

TECHNICAL NOTES



Job Name: Station Yard Car Park, Malmesbury
Job No.: 18205
Note No.: 002
Date: Friday 13th October 2006
Subject: Parking Review
Prepared By: TG

peter brett associates
10 Queen Square
Bristol
BS1 4NT

DD: +44 (0)117 928 1560
Tel: +44 (0)117 928 1560
Fax: +44 (0)117 928 1570
E-mail: bristol@pba.co.uk
Website: www.pba.co.uk

Informal Site Survey

Following comments received during stakeholder consultations, PBA was requested to undertake an informal car parking survey in order to compare the levels and distribution of parking in and around Station Yard car park with a previous car parking study undertaken in 2004.

The survey gives a snap shot of current parking practice and was undertaken between 0900 and 1730 hrs on a working day. The results of the survey, a comparison with 2004 figures and a brief commentary are given below:

Location	2004	2006	comment
Designated Bays	145	86	Refers to cars parking in designated off-street parking bays
Off-street - unofficial	No data	34	Refers to cars parked off-street outside designated parking bays
On-street	15	44	Refers to cars parked along Station Road
Totals	160	164	

The above appears to demonstrate a re-distribution of local parking, which may be a consequence of introducing car parking charges since the survey in 2004. However, the above parking levels also suggest the proposed improvements to the car park layout, in conjunction with on-street parking management can satisfy existing demand.

Current Proposals:

Proposed off-street parking spaces: 149

Proposed short term on-street parking spaces: 16

On-site observations

Currently the Station Yard car park offers parking charged at a nominal sum (50p for 4 hours) and is currently not used to its potential capacity. The car park offers long term parking for periods up to one day.

Station Road offers informal on-street parking with no restrictions at all. In addition to the main car park, an overflow parking area is provided to the north of the Station Yard car park, which is free to use.

All local businesses along station road appear to have sufficient off-road private parking facilities. Station road is frequented by HGVs therefore access must be maintained for these vehicles.

The car park currently has a one way system in place however this is not obeyed by a majority of drivers. The northern access still offers easy access and egress.

Informal parking on the verges and access road to the car park appears to be a major problem. Vehicles park within the area of the car park, however avoid charges as they are not parked in designated spaces. More rigorous enforcement may be possible under a recently introduced De-criminalised parking regime.

Review of Previous Study

A car parking study of Malmesbury Town had been undertaken by RTA Associates in 2004. As part of this study a series of recommendations were made regarding the Station Yard car park which are summarised below:

- Restrictions introduced to prevent blocking of the southern entrance.
- A 2 hour limited waiting order introduced on parts of Station Road.
- Planning permission sought to extend the car park.
- Improvements made to pedestrian links.
- Improvements made to the landscaping of the car park.

In addition to these points, a review of the parking tariffs was recommended. The recommendations have since been implemented and currently stand at 50p for up to 4 hours and £1 for a whole day.

Highway Authority Discussions

Informal consultations with WCC officers have highlighted proposed on-street waiting restrictions for Station Rd – currently under separate consideration to this study and proposals. It is understood that these are under preparation for consultation – and are proposed in response to a number of queries and complaints regarding access to business premises compromised due to inappropriate on-street parking.

This is consistent with our site observations relating to uncontrolled and inappropriate parking activity within the area more generally, and may also be traced back to the introduction of parking charges.

It is recommended that WCC; NWDC and their agents liaise on the two schemes to ensure a co-ordinated approach to the issue of parking generally. A copy of this technical note will be forwarded to WCC officers for information.

Recommendations

The following recommendations could potentially improve the utilisation of the Station Yard car park, improve access to local business and improve the visual appearance of the area.

TECHNICAL NOTES



Formalisation of parking along Station Road would be necessary to give clear indication of the areas where cars can and cannot park. It would be advantageous to provide parking down one side of Station Road only, which would improve access for HGVs and coaches.

Waiting restrictions along Station Road for a period of between 30 minutes and 2 hours would encourage the use of the Station Yard parking facilities for longer periods of time. For consultation purposes, a limited period of 1 hour is recommended – which reflects the short stay demand highlighted in the 2004 study.

Proposals to provide a turning area at the southern car park access would require a total ban on parking in its vicinity to allow for the movements of large vehicles. In addition the proposed recycling facility should be marked accordingly to allow for vehicles to load and unload only. All access roads to and from the car park should be marked with double yellow lines to prevent any possible obstructions unless informally enforced by width restriction.

Physical protection around grass verges to the south and north of the station yard car park should be provided to deter parking, this would include the 'overflow' car park. This would improve the visual appeal of the area and protect the surrounding vegetation.

More stringent monitoring of the parking facilities would be beneficial once any works have been completed, in order to break the current habit of informal parking.