

BEMBRIDGE VILLAGE CENTRE PARKING ASSESSMENT 2013

INTRODUCTION

An assessment of the on-street parking conditions within the Bembridge Village Centre was undertaken in September/October 2013.

The purpose of the assessment is to inform the Bembridge Neighbourhood Development Plan in respect of on street parking conditions in the village centre.

The assessment took the form of photographing the levels of on-street parking at various times during the day on different days of the week. The survey was undertaken outside of the main holiday season (when streets are most congested). Therefore, the findings are felt to illustrate the minimum levels of on street parking during quieter months.

As part of the assessment of conditions, the Village Traders within the survey area were interviewed to establish where people working in the village centre shops and businesses park their vehicles during their work day. These results are appended at Appendix 1.

AREA SURVEYED

The following streets were surveyed:

- Sherbourne Street
- High Street (from junction with Sherbourne Street to Walls Farm) (B3395)
- Dennett Road
- Foreland Road (to bus stop on north side)
- Church Road
- Meadow Drive (to junction with Meadow Close)
- Ducie Avenue (first 50m to driveway of Moreton Lodge)

PHOTOGRAPHS

Photographs were taken from the following locations.

- 1 High Street (entrance to former Bennett's yard) looking north towards centre of village
- 2 Junction of High Street/Dennett Road looking east down Dennett Road
- 3 Junction of High Street/Dennett Road looking north towards centre of village
- 4 Junction High Street/Church Road looking west along Church Road towards Church
- 5 Junction of High Street/Church Road looking north along High Street towards centre
- 6 Church Road looking north down towards former Staddlestones Garage
- 7 Junction of High Street/Forelands Road looking east down Forelands Road
- 8 Junction Sherborne Street/High Street looking west towards harbour

- 9 Junction of Sherborne Street/Ducie Avenue looking north down Ducie Ave
- 10 Junction of Love Lane and Meadow Drive looking east down Meadow Drive
- 11 Junction of Love Lane and Meadow Drive looking south along High Street towards Village Hall
- 12 Junction of Meadow Drive and Meadow Close looking north down Meadow Close

A plan identifying these locations is attached at Annex 2.

PARKING RESTRICTIONS (WITHIN AREA OF SURVEY)

High Street	Between junction of Sherborne Street and the road narrowing point, parking is limited to 2 hours Mon to Sat 8am to 6pm with no return within 2 hours. There is a short stretch on unrestricted parking outside the café/bakery and Pomegranate shop. From south of Foreland Road junction there is unrestricted parking restriction (apart from no parking on junction and corners). There are disabled only parking bays on both sides of the street within the limited parking zone.
Dennett Road	Parking prohibited at western end both sides thereafter no restrictions
Church Road	Unrestricted parking (with exception of bus stop and "Keep Clear" and disabled parking only bay outside Church entrance
Forelands Road	Parking prohibited at western end, thereafter unrestricted parking in survey area (apart from bus stop outside Nos 13 and 15).
Sherbourne Street	Unrestricted with exception of bus stop outside "The Lanterns" and loading bay outside The Co-op and disabled parking bay outside Watson, Bull & Porter
Ducie Avenue	Unrestricted
Love Lane	Parking prohibited at southern end on western side opposite junction of Meadow Drive, thereafter unrestricted
Meadow Drive	Unrestricted
Meadow Close	Unrestricted

The junctions and corners of all the above streets are generally subject to no parking restrictions.

SURVEY DETAILS

Day	Date	Time of day	Weather/Light Conditions
Thursday	26/9/13	1430	Overcast, poor light
Thursday	3/10/13	1030	Rain/poor light
Saturday	5/10/13	1000	Bright/good light
Saturday	12/10/13	1800	Average, light beginning to fail

FINDINGS

The findings (recorded in the schedule of photographs attached as Annex 3) demonstrate there is on street parking within the surveyed area at all times during the day. During the evenings less on-street parking occurs in Church Road and the northern end of the High Street.

The results from the survey of Village Centre Traders reveals that a high proportion of on-street parking during the day is attributed to staff parking with only three traders having a total of four spaces of allocated off road parking. The results show a workforce of up to 81 workers with only 2 indicating they either walk or cycle to work. A proportion of the shops employ either part-timers or the staff work on a shift or rota basis and therefore this report does not presume there to be 79 individuals parking on the local road network at the same time. However, with 19 individual businesses all indicating they use the surrounding road network to park, it is clear the village centre traders are making a significant contribution to village centre on street parking areas which are not subject to time restrictions.

The library (not interviewed) is staffed by volunteers who are also likely to park in the locality if they do not live within walking distance.

Traders reported many instances of traffic holds up caused by large lorries, coaches or buses unable to negotiate the bend at the top Sherborne Street/High Street due to parked vehicles, sometimes on double yellow lines when the legitimate parking spaces are full. Other traffic hold ups are regularly caused in Sherborne Street when cars have parked in loading bay outside the Co-op resulting in the delivery lorry stopping on the carriageway in order to unload supplies to the store.

Traders also report that on street parking congestion is significantly worse during the summer months when the Village population is swelled by visitors and second home owners. Traders expressed concern that the redevelopment of the former Staddlestones garage site will lead to loss of parking on Church Street.

The Vicar of Holy Trinity Church reports that with a large congregation of around 125 people, parking can be difficult. Many of these people attending church have mobility difficulties and rely on being able to park in Church Road close to the entrance. Furthermore, weddings and funerals can attract to 250 people. Parking is particularly difficult on busy weekdays or Saturdays.

When the Staddlestones Garage was still trading, the Church had an informal arrangement that people attending the church could use the Staddlestones car park. This is no longer available and all users of the church have to park on the road.

The Village Hall Management Committee report that users of the Village Hall do on occasions find parking in the vicinity difficult, particularly during the week.

Bembridge is one of eleven Rural Service Centres on the Isle of Wight. Of these eleven villages, four (including Bembridge) do not have a village centre car park. However, none of these other three villages offer the range or level of services and facilities currently available in Bembridge or have the same resident population. Many residents of the village express regret that there was no opportunity for the redevelopment of the Staddlestones garage site to include a village car park as this location would have been ideally situated.

CONCLUSIONS

The lack of any Village Centre car park forces workers, visitors, shoppers and users of the community facilities such as the church, library, village hall and Parish Office, to park on the local road network including the residential streets radiating out from the village centre. Residents of dwellings fronting the High Street, Sherborne Street, Dennett Road and Foreland Road are also dependent on the road for parking provision. The combination of all these factors creates congestion which is exacerbated in the summer months with additional visitors and residents.