads) be undertaken to enable changes to be implemented by 2011 in accordance with Government requirements. ▪ Requests for extensions to established speed restrictions be considered against the partnership arrangements agreed at the March 2006 meeting of the Environment Advisory Panel. ▪ Requests for speed restrictions on Non Group 1 roads be assessed as part of a comprehensive review at a time to be agreed (but after the review of Group 1 roads). At that time a development criteria be formulated to enable effective 30 mph speed limits to be introduced on Class 111 and unclassified roads where the requirements of DfT Traffic Advisory Leaflet 01/04 are not fully satisfied. ▪ Within villages where 30 mph speed limits have been introduced, in accordance with TAL 01/04, but speeds remain above enforcement thresholds, consideration will be given to the installation of permanent Vehicle Activated Signs. <p>Steering Group Comment</p> <p>PCs may wish to consider whether the timeframe for implementation suggested by the County Council meets the local requirement</p>	9	3	0	PCs with WCC and HELP OFFERED	yes (2)

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0912	<i>Seek a 30 mph restriction on the approach roads to the village</i>	9	1	0	PCs with WCC and HELP OFFERED	yes (2)
	Stakeholder Responses (WCC) See 0911 above Steering Group Comment See 0911 above					
0913	<i>Seek a 20 mph restriction in the High Street</i>	12	0	0	PCs with WCC and HELP OFFERED	yes (2)
0914	<i>Urge Wiltshire County Council to conduct a formal traffic survey in Tisbury and make the result available to the community</i>	11	0	1	PCs with WCC and HELP OFFERED	yes (2)
	Stakeholder Responses (WCC) Traffic surveys are expensive and it is not clear from the information here what issues need addressing that would justify committing such a large amount of officer time and funding. If there are road safety concerns, the limited resources of WCC have to be focused first on locations where there are particular accident records and where the accidents may be reduced by engineering measures. The statistics WCC receives from the police show all collisions involving injuries. There have been several of these sites in and near Tisbury in the last few years but there are no specific sites with accident clusters, which justify a traffic survey. It should be noted that concerns about the speed of traffic, volumes etc. are not distinct to Tisbury – they apply all over the county. Steering Group Comment Do the Parish Councils accept that, because concerns about speeds and volumes of traffic are countywide, the WCC should take no action in respect of any particular area? This would seem to be an argument for doing nothing.					

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0915	<p><i>Based on the formal traffic survey, encourage Wiltshire County Council to prepare an overall plan to improve road safety in the area</i></p> <p>Stakeholder Responses (WCC)</p> <p>As 0914 above: Wiltshire County Council's priority is to target its limited resources for improving road safety first to sites where there is a serious accident record (from the police accident record statistics). Accident records for the last 3 years are used to highlight which sites have clusters of accidents; the record for the roads around Tisbury does not highlight any specific sites with these issues.</p> <p>Steering Group Comment</p> <p>Do the Parish Councils accept that investment in traffic surveys can only be justified following a sequence of injuries and deaths at one or more specific sites?</p>	6	7	0	PCs with WCC and HELP OFFERED	yes (2)
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0916	<p><i>Campaign for a pedestrian bridge on the downstream side of the present river bridge</i></p> <p>Stakeholder Responses (WCC - Transport Planning and Bridges section)</p> <p>FYI: A year or two back a footway was constructed, as a planning gain on the back of a development, south of the bridge between the public house “The South Western” and the bridge.</p> <p>Transport Planning: A request for a pedestrian bridge to the railway station has been received and assessed by WCC. Although it is appreciated there would be some benefit to the local community for this route, it is not a priority for funding in the county at the moment as there are other locations without footways which we have considered that would have much greater usage if a footway was provided.</p> <p>Bridges section: have no plans to provide a footbridge at this location. Its inclusion in any programme in future would be driven by the pedestrian safety record at this site and there have been no reported accidents involving injury of any road user within the last 10 years.</p> <p>The Bridge section is receptive to ideas from the local community for partnership funding – see below</p> <p>It would be possible to construct a footbridge adjacent to the downstream elevation of the masonry road bridge subject to:-</p> <ol style="list-style-type: none"> 1. Funds being made available (ball park figure £100,000) 2. Land being made available (south west corner of the bridge in private ownership, north west corner in Parish/District Council ownership?) 3. Planning permission being granted (existing masonry river bridge is a grade II listed structure) <p>Steering Group Comment</p> <p>The Parish Councils might wish to share this response with the community at large.</p>	5	4	3	PCs with WCC and HELP OFFERED	yes (2)
0920	AIM 2: Optimise the allocation of parking space in Tisbury					
0921	<i>Secure authority to control parking policy in Tisbury and then establish a working group to prepare a plan that will improve local parking</i>	8	2	1	PCs with SDC and HELP OFFERED	yes
0922	<i>Explore the possible use of the area adjoining the South Western Hotel for parking</i>	11	0	0	PCs with SDC and HELP OFFERED	yes
0923	<i>Explore the possible use of the area adjoining the South Western Hotel as a turning circle for buses, and for landscaping</i>	4	1	0	PCs with SDC and HELP OFFERED	yes

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0930	AIM 3: Ensure Tisbury roads are free of defects and hazards					
0931	<i>Continue, with the help of the Parish Steward (employed by the Wiltshire County Council) and the Village Steward (employed by the Parish Councils), to monitor the condition of roads and their boundaries and deal with any problems</i>	7	4	0	PCs with HELP OFFERED	yes
0932	<i>Urge residents to use the 'Clarence' service (run by Wiltshire County Council) to report highway defects by telephoning 0800 232 323</i>	12	0	0	PCs via TISVIS	
0940	AIM 4: Improve maintenance of footpaths and bridle ways					
0941	<i>Identify extent to which the maintenance of footpaths and bridle ways is a problem</i>	6	0	0	PCs with FOOTPATH CLUB and HELP OFFERED	yes
1000	Aims And Ways Forward: PUBLIC TRANSPORT (see section 10)					
1010	<p>AIM 1: Improve the overall Public Transport system in the Tisbury area</p> <p>Stakeholder Responses (WCC Bus Network Manager)</p> <p>Unfortunately, these statements below (see lines 1010 to 1013, 1030 to 1034) are just too vague for me to comment on, but if you have any information on what additional facilities are needed and how much they would be used, I would be happy to investigate whether these can be provided at a reasonable cost, possibly in conjunction with TISBUS. If the community wishes to resuscitate the Tisbury Rail Users' Group and expand its remit to include all public transport, I would be happy to attend meetings in an advisory capacity.</p> <p>Please note that I suspect that the reference to “<i>Increase the provision of financial support for Concessionary Fare Passes</i>” refers to the ability to use them on Tisbus rather than on ordinary services, and is a matter that needs taking up with the District Council rather than ourselves</p> <p>Steering Group Comment</p> <p>We recognise that this is complicated topic and we would encourage the Parish Councils to accept this offer of advice.</p>					
1011	<i>Resuscitate the Tisbury Rail Users' Group</i>	4	7	1	PCs with TISVIS	
1012	<i>Widen the remit of the Tisbury Rail Users' Group to include associated bus services, links with other organised forms of transport, and station parking</i>	2	6	2	PCs with TISVIS	

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1013	<i>Urge the Wilts and Dorset Bus Company and South West Trains jointly to improve the synchronisation of bus and train services particularly between Salisbury railway station and the district hospital at Odstock and, meanwhile, to give greater publicity to the current service from Fisherton Street</i>	11	7	0	TRUG with TISVIS	
1020	AIM 2: Improve the Rail Service					
1021	<i>Lobby Network Rail to increase track capacity within the timeframe of their current "Route Utilisation Strategy"</i>	8	2	0	TRUG with TISVIS	
1022	<i>Lobby South West Trains to put more coaches on their trains</i>	9	0	0	TRUG with TISVIS	
1023	<i>In the event of development at the Station Works site at Tisbury, impose planning controls protect the option for future double track working, the re-establishment of the former "down" platform and space for the construction of a bridge or subway</i> Stakeholder Responses (SDC) Should this proposal be progressed via the LDF as highlighted above, the issues highlighted will be a requirement of any final scheme. Policy TR5 of the Regional Spatial Strategy puts in place a clear steer for more passing loops although considers that dual line would improve capacity further. The policy also makes reference to improving station facilities. Steering Group Comment Noted	14	3	2	PCs with SDC	
1024	<i>Re-examine the scope and need for further station car parking on the Station Works site</i> Stakeholder Responses (SDC) Parking difficulties at the station are acknowledged although the district council has no clear factual information about the actual position. Any developments brought forward on the Station Works will have to acknowledge the opportunities to improve the situation. A further issue to examine is whether bus services to the station and greater availability of taxi services could be better tailored to bear down on parking demand. Steering Group Comment Even a casual observer will notice that the station car park is full every working day and the excess is parked elsewhere in the village. The Parish Councils may wish to take this forward.	5	5	0	PCs with SDC and TRUG	

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1025	<i>Examine the scope and need for further station car parking in the fields adjacent to the South Western Hotel</i>	8	1	3	PCs with SDC and TRUG	
	Stakeholder Responses (SDC)					
	No position. On face value, the use of this area for parking may not be visually appealing. Early discussion with planning officers would be advisable					
	Steering Group Comment					
	The Parish Council may wish to examine this suggestion.					
1026	<i>Encourage cycling to the station by urging South West Trains to install an all-weather and secure cycle rack</i>	11	4	0	PCs with SDC and TRUG	
1030	AIM 3: Improve the frequency of Bus Services in Tisbury					
1031	<i>Increase the provision of financial support for bus services in the Tisbury area</i>	2	5	0	PCs with SDC and TRUG	
1032	<i>Increase the provision of financial support for the local Link Scheme</i>	7	4	0	PCs with TISVIS	
1033	<i>Increase the provision of financial support for Tisbus</i>	8	4	0	PCs with TISVIS	
1034	<i>Increase the provision of financial support for Concessionary Fare Passes</i>	1	5	2	PCs with SDC	

ANNEXE A: TISBURY PARISH PLAN - SCHEDULE OF ACTIONS

1100	<p align="center">Aims And Ways Forward: NEW BUILDING (see section 11)</p>					
1110	<p>AIM 1: To give Tisbury a stronger voice in planning decisions</p>					
1111	<p><i>Produce a Tisbury Development Policy and agree it with the County and District Councils</i></p> <p>Stakeholder Responses (WCC)</p> <p>The policy needs to be in accordance with the adopted Wiltshire and Swindon Structure Plan and the Salisbury Local Plan but supports engagement in the preparation of the Salisbury LDF.</p> <p>Stakeholder Responses (SDC)</p> <p>As part of a parish plan/market town plan there is no reason why planning objectives for Tisbury could not be formulated and used to inform the preparation of new plan policies. It remains, however, that the Local Plan (and its successor - the LDF) is the statutory development plan for the district. Given that community engagement has an even more enhanced role in the LDF process, the Forward Planning team would welcome ongoing dialogue with the parish plan team and the parish council. Such engagement on an ongoing basis can only improve understanding about the issues and options which are available, as well as setting out a throughout their considerations in planning for the future to ensure that options for the local area are robust and can be taken forward.</p> <p>Steering Group Comment</p> <p>The Parish Councils may wish to consider how to take this forward.</p>	13	4	0	PCs with SDC and WCC	

ANNEXE A: TISBURY PARISH PLAN - SCHEDULE OF ACTIONS

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1112	<p><i>Become an active partner in the higher levels of the process for deciding Housing Allocations within Salisbury District Council's Local Plan and Development Framework</i></p> <p>Stakeholder Responses (WCC)</p> <p>Agreed. Engagement in the LDF process at the local level is essential. The Parish Plan can also help to inform consideration of issues at the sub-regional / regional level.</p> <p>Stakeholder Responses (SDC)</p> <p>Welcomed. See previous point</p> <p>Steering Group Comment</p> <p>As in 1111 above</p>	14	1	1	PCs with SDC and WCC	
1113	<p><i>Promote Tisbury as the centre of the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty (AONB)</i></p> <p>Stakeholder Responses (AONB)</p> <p>The Partnership of the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty (AONB) fully supports Tisbury's efforts to produce and deliver an excellent local plan. Tisbury is the largest single settlement within the AONB and is therefore a village of great significance in the delivery of the AONB Management Plan. The Partnership looks forward to working closely with the Tisbury community in promoting the sustainable development of the village, the community and its environment</p> <p>Steering Group Comment</p> <p>A very positive comment (see also line 0827)</p>	12	2	0	PCs with AONB and HELP OFFERED	yes

ANNEXE A: TISBURY PARISH PLAN - SCHEDULE OF ACTIONS

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1114	<p><i>Produce a Village Design Statement that describes existing design characteristics and identifies the critical elements that should inform future building designs</i></p> <p>Stakeholder Responses (SDC)</p> <p>A valuable exercise. A planning officer should be invited to early meetings of a working group to help set direction for the final product</p> <p>Steering Group Comment</p> <p>This is an encouraging comment and we recommend that the Parish Councils follow this up.</p>	12	4	0	PCs with TISVIS and HELP OFFERED	yes
1120	AIM 2: Control the rate of development of new housing					
1121	<p><i>Resist planning applications for large housing estates</i></p> <p>Stakeholder Responses (SDC)</p> <p>Difficult to comment – the district council needs to allocate land for new housing periodically and in light of previous proposals to promote greater dialogue (via Village Design Statements and Parish Plans) it is hoped that future housing needs can be accommodated in discussion with the community.</p> <p>Steering Group Comment</p> <p>A helpful response.</p>	21	0	0	PCs with SDC	
1122	<p><i>Agree with Salisbury District Council an appropriate rate of growth to reflect the needs of the community in terms of the number and types of house</i></p> <p>Stakeholder Responses (SDC)</p> <p>As part of ongoing dialogue, it is hoped that this can be an area for agreement.</p> <p>Steering Group Comment</p> <p>See also lines 1111 and 1121. We look forward to the co-operative approach implicit in all of the foregoing statements and recommend strongly that the Parish Councils become active partners with SDC Forward Planning Department.</p>	14	1	0	PCs with SDC	

ANNEXE A: TISBURY PARISH PLAN - SCHEDULE OF ACTIONS

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1123	<p><i>Explore ways to ensure that any new affordable housing remains available for those on low incomes rather than being traded subsequently at much higher prices</i></p> <p>Stakeholder Responses (SDC)</p> <p>All affordable housing is controlled to ensure this is the case. Low cost for sale schemes, which have been subject to trading on at higher cost, are not being promoted for these reasons</p> <p>Steering Group Comment</p> <p>We recommend that the Parish Councils monitors this closely</p>	23	1	0	PCs with SDC	yes (2)
1124	<p><i>Establish with Salisbury District Council criteria that give existing Tisbury residents and key workers priority in the allocation of Council and Housing Association housing in the village</i></p> <p>Stakeholder Responses (SDC)</p> <p>This may need to be a matter, which is taken up with the housing service. It is understood that this is generally the case but there may be exceptions to enable those in desperate need to be allocated an affordable home. Please contact Helen Taylor in Strategic Housing</p> <p>Steering Group Comment</p> <p>We recommend that the Parish Councils take this forward</p>	15	2	0	PCs with SDC	yes
1125	<p><i>Seek evidence of Comprehensive Impact Assessments</i></p>				PCs with TISVIS and HELP OFFERED	yes
1126	<p><i>Simply the procedures for extending properties as granny flats and young adult annexes</i></p> <p>Stakeholder Responses (SDC)</p> <p>Mooted changes to the types of development requiring planning permission and a recognition of the fact that flexible accommodation will be needed to house the elderly (by siblings or through supported independent living) mean that the council is already considering these issues</p> <p>Steering Group Comment</p> <p>This is good news.</p>				PCs with SDC	

ANNEXE A: TISBURY PARISH PLAN - SCHEDULE OF ACTIONS

1130	<p>AIM 3: Encourage the provision of a range of good quality commercial premises in and around the village</p> <p>Stakeholder Responses (SDC)</p> <p>This is certainly an area where a shared community view expressed in the Parish Plan could influence the types of development that may come forward.</p> <p>Steering Group Comment</p> <p>Noted - this should also feature in the cooperative approach welcomed in line 1122 above.</p>					
1131	<p><i>Review the location, mix and need for commercial premises throughout the village by size and by type of business</i></p> <p>Stakeholder Responses (SDC)</p> <p>The council has now completed an employment land review. Any local information to supplement this will be welcomed as a resource for planning for the future</p> <p>Steering Group Comment</p> <p>Noted - we look forward to the results of the review.</p>	9	3	0	PCs with TISVIS	
1132	<p><i>Support the development of the Station Works site for the provision of office and other special-purpose units</i></p> <p>Stakeholder Responses (SDC)</p> <p>Supported provided there is need for such uses locally. See previous comments regarding the station works</p> <p>Steering Group Comment</p> <p>Noted - there is no question of the need.</p>	10	1	0	PCs with SDC	

ANNEXE A: TISBURY PARISH PLAN - SCHEDULE OF ACTIONS

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1140	<p>AIM 4: Integrate development planning for the area adjacent to the Station and the South Western Hotel</p> <p>Stakeholder Responses (SDC)</p> <p>If the group feel it would be of benefit, there is no reason why a development concept statement could not be prepared to promote appropriate forms of redevelopment in this location as a proactive measure. This would enable broad development layouts to be set out and highlight the objectives to be achieved – e.g. employment uses, station parking, bus access, down platform, pedestrian rail crossing, etc.</p> <p>Steering Group Comment</p> <p>This complex situation requires overall management and will therefore benefit from this approach.</p>					
1141	<p><i>Ensure that any residual space at the Station Works site is made available for station parking and housing</i></p> <p>Stakeholder Responses (SDC)</p> <p>See previous comments regarding the station works</p> <p>Steering Group Comment</p> <p>See also 1140 above</p>	6	1	1	PCs with SDC	
1142	<p><i>Approach Network Rail (or South West Trains), with regard to parking at the Station and seek their support for the provision of additional landscaped parking and a bus-turning circle opposite the Station.</i></p> <p>Stakeholder Responses (SDC)</p> <p>Welcomed. It may be worthwhile also liaising with WCC highways in this matter.</p> <p>Steering Group Comment</p> <p>See also 1140 above</p>	8	5	1	PCs with SDC and TRUG	
1143	<p><i>Seek to extend the proposed Nadder River Walk to include the meadows around the South Western Hotel as additional amenity space for the village</i></p>	3	5	5	PCs with TISVIS and SDC	

ANNEXE A: TISBURY PARISH PLAN - SCHEDULE OF ACTIONS

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1150	<p>AIM 5: Ensure, in new developments, the inclusion of energy efficiency features such as solar panels and reuse of “grey water”</p> <p>Stakeholder Responses (SDC)</p> <p>Sustainable construction standards are set to rise through policy guidance at a number of levels.</p> <p>Steering Group Comment</p> <p>We recommend the Parish Councils encourage the SDC to show some initiative on this issue.</p>	4	1	0	PCs with SDC	
1200	<p align="center">Aims And Ways Forward: ENVIRONMENT (see section 12)</p>	<p align="center">URGENCY</p> <p align="center">N S L</p>			<p align="center">LEAD ORGANISATION</p>	<p align="center">HELP OFFERED</p>
1210	AIM 1: Improve the quality of our environment					
1211	<i>Nominate a Councillor with special interest in environmental issues</i>	11	1	2	PCs	
1212	<i>Join the Climate Friendly Community Project</i>	4	2	1	PCs with TISVIS and HELP OFFERED	yes
1213	<i>Promote awareness in the community of environmental issues and their solutions, including relevant technologies</i>	14	4	1	PCs with TISVIS and HELP OFFERED	yes (4)
1220	AIM 2: Increase the percentage of recycled waste					
1221	<p><i>Retain the existing skips at Nadder Close car park (regardless of planned changes in kerbside collection)</i></p> <p>Stakeholder Responses (SDC)</p> <p>SDC has no plan to remove recycling skips from this site however all sites will be routinely monitored and where necessary facilities / range of materials collected amended to match usage.</p> <p>Steering Group Comment</p> <p>The community will be delighted to hear this.</p>	17	0	0	PCs with SDC	

ANNEXE A: TISBURY PARISH PLAN - SCHEDULE OF ACTIONS

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1222	<i>Provide a textile skip at Nadder Close car park</i>	9	2	0	PCs with SDC	
	Stakeholder Responses (SDC)					
	SDC has requested a textile bank to be located here.					
	Steering Group Comment					
	The community will be delighted to hear this.					
1223	<i>Ensure that signposts to the community compost site by the Weaveland Road allotments are clear and sufficient</i>	10	0	0	PCs	
1224	<i>Invite the Wiltshire Wildlife Trust to provide further training in the management of the compost site including, for example, the marketing and sale of compost and wood chippings</i>	11	1	0	PCs with HELP OFFERED	yes
1225	<i>Organise appropriate facilities for passing on unwanted clothes, furniture and similar items, to other residents such as an swap shop or garage sale</i>	13	6	0	CHAMBER OF TRADE with TISVIS and HELP OFFERED	yes (2)
1230	AIM 3: Reduce fuel consumption (see also 'New Building')					
1231	<i>Promote Tisbury High Street to reduce car journeys to shops in other places</i>	24	0	0	CHAMBER OF TRADE with TISVIS	
1232	<i>Promote the marketing of locally grown or prepared food to reduce HGV traffic</i>	19	1	0	CHAMBER OF TRADE with TISVIS and HELP OFFERED	yes
1240	AIM 4: Keep the streets clean					
1241	<i>Campaign strongly to eliminate dog fouling and publicise the associated risks of disease</i>	13	2	1	PCs	
1242	<i>Educate dog owners</i>	2	0	6	PCs	
1243	<i>Prosecute owners of dogs that foul the pavements</i>	12	0	1	PCs	
1244	<i>Reinforce current efforts to eliminate litter by, for example, involving schools and the Youth Club</i>	8	0	1	PCs and HELP OFFERED	yes (2)
1245	<i>Pass bylaws regarding street cleanliness</i>	8	0	2	PCs	
1300	Aims And Ways Forward: GOVERNANCE (see section 13)	URGENCY			LEAD ORGANISATION	HELP OFFERED
		N	S	L		
1310	AIM 1: Execute the Parish Plan					
1311	<i>Seek adoption of the Plan by the Parish Councils</i>	17	0	0	TISVIS with PCs	
1312	<i>Nominate a Parish Councillor to take specific responsibility for the ongoing management of this Plan</i>	16	1	0	PCs	
1313	<i>Seek endorsement of the Plan with members of the South Wiltshire Strategic Alliance and other stakeholders</i>	9	4	0	TISVIS with HELP OFFERED and SDC	yes (3)
1314	<i>Reinstate the TisVis Steering Group (or its derivatives, such as focus groups), with fresh terms of reference</i>	10	2	4	PCs with TISVIS	

ANNEXE A: TISBURY PARISH PLAN - SCHEDULE OF ACTIONS

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1315	<i>In the light of this plan, consider a review of the structures and complement of the two Parish Councils</i>	12	2	2	PCs	
1316	<i>Lobby for the appointment of an officer, within Salisbury District Council, with specific responsibility for coordinating the development, interaction and maintenance of local Parish Plans</i>	17	1	1	SDC	
1320	AIM 2: Explore further the scope for increasing the element of local tax that comes back to the Parishes	7	5	1	PCs	
1400	MARCH 10 AND 22 EVENTS: ITEMS FOR FUTURE CONSIDERATION BY TISVIS					
1401	<i>Establish a 'well-man' clinic</i>					
1402	<i>Investigate formation of cub pack</i>					
1403	<i>Install sign to St John's Primary School from Vicarage Road</i>					
1404	<i>Consider local vegetable market on hard area for parking</i>					
1405	<i>A weather-proof bus stop at Salisbury Station would be appreciated</i>					
1406	<i>Form Civic Trust for Tisbury to inspect planning applications</i>					
1407	<i>Clean up and tidy the old printing works in the Avenue</i>					
1408	<i>Create a Park south of the Avenue i.e. between the river Nadder and the Avenue</i>					

ANNEXE B: A PROFILE OF TISBURY

An extensive Profile of the two parishes accompanies this Plan; for convenience, we include a summary here. The geographic setting of Tisbury is shown at Annexe I.

B.1 HISTORY

Tisbury began as a series of Saxon settlements along the River Nadder. Until the dissolution of the monasteries, the village centred on the farms of the Abbess of Shaftesbury and on a few houses in the upper part of what is now the High Street. Roads to outlying villages were little more than muddy tracks.

For centuries, the borough of Hindon to the north of the village overshadowed Tisbury. The coming of the railway in 1859 changed all this. It brought commerce, trade, work and relative prosperity to Tisbury and a corresponding decline in the importance of Hindon. In the main, however, the old rural roadways, apart from their tarmac covering, remains unchanged.

In the twentieth century, Tisbury survived the depression of the '30s, the upheaval of two wars, the loss of much of its manufacturing base, and the continuing decline in agriculture. Meanwhile, its beautiful position and its good railway service have attracted substantial inward migration and the village continues to evolve and grow.

At the time of the 2001 National Census, a post office, some twenty shops, five public houses, four active churches and a variety of community services together served a population, in the two parishes, of some 2,700. With new building, the population is now closer to 3,000 and the number of homes perhaps 1,300.

B.2 ENVIRONMENT

Tisbury lies within the Cranborne Chase & West Wilts Downs Area of Outstanding Natural Beauty (AONB) and features a number of important historical and environmental sites; these are listed at Annexe J. They include the Fonthill Lakes and the headwaters of the River Nadder, which is part of the Avon River System. Tisbury has its own reservoir and a sewage treatment works. The quality of water in the River Nadder supports excellent habitats for fish, water mammals, insect life, birds and plants.



The Fonthill Arch, from the Lake



Armistice Day Service at the War Memorial



Place Farm Gateway



The Tithe Barn

Photos: Philip Wilson, Tisbury Historical Society

B.3 OTHER CHARACTERISTICS

The paragraphs below summarise some of the main characteristics of the Tisbury of today.

a) Roads

Tisbury lies midway between the A303, a major trunk road to the north and, to the south the old A30. The nearest 'B' road is at Hindon; this carries traffic from Barford St Martin to the A350, and thence to the A303. The approach to the village is along 'C' class roads, of which there are six; all are very narrow. Three in particular come through single lane pinch-points at the Hindon Tunnel, the Fonthill Arch and under the bridge at Tisbury Row. Two other roads enter Tisbury by the low railway station bridge. Large HGVs cannot pass directly between North and South Tisbury.

b) Bus Services

Tisbury has infrequent bus services to Salisbury and to Shaftesbury; these are supplemented by a weekly bus to Warminster. The services are valued but they are not well co-ordinated with the trains. In addition, a registered charity, Tisbus, runs two minibuses providing local transport to its members and to other groups on demand. There is also an active 'Link' scheme. Based in Tisbury, this charity provides car transport to medical appointments and other destinations, on request and in return for voluntary donations.

c) Rail Services

Tisbury has its own railway station on the mainline from London (Waterloo) to Exeter, with at least one train an hour between Tisbury and London.

d) Educational Facilities

The Tisbury parishes have five schools. These comprise St John's Primary Voluntary Control School (the largest), its associated pre-school and the Thistledown Trust (Plymouth Brethren); this last occupies the former Middle School and offers some 60 places albeit not to the general public. The Roman Catholic Primary School and an independent pre-school are at Wardour.

Schoolchildren who might otherwise have attended the Middle School now travel by bus or train to and from schools in Shaftesbury, Gillingham and Salisbury.

e) Library

Tisbury has its own small but well used and much cherished library.

f) Communal Establishments

A Residential Home houses some 20 elderly people; sheltered housing is available at Nadder Close.

g) Medical Services

Importantly, patients have the choice of three medical practices serving the village; one is at Park Road in Tisbury and the others at Fovant and Hindon. The nearest hospitals are the Salisbury District Hospital at Odstock (17 miles by road) and the Shaftesbury Memorial Hospital (9 miles). The Great Western Ambulance Service NHS Trust operates principally from Salisbury and Warminster.

The Tisbury practice, which accounts for 80% of patients, includes two full-time doctors, two part-time doctors and two Practice Nurses. In addition to general medical practice, the Park Road surgery provides physiotherapy, chiropody and family planning advice. The practice also includes a Community Health team of some five staff, a full-time Health Visitor, a visiting Midwife, a visiting Community Psychiatric Nurse, a visiting Counsellor, a visiting Podiatrist, a visiting Psychiatrist for the elderly, and a visiting representative from the Citizens Advice Bureau.

h) Dental Support Facilities

Tisbury is served by a very modern private dental practice comprising four dental surgeons, hygienists, other support staff and a visiting orthodontist.

i) Police

Due to reduction in staff, Tisbury now has a police station established for one police officer and one Police Community Safety Officer (PCSO).

j) Fire Service

Tisbury has its own fire station. This is equipped with one fire tender and staffed by 12 retained firefighters.

k) Clubs and Amenities

Tisbury has an extensive range of well established Clubs and Amenities; these are listed at Annexe H.

ANNEXE C: THE QUESTIONNAIRE AND RESULTS

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question number	question	total unspoilt answers	% agree	% neither	% disagree
01	It is easy to find out what is going on in Tisbury.	1394	64	23	12
02	The village notice boards and the Parish Magazine, Focus, are insufficient for telling people what is going on in Tisbury	1389	33	24	43
03	There are plenty of opportunities for older people to socialise in Tisbury.	1340	39	44	17
04	There are plenty of opportunities for young people to socialise in Tisbury.	1313	14	37	49
05	In general, Tisbury is well provided with medical services	1403	87	8	5
06	Emergency ambulance services in Tisbury are not good.	1329	38	47	14
07	Non-urgent patient transport services are good.	1283	17	63	20
08	Out-of-hours medical services in Tisbury are good.	1320	23	42	35
09	Fire Services in Tisbury are good	1384	88	11	1
10	Tisbury has good access to NHS Dental services.	1383	11	14	75
11	Tisbury has good access to optician services	1368	5	19	76
12	Tisbury has good access to pre-school education	1282	51	42	7
13	Tisbury has good access to primary (5 - 11 years) education	1295	64	31	5
14	Tisbury has good access to secondary (11 - 18 years) education.	1287	23	37	40
15	Tisbury has good access to adult/further education	1310	11	36	53
16	Anti-social behaviour is a problem in Tisbury	1349	35	37	28
17	I would support a Tisbury initiative to find out more about energy saving technologies for the community.	1350	76	20	4
18	I am prepared to sort my rubbish for kerbside collection	1370	86	7	7
19	The domestic composting site by the allotments on Churchill Estate is very useful	1310	52	42	6
20	The recycling skips in Nadder Close are very useful	1398	92	6	2
21	A local recycling bank for textiles and other fabrics would be very useful	1391	82	15	3
22	Tisbury needs a local 'swap shop' to pass on unwanted furniture and other items.	1380	67	25	8
23	The Parish Councils (responsible for local issues & facilities) respond well to the views of the people of Tisbury	1348	35	49	16
24	Salisbury District Council (responsible for planning, social services; street cleaning; sport centres; refuse collection) responds well to the views of the people of Tisbury	1360	26	37	37
25	Wiltshire County Council (responsible for education; roads; police) responds well to the views of the people of Tisbury	1345	15	44	41
26	The open countryside in and around Tisbury must be protected from development.	1400	88	7	5
27	Tisbury should not be allowed to expand beyond the current Salisbury District Council Housing Boundary.	1382	78	12	10
28	Development of greenfield sites (land which has not previously been built on) within the Housing Boundary is desirable	1353	25	18	58
29	Tisbury does not need new large housing estates.	1403	80	9	11
30	Small annual housing growth in Tisbury is desirable	1381	61	19	20
31	The Station Works (old Parmiter) site should be retained for commercial purposes only.	1369	49	25	26
32	Any development of the Station Works site should provide for double track working and additional station car parking.	1378	82	12	6
33	The flood plain around the South Western Hotel is unsuitable for development.	1384	75	17	8
34	The area around the South Western Hotel, opposite the station, is an eyesore	1393	78	12	10
35	The field adjacent to Nadder School (off Hindon Lane) should be developed.	1353	22	22	56

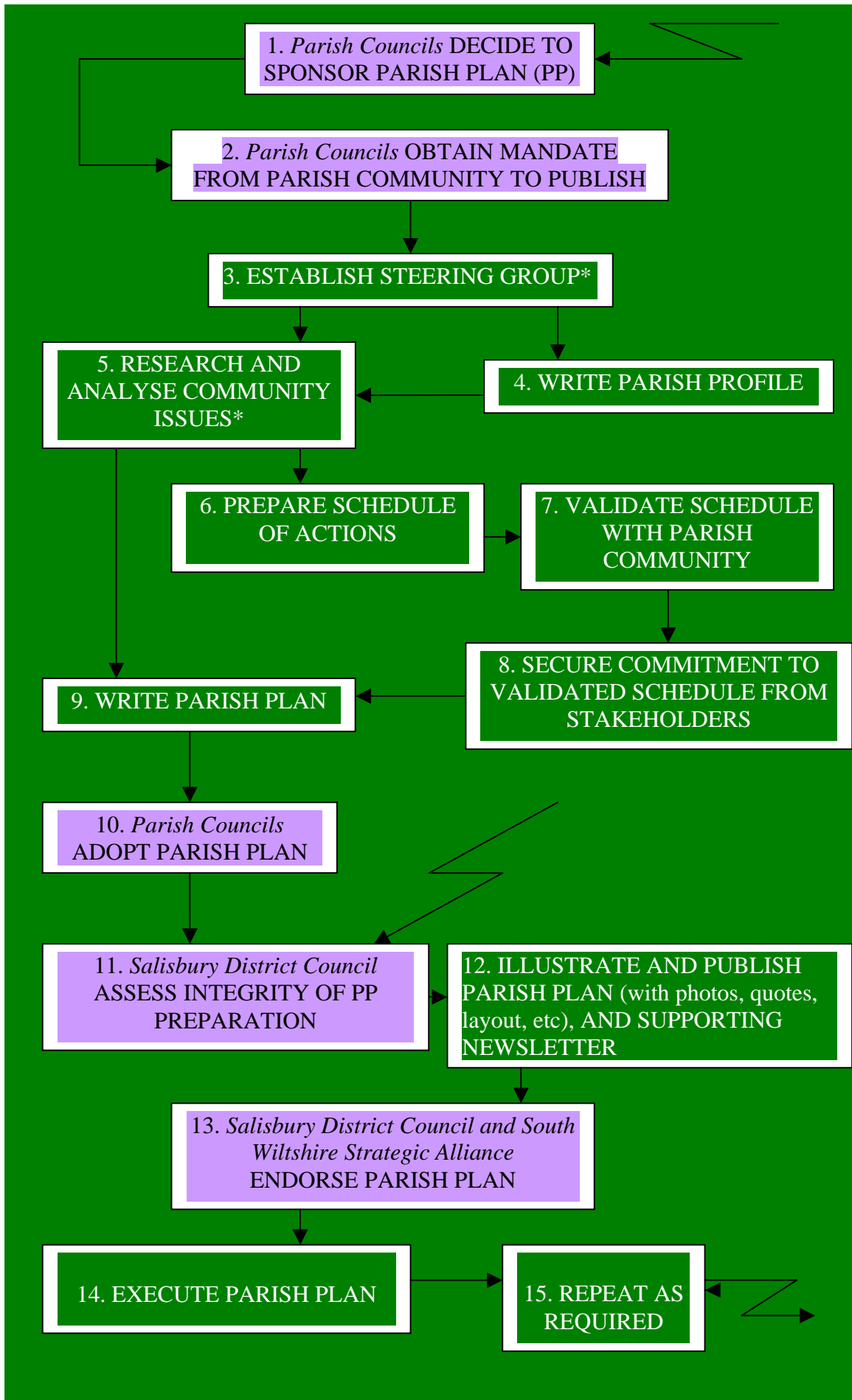
ANNEXE C: (continued)

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question number	question	total unspoilt answers	% agree	% neither	% disagree
36	All buildings constructed in Tisbury in the future should be designed to fit in well with existing properties.	1384	90	7	3
37	New house building is achieving the right mix of homes for Tisbury.	1348	39	32	29
38	More housing association houses should be built in Tisbury	1349	42	26	31
39	The allocation of Council Houses in Tisbury should be prioritised to meet the needs of local people.	1392	91	7	2
40	The Parish Councils should produce and adopt a planning and development policy for Tisbury	1360	82	14	4
41	Speeding is a problem in and around Tisbury.	1375	55	27	18
42	The roads in and around Tisbury should not be widened.	1378	59	17	24
43	People should pay to use the car park in Nadder Close	1382	9	12	79
44	Tisbury does not need more street lights	1377	52	23	25
45	The Stubbles Footpath between the Church and the Railway Station needs more lights.	1359	58	28	14
46	Dog fouling is a problem in Tisbury	1370	58	29	13
47	Litter is a problem in Tisbury	1368	45	31	24
48	I would make more use of the trains if the bus services in Salisbury and Gillingham were scheduled to meet them	1316	36	49	15
49	I would make more use of the trains, if there were a bus service from Salisbury Station to Odstock Hospital.	1327	49	39	12
50	I would make more use of the trains if bicycles could be carried on all trains	1297	30	55	15
51	The local railway station is one of the main reasons why I live in Tisbury	1347	47	30	24
52	I would make greater use of the trains if more of them stopped at Tisbury	1329	47	39	14
53	I would make more use of the trains if parking at the station was easier	1324	38	45	17
54	I would make greater use of the buses if more of them went to Shaftesbury.	1340	41	43	16
55	Tibus and the Link Scheme should be given financial support from the Local Authorities.	1374	77	20	3
56	Young people in Tisbury should be provided with more vocational and recreational facilities	1358	83	15	2
57	The Moped Access Project in Tisbury should be safeguarded	1286	53	44	3
58	The future of the Sports Centre in Tisbury should be safeguarded	1407	96	3	1
59	The future of the Police Station in Tisbury should be safeguarded	1412	95	4	1
60	The future of the Fire Station in Tisbury should be safeguarded	1415	98	1	0
61	I would be willing to pay more Parish Council tax to support the running costs of village facilities	1345	52	27	22
62	Tisbury's existing swimming pool should be improved to allow all year use.	1383	85	12	3
63	The public lavatories adjacent to the car park at Nadder Close in Tisbury are well maintained	1327	47	47	6
64	I would visit the shops in Tisbury more often if their opening hours were longer.	1338	19	47	34
65	I would shop more often in Tisbury if car parking was easier	1324	26	46	28
66	I would shop more often in Tisbury if there was a cafe	1334	34	43	23
67	I would shop more often in Tisbury if there was a second-hand shop (for clothes etc)	1337	30	44	26
68	I would shop more often in Tisbury if there was a bakery	1350	57	30	13
69	The future of the Post Office in Tisbury should be safeguarded.	1419	98	2	0
70	Salisbury District Council should give better support to local shops and businesses by reducing business rates	1387	88	11	1

Altogether, 1426 questionnaire responses are recorded on the database

ANNEXE D: TISBURY PARISH PLANNING PROCESS



ANNEXE E: PARISH PLAN PRODUCTION CHRONOLOGY

1	13/1/05	SDC's inaugural briefing at Hinton Hall to launch Parish Planning initiative
2	2/05	Steering Group formed
3	3/05	Project plan prepared
4	5,6 /05	Steering Group training
5	6/05	Profile published
6	25/6/05	Initial public promotion at Church fete (including yellow balloons!)
7	2/7/05	Public Awareness Day (Victoria Hall)
8	9/7/05	Launch of Nadder Valley Community plan in Tisbury Hinton Hall
9	12/05	Definition of questionnaire
10	12/05	Bespoke analysis software produced
11	4/02/06 - 24/03/06	Distribution, collection, and data capture of questionnaire involving c.2000 residents eligible for the electoral register.
12	31/03/06	Analysis of results by age group, parish, gender and freeform comments
13	28/04/06	TisVis Newsletter # 1 produced and circulated to whole community
14	27/06/06	Storyboard framework for draft plan produced
15	8/06	Co-opted members of Steering Group briefed to produce 'two-page' analysis of particular issues, recommendations and relevant stakeholders
16	8/10/06	Nadder Hall open day - included TisVis stand
17	10 - 12/06	Successive iterations of draft plan
18	30/12/06	Draft delivered to SDC for informal commentary
19	11/01/07	Received SDC's informal comments
20	10/03/07	Community validation event (Elizabeth Hall)
21	22/03/07	SDC facilitated event (Nadder Hall)
22	27/03/07	Plan sent to SDC for bridging process and the collation of stakeholder comments
23	24/05/07	Stakeholder comments received and incorporated in Plan
24	3/07/07	Submit Plan to Parish Councils, for adoption
25	3/07/07*	Parish Councils adopt Plan
26	4/07/07*	Submit Plan to SDC for validation of plan production process
27	31/07/07*	Plan production process validated by SDC
28	31/08/07*	South Wiltshire Strategic Alliance endorse Parish Plan

* target dates

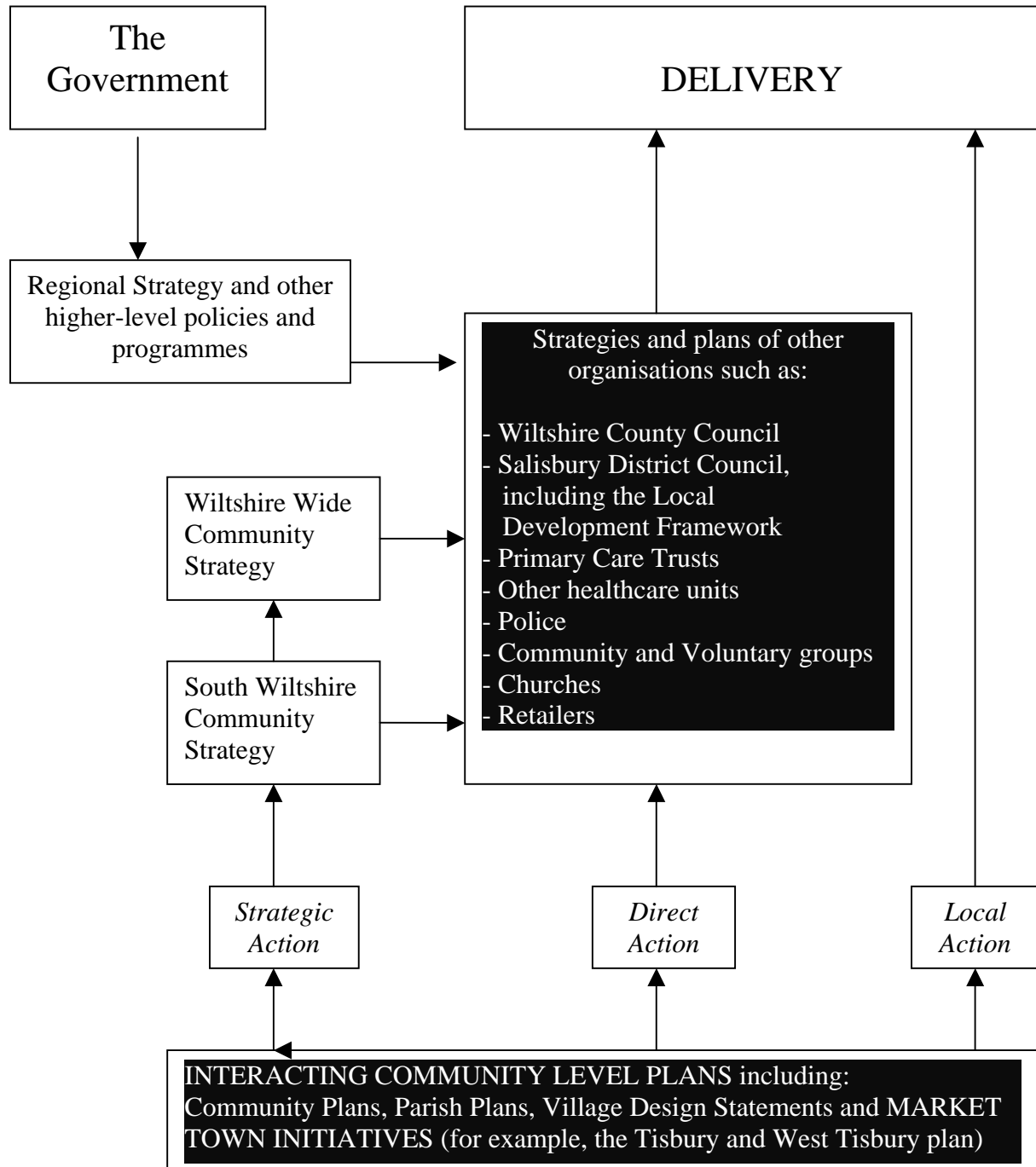
ANNEXE F: STEERING GROUP TERMS OF REFERENCE

The purpose of the Steering Group is to produce and maintain a Plan that preserves what is good about the village of Tisbury and improves what is not by:

- Liaising with the Accountable Bodies (Tisbury and West Tisbury Parish Councils) and Wiltshire's Market Towns Partnership
- Directing and coordinating the Group's supporting activities
- Initiating appropriate publicity
- Identifying members of the local community and other stakeholders, and consulting with them to identify their concerns
- Compiling a descriptive profile of the parishes
- Identifying priority projects and actions
- Depicting a clear vision of Tisbury's future
- Influencing principal stakeholders through the production of a fully validated Local Strategy and Community Plan
- Showing how the execution of the Community Plan will be monitored and controlled
- Clarifying the ongoing role and responsibilities of the Steering Group in relation to other local government bodies, most importantly the Tisbury Parish Councils, the Salisbury District Council and the Wiltshire County Council

All in accordance with the principles and practice of the Market and Coastal Towns planning initiative, and subject to the availability of appropriate resources.

ANNEXE G: RELATIONSHIPS OF TISBURY PLAN WITH OTHERS



Strategic Action: Aspirations that are shared by a number of communities within an area and will involve complex solutions and/or funding

Direct Action: Aspirations that can be achieved (fully or in partnership) if the relevant delivery organisation can be engaged

Local Action: Aspirations that can be achieved by the community itself

ANNEXE H: CLUBS AND AMENITIES

Recreational Facilities

This is not a complete list but the main clubs and societies are as follows:-

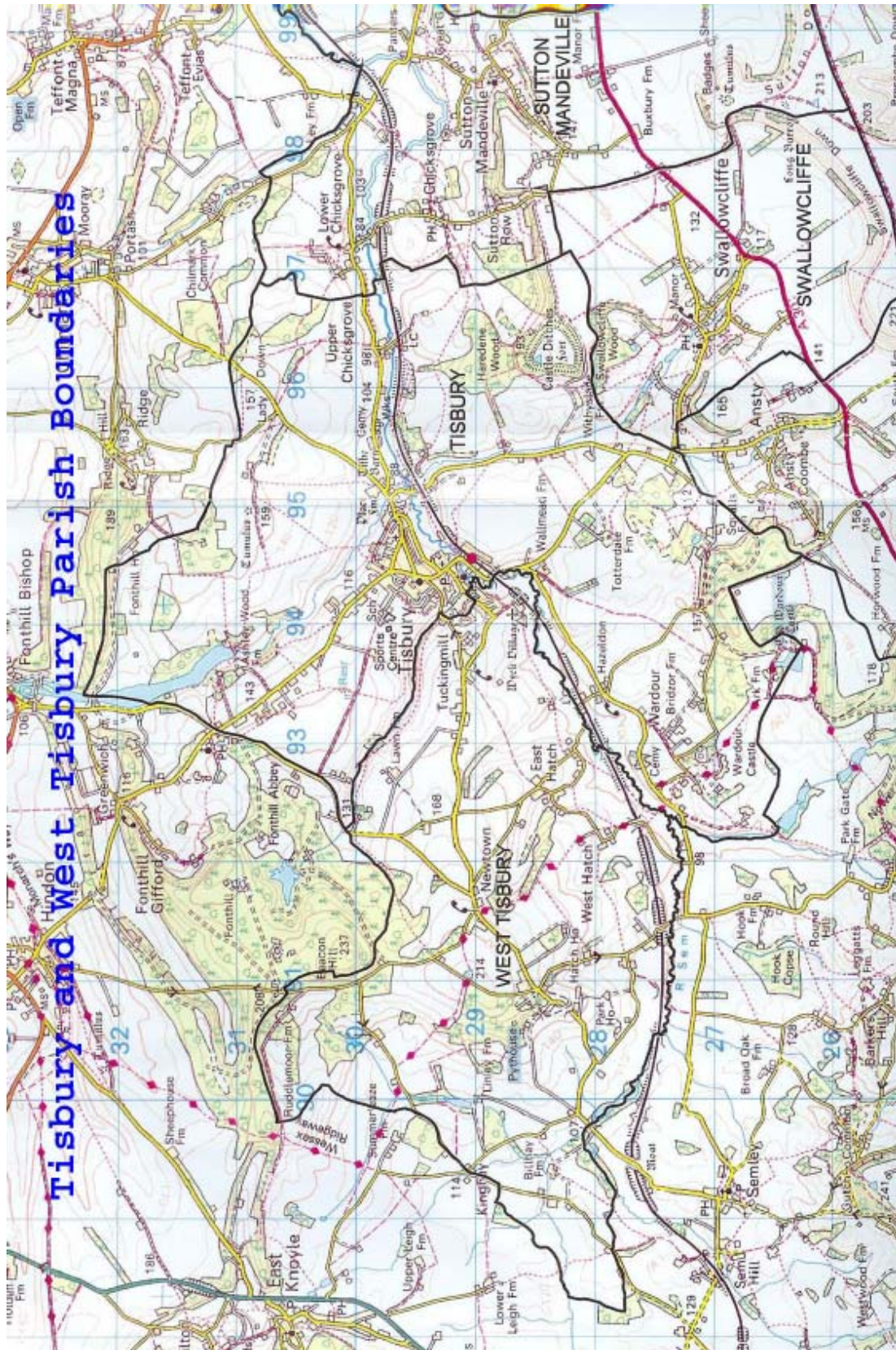
<i>Sports Amenities:-</i>	<i>Clubs and Societies:-</i>
Tisbury and District Sport and Leisure Centre including tennis courts Tisbury Amateur Swimming Club and Swimming-pool Tisbury Youth Centre Tisbury Bowling Club and Green Tisbury Cricket Club and Pitch Tisbury United Football Club and Pitch Tisbury Social Club Tisbury Angling Club Tisbury Sports and Social Club	Tisbury Arts Group (TAG) Tisbury Flower Group Tisbury & District Horticultural Society Tisbury Local History Society Tisbury Natural History Society Tisbury Country Market Tisbury Brownies Tisbury Footpath Club Tisbury Over-sixties Club Tisbury Carnival The British Legion (Men and Women Section) Allotments
<i>Community Organisations: Tisbury has a wide range of active community organisations including the following:-</i>	
Mother's Union Mothers and Toddlers Group Victoria Hall Management Committee Hinton Hall Committee Newtown, Hatch and Tuckingmill Women's Institute Good Neighbours Scheme Community Magazine FOCUS	Tisbury Pre-school Tisbury Day-care Centre The Alice Combes Trust Tisbury Carnival Committee Tisbury Chamber of Trade Shaw Trust for disabled/disadvantaged gardeners

Churches, Pubs and other services

The following churches, public houses, public halls and public services are available to the people of Tisbury:-

Churches	Pubs	Other Services	Public halls
St John the Baptist, Church of England Church The Methodist Church Catholic Church of the Sacred Heart All Saint's Catholic Chapel, Wardour	The South Western The Cross Inn That Boot Inn The Bennett Arms The Crown Inn	The Post Office The Fire Station The Police Station Tisbury Library	Victoria Hall Hinton Hall Methodist Hall Nadder Hall Queen Elizabeth Hall

ANNEXE I: TISBURY AND WEST TISBURY PARISH BOUNDARIES



ANNEXE J: HISTORICAL AND OTHER IMPORTANT SITES

1. Sites of Special Scientific Interest (SSSI)

Fonthill Grottoes, Ladydown Quarry, Upper Chicks Grove Quarry and the River Nadder

2. Footpaths, Bridleways and Byways

Tisbury has 53 footpaths, 10 bridleways and 3 byways and West Tisbury has another 17 footpaths and byways including part of the Wessex Way long distance footpath.

3. Ancient Monuments and English Heritage sites

Medieval Village of Wyck (site of), Castle Ditches, Wardour Old Castle

4. Listed Buildings

The parishes of Tisbury and West Tisbury are rich in Listed Buildings. The Church of St John the Baptist and Place Farm Tithe Barn are Grade 1 listed; Gaston Manor in the High Street is Grade 2* listed. There are also twenty-one 17th century, ten 18th century and fifteen 19th century Grade 2 Listed houses in the village. The entire High Street is a conservation area and many more listed houses feature in surrounding areas.

ANNEXE K: DISTRIBUTION LIST

Ansty Parish Council - CD	Salisbury Exeter Line Consortium of Local Authorities - CD
Berwick St John Parish Council - CD	Sedgehill Parish Council - CD
Berwick St Leonard Parish Council - CD	Semley Parish Council - CD
Chicklade Parish Council - CD	South West Coaches - CD
Chilmark Parish Council - CD	South West Trains - CD
Cranborne Chase and West Wiltshire AONB - HC + CD	South Wiltshire Strategic Alliance - 2 HC + 2 CD
County Councillor (one representing Tisbury) - HC	Southern Electricity - CD
Dinton Parish Council - CD	Steering Group - 20 HC (incl spares)
District Councillors (two representing Tisbury) - 2 HC	Sutton Mandeville Parish Council - CD
Donhead St Andrew Parish Council - CD	Swallowcliffe Parish Council - CD
Donhead St Mary Parish Council - CD	Swimming Pool Committee - 2 HC
East Knoyle Parish Council - CD	Tisbury and Wardour schools - 5 HC
Fonthill Bishop Parish Council - CD	Tisbury Chamber of Trade - HC
Fonthill Gifford Parish Council - CD	Tisbury Dental Practice - 2 HC
Fovant Medical Practice - HC	Tisbury Fire Station - HC
Fovant Parish Council - CD	Tisbury Library - 4 HC
Friends of Tisbury & District Sports Centre - 2 HC	Tisbury Medical Practice - 2 HC
Great Western Ambulance Service NHS Trust - CD	Tisbury Parish Council - 12 HC
Hindon Medical Practice - HC + CD	Tisbus - HC
Hindon Parish Council - CD	Tollard Royal Parish Council - CD
Hospital Transport Service - CD	Village Halls' Committee - HC
Levers Coaches - CD	Wessex Water - CD
Link Scheme - HC	West Tisbury Parish Council - 9 HC
Ludwell Parish Council - CD	Wilts and Dorset Bus Company - CD
Member of Parliament - HC	Wiltshire Constabulary - HC + CD
Network Rail - CD	Wiltshire County Council - 2 HC + 2 CD
Salisbury District Council - 2 HC + 6 CD	Wiltshire Fire Service - CD
	Wiltshire Primary Care Trust - HC + CD
	Wiltshire Wildlife Trust - HC + CD

NB: HC = Hard Copy; CD = Disc

ANNEXE L: ACKNOWLEDGEMENTS

The Steering Group wishes to thank everyone who has helped in the production of this Plan, including the following:

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Amber Skyring (Salisbury District Council)
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Barry Woodcock
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Those unnamed stakeholders who were kind enough to comment and, of course, the people of Tisbury who provided us with the substance of the Plan.