

Douglas Town Centre Parking Study and Parking Policy Development Options

Isle of Man Government - Department of Infrastructure

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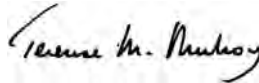

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1. Introduction

1.1. Overview

1.1.1. Amey/TPi was commissioned in July 2012 to undertake a parking and policy development study for Douglas Town Centre. The study has been carried out in three stages. The aim of stage one was to assess the ability of existing on and off street parking provision to meet current needs and assess the future level of demand for a 15-year design horizon up to 2027. Stage two of the study involved undertaking a street audit and making recommendations for change where necessary. Stage three of the study develops possible future parking strategy options and makes recommendations about the future supply and management of on and off-street car parking within Douglas. This report presents the findings of all three stages of the study.

1.1.2. The study was informed by:

- On-Street surveys of people in the town centre;
- Consultation with key stakeholders;
- Sample on and off-street parking duration surveys around the town;
- Aerial photography;
- Automatic traffic counts; and
- Site visits.

1.2. Why Have A Parking Strategy

1.2.1. Effective parking management has a fundamental role to play in delivering environmental, economic and social goals for a town. A strong parking strategy will ensure the conflicting demands of cheap readily available parking with less congestion and reduced pollution are balanced.

1.2.2. Parking is a vital commodity in a town like Douglas. It provides an essential facility for those travelling into the town from elsewhere in the island, and for those unable to use other forms of transport from within the Douglas urban areas, to access the shops, essential services or as part of the daily commute.

1.2.3. When they are not transporting people or goods all vehicles need space for parking. The management of that space – its location, cost and quality – can have a significant effect on vehicle use, particularly where mode choice exists. With uncontrolled vehicle use leading to congestion and a range of associated problems such as lost time and money, poor air quality, noise and CO2 emissions, a balanced and practical parking strategy has much to offer.

- 1.2.4. Charging motorists to park can provide valuable revenue for Local Authority and Government but any charges need to reflect the journey purpose. Charge too much for short stay parking designed to provide access to the shops and essential services or for tourist visits and shoppers and visitors could travel elsewhere. Charge too little for commuter parking and those who might walk or cycle to work will often choose the car resulting in a congested and polluted town centre. Having too many car parks close to the town centre will reduce the quality of the streetscape and the historic setting of the buildings. So again it's a matter of balance.
- 1.2.5. A robust parking strategy encourages inward investment. It sends a message that the town is well valued and that its Local Authority and Government understands how to manage parking to best effect - to get the balance right between low cost, convenient shopper parking close to retail centres, and commuter parking that reduces congestion for 'through' traffic and which helps workers lead healthy lives.
- 1.2.6. And it's not just about car parking. Douglas is a successful tourist destination and there is a need to ensure that coach parking arrangements minimise their visual impact on streetscapes and buildings and do not place unreasonable demands on coach operators.

1.3. Study Objectives

- 1.3.1. In developing this parking strategy we have responded to a number of objectives as set out in the Department of Infrastructures study brief, namely to:
 - Quantify the existing parking supply and demand;
 - Recommend parking standards for the study area;
 - Identify areas with current parking shortfalls/difficulties; and
 - Develop options for a Parking Management Policy in Douglas.
- 1.3.2. The Department of Infrastructure established a study area within which car parking should be considered, this is shown in Figure 1.

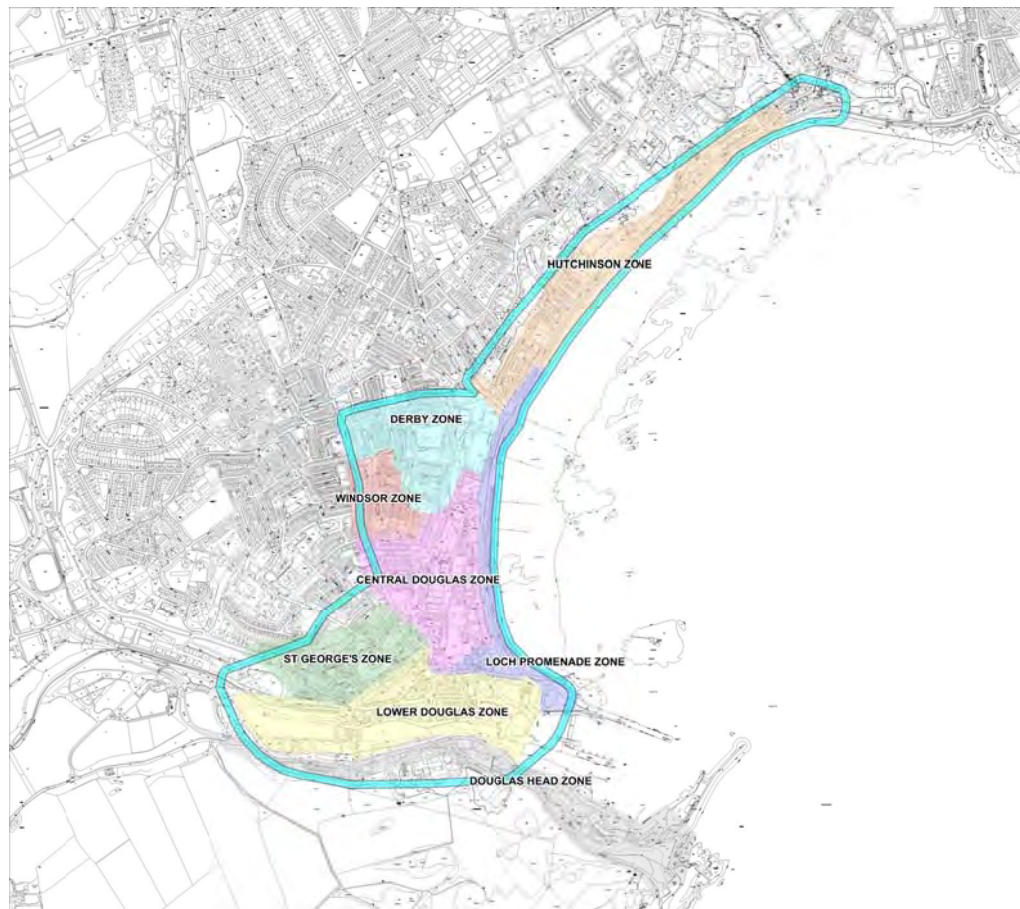


Figure 1: Douglas Town Centre Study Area

1.4. Existing Parking Regulations

1.4.1. The Department of Infrastructure currently operates a policy of introducing disc parking zones in the Island's Towns and Villages. To date there are 19 Disc Parking Zones throughout the Island of which, 8 form part of the study area for Douglas. The zones making up the study area are as follows:

- Central Douglas Zone;
- Derby Zone;
- Douglas Head Zone;
- Hutchinson Zone;
- Loch Promenade Zone;
- Lower Douglas Zone;
- St George's Zone; and
- Windsor Zone.

- 1.4.2. Non-residents wishing to park in these areas must display a clock parking disc in their vehicle showing the time of arrival in the parking place. Discs are available from vehicle hire firms, the Sea Terminal at Douglas, Police Stations and local Commissioners' Offices throughout the Island.
- 1.4.3. In a Disc Zone, parking is available free of charge for a limited period as long as a valid disc is displayed showing the correct time of arrival. Disc parking areas are indicated by road markings and sign plates giving details of the time limits. There are currently no charges for parking on-street in any of the disc zone areas.
- 1.4.4. Residents who live within a Disc Parking Zone may obtain a Resident's Parking Permit. The permits do not guarantee a parking place but they exempt the holder from the time restrictions imposed in the disc zone areas. Residents parking permits are currently administered and supplied free of charge.
- 1.4.5. Figure 2 shows the areas which are currently subject to waiting time restrictions within the study area.

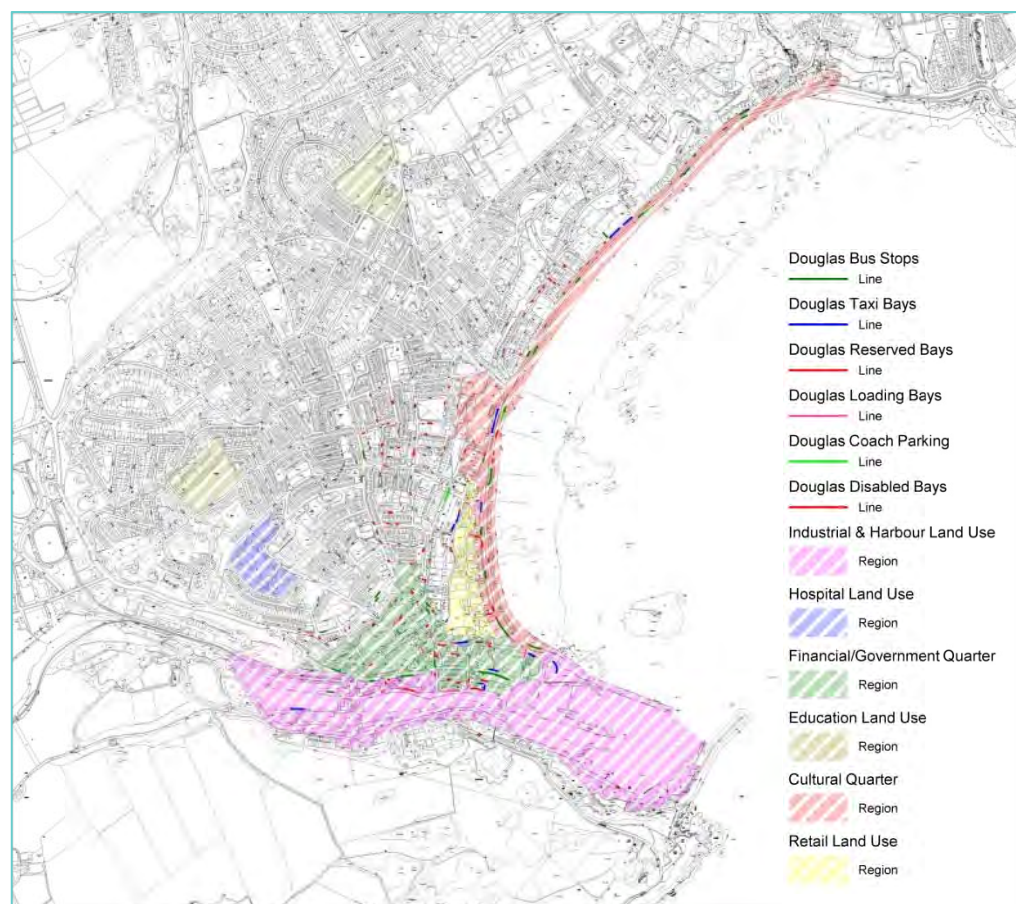


Figure 2: Douglas Town Centre Waiting Restrictions



1.5. Existing Parking Standards

- 1.5.1. Existing parking standards for Douglas are identical to those for the rest of the island and are contained within the Isle of Man Strategic Plan (2007). These standards are shown in Table 1.

Table 1: Isle of Man Parking Standards	
Type of Development	Car Parking Standard
Typical Residential	2 spaces per unit, at least one of which is retained within the curtilage and behind the front of the dwelling.
Residential Terraces	2 spaces per unit, if not within curtilage then located as close to units as possible without compromising residential amenity. Parking spaces should not be provided in front of the dwellings where this would result in a poor outlook for residents and would detract from the amenity of the area.
Apartments	1 space for 1 bedroom; 2 spaces for 2 or more bedrooms
Sheltered Housing	1 space per 3 units.
Town centre and brownfield residential development	Typical residential standard may be relaxed in accordance with paragraph A.7.1 above.
Nursing, rest, and care homes	1 space per 3 residents in addition to spaces for staff and deliveries.
Offices	1 space for every 50 square metres of nett floor space.
Out of town offices	1 space for every 15 square metres of nett floor space.
Town centre shops	Space for service vehicle use.
Neighbourhood shops	Spaces for staff, customers, and service vehicles will be required.
Light industrial, research and development	1 space per 30 square metres nett floor space.
General industrial	1 space per 50 square metres gross floor space.
Storage and distribution	1 space per 100 square metres gross floor space.
Medical / health services	3 spaces per consulting room plus staff parking.
Hotels, motels, guest houses	1 space per guest bedroom. In rural and suburban locations. In urban locations standards may be relaxed as (d) below
Assembly and leisure (includes cinemas, meeting halls, swimming baths, leisure centres, and the conference and leisure facilities of hotels)	1 space per 15 square metres gross floor space.



1.6. Report structure

- 1.6.1. The results of the parking accumulation and duration surveys are shown in Chapter 2. Chapter 3 discusses the outcomes of the street audit. Chapter 4 outlines the consultation process and discusses some of the more pertinent findings. Predicted future parking requirements are considered in Chapter 5. An assessment of the development options for managing the parking stock and improving the urban environment are considered in Chapter 6 with recommendations outlined in Chapter 7.

2. Existing Parking Situation and Survey Results

2.1. Introduction

2.1.1. The starting point for any car parking strategy is the existing situation; **how many cars are parked, where, for how long** and if possible **why?** Surveys of the existing situation were undertaken in Douglas during September 2012. These investigated the parking characteristics for different parts of the town centre on a typical Friday and Saturday, usually the days of peak demand.

2.1.2. Any survey (unless it is undertaken over an extended period) will only provide a snapshot. It is therefore necessary to obtain additional data to ensure that the snapshot is representative of normal conditions. Extended Automatic Traffic Counts (ATCs) were therefore undertaken at various locations around the town to enable normalisation of the conditions observed during the study period.

2.1.3. Parking demand is a function of the number of journeys made using the private car. It is also affected by a number of other variables, significantly:

- Trip purpose;
- Availability and appropriateness of alternative forms of transport;
- Location of parking areas in relation to attractors;
- Ease of finding a space; and
- Cost of parking relative to other forms of transport.

2.1.4. In this study, analysis of parking data is designed to determine the current parking demand. This evidence base is then used as a foundation to forecast the changing profile of parking demand as the above factors are varied. This chapter describes the surveys and analysis undertaken in order to develop an understanding of both on and off street parking demand.

2.2. Existing Parking Supply

On-Street Supply

2.2.1. Table 2 indicates the number of on-street parking spaces by zone with location shown at Figure 3, detailed capacity data can be found in Appendix A. The study area has been divided into a number of zones to allow comparison of the results across different areas of Douglas. In the table, the spaces are categorised by type of restriction in force along each length of kerb as follows:

- Restricted (15-minutes);
- Restricted (30-minutes);
- Restricted (60-minutes);
- Restricted (90-minutes);

- Restricted (120-minutes);
- Restricted (16 hours);
- Restricted (24 hours);
- Disabled bays (15-minutes);
- Disabled bays (30-minutes);
- Disabled bays (60-minutes);
- Disabled bays (90-minutes);
- Disabled bays (120-minutes);
- Unrestricted; and
- Reserved.

2.2.2. Where individual spaces are not defined using road markings (i.e. in uncontrolled areas), the number of spaces provided is based upon a nominal 5.5m length for a single car and adjusted for road width.



Table 2: Number of On-Street Parking Spaces Categorised by Restrictions															
Zone Name	Number of Spaces														
	Restricted (15 Minutes)	Restricted (30 Minutes)	Restricted (60 Minutes)	Restricted (90 Minutes)	Restricted (120 Minutes)	Restricted (16 Hours)	Restricted (24 Hours)	Disabled (15 Minutes)	Disabled (30 Minutes)	Disabled (60 Minutes)	Disabled (90 Minutes)	Disabled (120 minutes)	Unrestricted	Reserved	
Friday															
Central Douglas	8	29	0	0	188	0	0	2	10	0	0	5	0	5	
Derby	0	3	0	0	254	0	0	0	0	1	0	1	0	11	
Douglas Head	0	13	0	26	109	5	0	0	0	0	0	0	0	5	
Hutchinson	0	9	0	0	65	0	158	0	1	0	0	0	170	8	
Loch Promenade	4	29	0	0	262	0	54	0	3	1	3	9	43	1	
Lower Douglas	0	32	0	57	43	0	0	0	0	0	5	15	2	35	
St George	1	9	12	0	153	0	0	0	0	0	0	5	0	1	
Windsor	0	21	0	0	121	0	0	0	3	0	0	0	0	5	
Overall	13	145	12	83	1195	5	212	2	17	2	8	35	215	71	
Saturday															
Central Douglas	0	17	0	0	0	0	0	2	10	0	0	5	208	5	
Derby	0	0	0	0	0	0	0	0	0	1	0	1	257	11	
Douglas Head	0	13	0	6	0	5	0	0	0	0	0	0	129	5	
Hutchinson	0	9	0	0	0	0	158	0	1	0	0	0	235	8	
Loch Promenade	4	29	0	0	213	0	54	0	3	1	3	9	92	1	
Lower Douglas	0	32	0	57	43	0	0	0	0	0	5	15	2	35	
St George	0	0	0	0	0	0	0	0	0	0	0	5	175	1	
Windsor	0	21	0	0	0	0	0	0	3	0	0	0	121	5	
Overall	4	121	0	63	256	5	212	2	17	2	8	35	1219	71	

2.2.3. Table 2 shows that on a Friday in the Douglas Study Area there are 13 on-street 15-minute restricted spaces, 1652 duration restricted spaces, 64 on-street duration restricted disabled parking spaces, 71 reserved spaces and 215 unrestricted spaces. In total, the on street parking supply is 2015 spaces (within the designated study area).

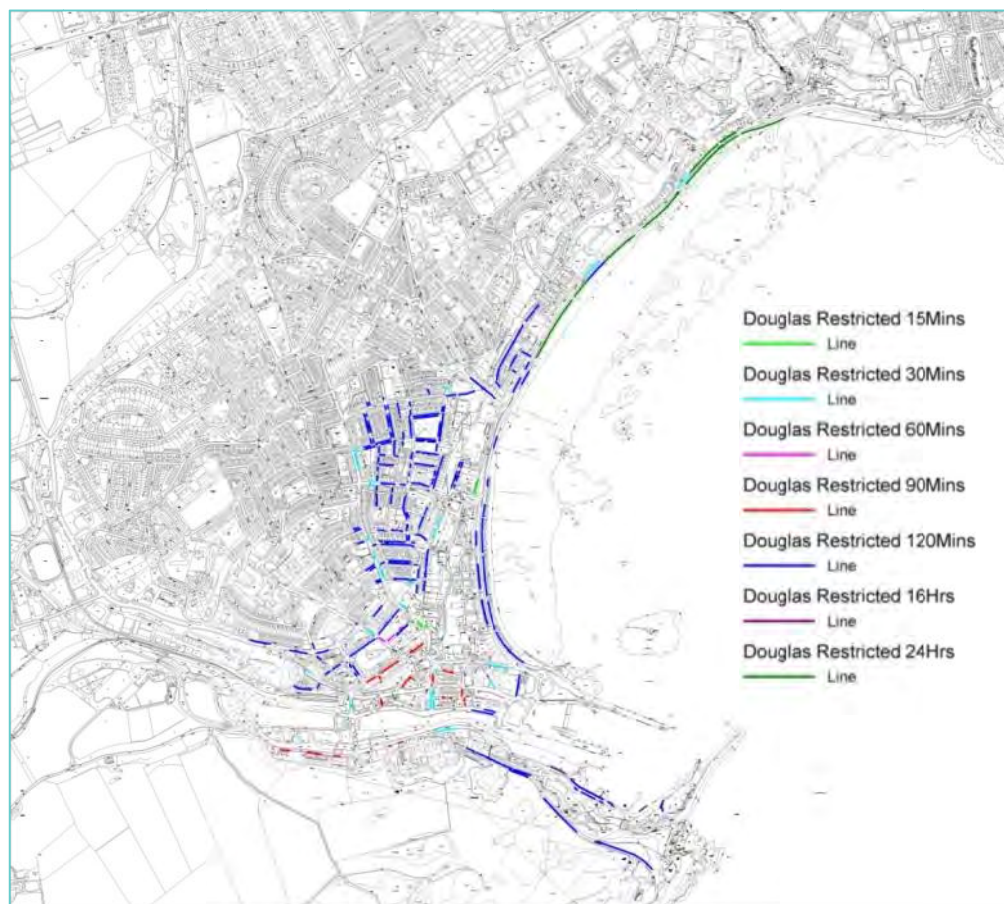


Figure 3: Douglas On-Street Parking Locations

Off-Street Supply

2.2.4. Off-street car parks may be controlled by the Department of Infrastructure, Douglas Borough Council or by private organisations. The categories of off-street parking supply used within this study were as follows:

- Publicly Available Off-street (PA)
 - Publicly available off-street car parks operated by the local authority which may be used by any motorist. There may be restrictions on the length of time a vehicle may be parked.
- Private Publicly Available Off-street (PPA)
 - The private publicly available off-street category includes both privately operated car parks where motorists are charged to park their vehicle and car parks attached to public facilities such as leisure centres and supermarkets.
 - Parking at public facilities is often associated with particular trip purposes (i.e. shopping or leisure). Unless parking at such locations is restricted, for instance by a permit or membership scheme, it is classed as private publicly available off-street parking, but may be time limited.



- Private Residential (PR)
 - Private residential parking places specifically serve residential developments, providing areas in which only residents and their visitors may park. This category of parking is comprised of car parks attached to blocks of flats and includes off-street parking in the form of driveways or private garages in front of houses.

- Private Non-residential (PNR)
 - Like private residential parking places, PNR parking is provided to service specific, usually employment related, developments. PNR parking facilities are often large and can significantly contribute to peak hour traffic generation.

2.2.5. In this study, PNR parking is described as off-street parking which is provided to meet the needs of any non-residential development and which is privately controlled and not available for public use. This category does not include staff and visitor parking at leisure and retail venues.

2.2.6. In the Douglas study area, there are 11 public off-street car parks providing a total of 1857 parking spaces on a Friday. In addition there are 5 private publicly available car park (587 spaces), 74 car parks providing 2572 private non-residential spaces and 12 private residential car parks providing 363 car spaces. Figure 4 shows the location of the off-street car parks which fall into each category in the study area and Table 3 gives details for each by zone, detailed off-street capacity data can be found in Appendix B.

Table 3: Number of Off-Street Parking Spaces Categorised by Zone and Type					
Zone	Number of Spaces				
	Overall	PA	PPA	PR	PNR
Friday					
Central Douglas	1637	803	0	0	834
Derby	72	0	0	0	72
Douglas Head	352	8	0	0	344
Hutchinson	568	0	174	363	31
Loch Promenade	271	256	0	0	15
Lower Douglas	2294	790	413	0	1091
St Georges	652	0	0	0	652
Windsor	13	0	0	0	13
Overall	5859	1857	587	363	3052

Table 3: Number of Off-Street Parking Spaces Categorised by Zone and Type					
Zone	Number of Spaces				
	Overall	PA	PPA	PR	PNR
Saturday					
Central Douglas	1613	1061	0	0	552
Derby	72	0	0	0	72
Douglas Head	227	8	0	0	219
Hutchinson	568	0	174	363	31
Loch Promenade	256	256	0	0	0
Lower Douglas	2145	647	413	0	1085
St Georges	600	0	0	0	600
Windsor	13	0	0	0	13
Overall	5494	1972	587	363	2572

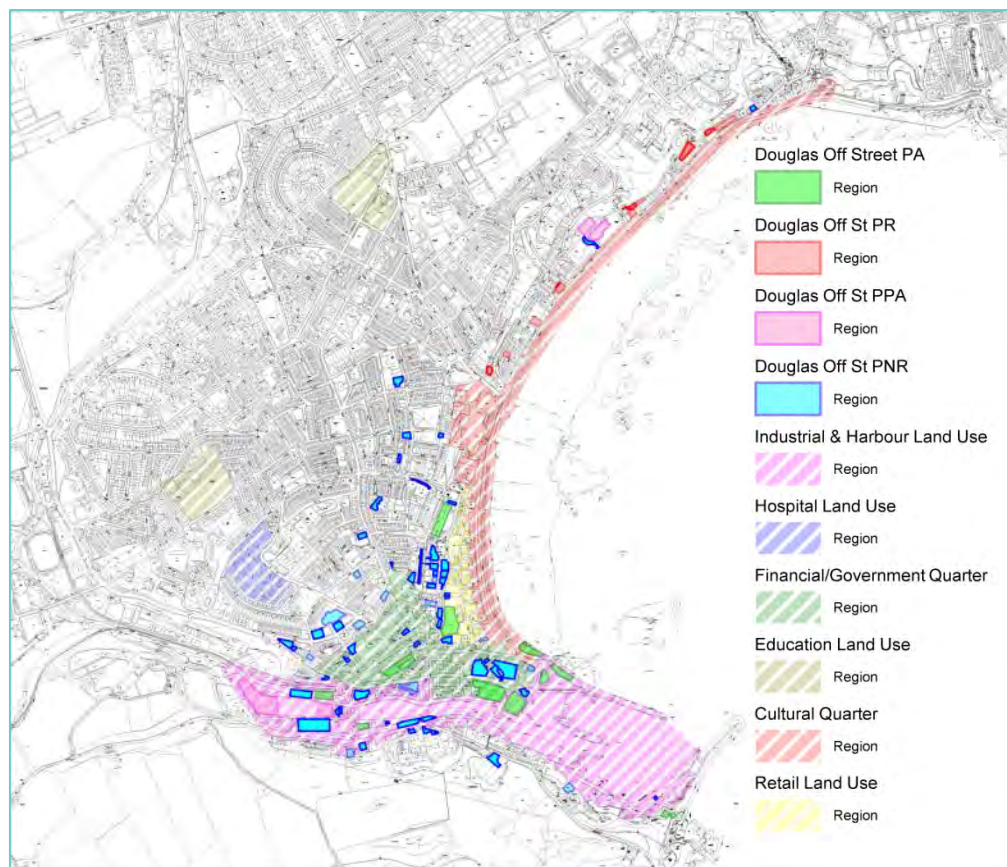


Figure 4: Douglas Off-Street Parking Locations



2.2.7. The total number of off-street spaces is likely to be an under estimate since some PNR and PR spaces will be under buildings and not visible from the street.

2.2.8. From Tables 2 and 3, it can be seen that the total number of public or private publicly available parking spaces available to the public in the Douglas study area is 4459 (Friday) and 4574 (Saturday), namely::

Friday

■	On-Street Restricted	-	1665;
■	On-Street Unrestricted	-	215;
■	On-Street Disabled	-	64;
■	On-Street Reserved	-	71;
■	Off-Street PA	-	1792;
■	Off-Street PA Disabled	-	65; and
■	Off-Street PPA	-	587.

Saturday

■	On-Street Restricted	-	661;
■	On-Street Unrestricted	-	1219;
■	On-Street Disabled	-	64;
■	Reserved	-	71;
■	Off-Street PA	-	1907;
■	Off-Street PA Disabled	-	65; and
■	Off-Street PPA	-	587.

Limited Waiting

2.2.9. The majority of public off-street car parks (1857 spaces on a Friday) do not have restrictions limiting the length of time vehicles may be parked, allowing all day parking. The exceptions are DoI owned/operated car parks at Drumgold St (3 hours), Chester St, Levels 1,2 & 3 (3 hours), Sea Terminal West (2 hours) and Sea Terminal North (1 hour).

Disabled Parking

2.2.10. Sixty five spaces are reserved for disabled motorists within the publicly available off-street car parks. Disabled motorists can park for free and for as long as they wish in all off-street publicly available car parks (aside from Drumgold Street where a 3 hour restriction applies). In addition to off street spaces, 64 spaces are also provided on street but contrary to off-street parking, motorists are required to adhere to time restrictions.

2.3. Parking Surveys

2.3.1. Parking surveys were undertaken by a team of enumerators on a typical Friday and Saturday during September 2012. Aerial photographs were also taken in tandem for the purposes of analysing occupancy levels across the study area at peak accumulation. The ground surveys were designed to record the parking characteristics of vehicles during peak parking conditions. Usually, Saturday is the peak shopping day with Friday being the peak weekday. Generally, the peak days are of greatest concern, either because normal peak demand is catered for or a known proportion with demand management measures taking account of the remainder.

Duration Surveys

2.3.2. Parking duration is the length of time a vehicle is parked in one place, on or off street. Duration surveys were undertaken to determine the characteristics of vehicles parked in terms of time spent at particular locations. This is particularly important in identifying vehicles overstaying any restriction.

2.3.3. Thirty minute beat surveys were undertaken at a sample of restricted parking areas within the current disc zones and at all publicly owned off-street car parks. The areas surveyed are shown in Figure 5.

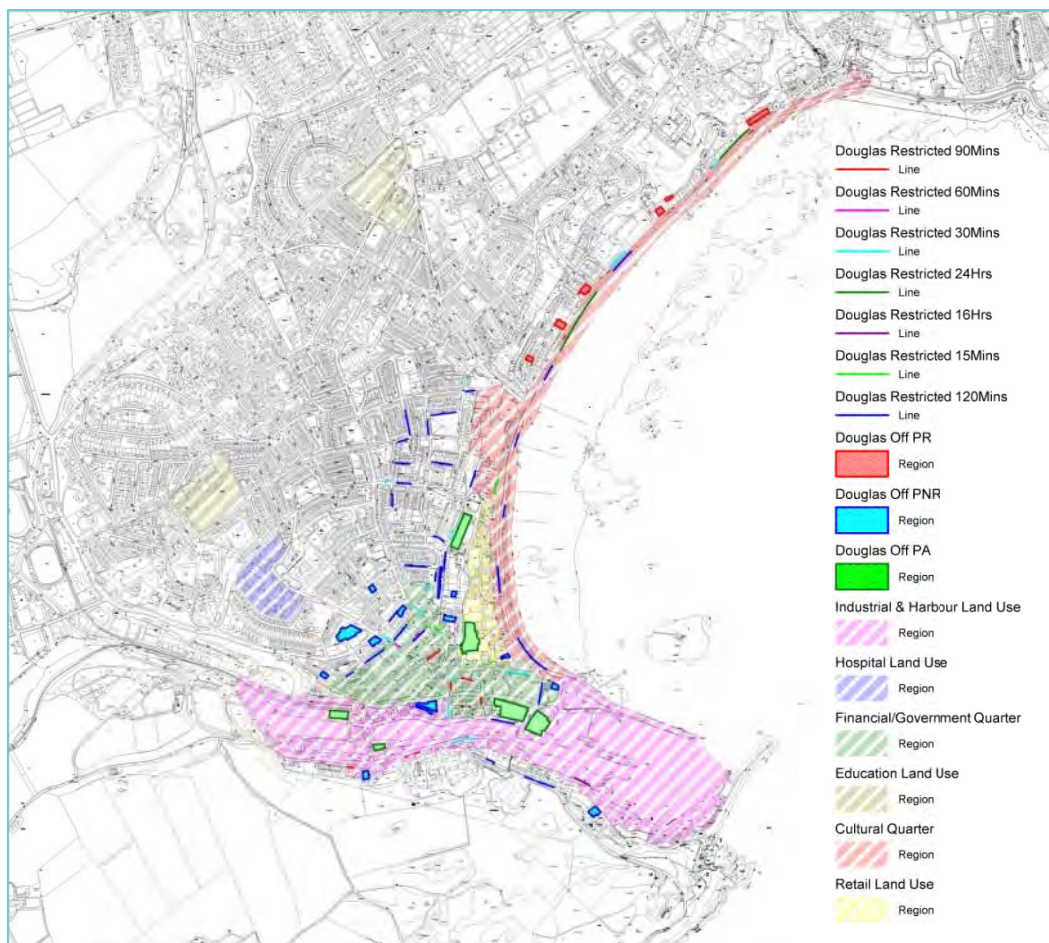


Figure 5: Douglas Parking Survey Locations

On-Street Duration

2.3.4. Figure 6 shows the duration of stay for on-street restricted, unrestricted and illegal/inconsiderate parking (i.e vehicles which are parked illegally or interfere with the free flow of traffic). The most important finding from the duration surveys are the proportion of vehicles overstaying the time limit. The percentage of vehicles overstaying restrictions was observed to be 10% on a Friday and just 6% on a Saturday. These proportions would indicate that enforcement is being done regularly and effectively and that spaces are available to those who require them.

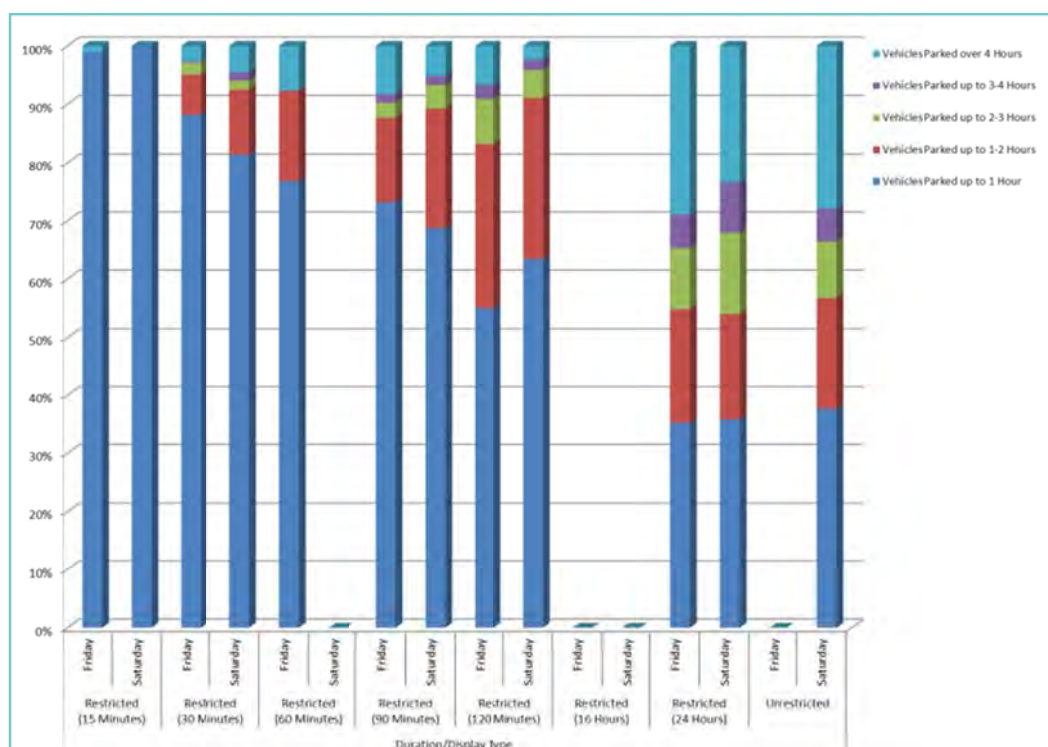


Figure 6: Douglas On-Street Parking Duration

2.3.5. Duration of stay in unrestricted streets is shown for comparative purposes only because by definition there is no over-staying. From the survey results (shown in Figure 6 it can be seen that approximately 65% of all vehicles parked in the unrestricted streets stayed for 3 hours or less. Since commuters are likely to stay for around 4 or 8 hours, these results indicate that even in the unrestricted streets, the majority of parked vehicles are unlikely to be driven by employees working in the town centre. The abundant contract parking and on/off street parking in close proximity to employment generators is also likely to be a factor.

Off-Street Duration

2.3.6. Duration of stay in publicly owned car parks has been assessed and is shown for comparison with on-street parking durations. From the survey results (shown in Figure 7), it can be seen that Parade St, Shaws Brow, Tongue and Bottleneck car parks are those most likely to attract work based commuters on a Friday as the majority of parking durations are over 4 hours in length.

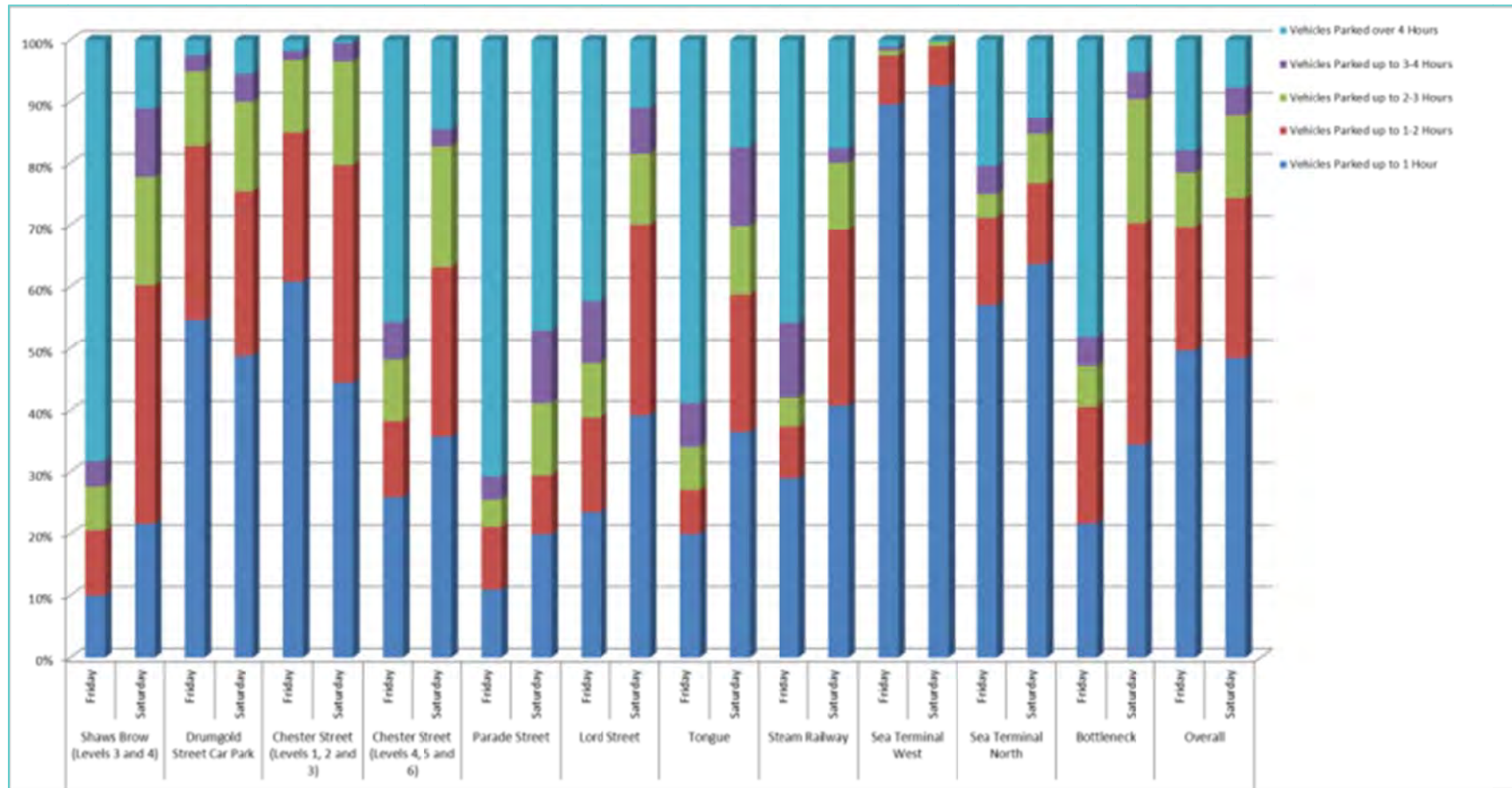


Figure 7: Douglas Off-Street Parking Duration

Illegal/Inconsiderate Parking

2.3.7. Figure 8 shows, in absolute terms, the number of vehicles parked on sections of carriageway where parking is not permitted or where parked vehicles interfere with the free flow of traffic (e.g. at a junction). Details of parking duration are also shown. Detailed analysis showed that the inconsiderate parking acts were predominantly motorists parking on double yellow lines and in Loading Bays. The Lower Douglas Zone exhibited the highest proportion of illegal/ inconsiderate parking. With regards to double yellow, loading bay and bus stop parking incidents, it is noticeable that the highest proportion occurred on a Saturday when compared with Friday.

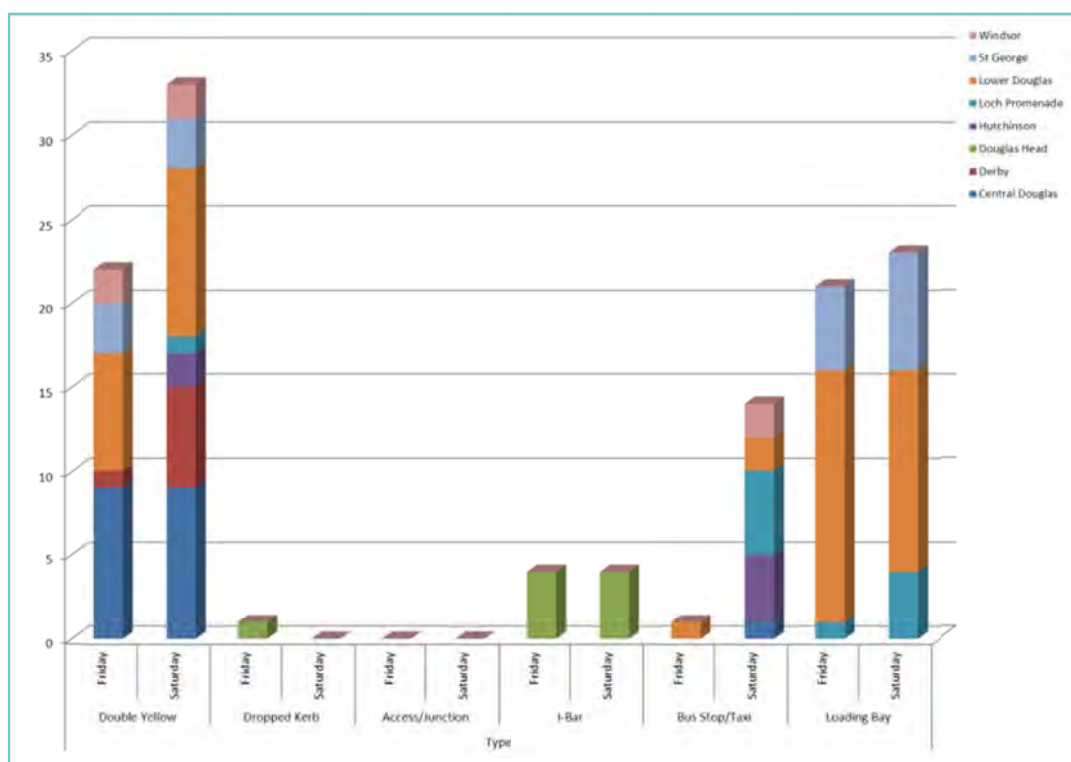


Figure 8: Douglas On-Street Illegal Parking Events

2.3.8. It can be seen from these results that throughout the period of the duration surveys, over 60 vehicles were observed to be parking illegally or inconsiderately within Douglas on a Friday and Saturday. Furthermore, the analysis shows that of these, around 6% are staying for over an hour on a Friday with around 4% on a Saturday. Approximately 50% of these parking incidents occur on double yellow lines.

Over Staying

2.3.9. Table 4 shows the number of vehicles over staying the time limit in Douglas between 12pm and 1pm which is when daytime peak demand tends to occur.



Table 4: Number of Vehicles Over Staying the Time Limit in Douglas 12pm-1pm			
Day	Over Staying Parking Events (On-Street)		
	Up to 1 Hour	1-2 Hours	2 Hours+
Friday	149	41	65
Saturday	77	18	23

2.3.10. It can be seen from Table 4 that on a Saturday there are currently 118 (6% of capacity) vehicles parked in Douglas and on a Friday there are 255 (10% of capacity) vehicles parked between the hours of 12pm-1pm for longer than the current restrictions allow. On a Friday some 65 of these vehicles are parked in excess of 2 hours.

Disc/Permit Display

2.3.11. An assessment has been made of the level of compliance in displaying either a disc or permit. The survey results from the Friday survey are shown below:

- Disc - 70%;
- Permit - 9%;
- Disabled Badge - 1%; and
- Nothing - 20%.

2.3.12. It can be seen that 20% of vehicles were parked without displaying a valid disc or permit. Further analysis has identified that lower levels of compliance are prevalent in areas further away from the immediate town centre (i.e. Hutchinson, St Georges and Douglas Head zones).

2.4. Peak Accumulation Surveys

2.4.1. Peak parking accumulation is the maximum number of vehicles parked within the study area on a particular day. For the purposes of the peak parking strategy, this is taken for a peak weekday, a weeknight and a Saturday. The peak weekday for Douglas occurs on a Friday. For a town such as Douglas, the normal maximum demand can be assessed by surveys undertaken during term time and with reasonable weather conditions. These figures are then checked for 'normality' by reference to longer term traffic counts.

2.4.2. Peak accumulation during the day occurs in virtually all central urban areas between 1200-1400hrs. Therefore, accumulation surveys were undertaken between 1200-1300. Conducting the accumulation surveys at these times determines the maximum normal daily demand. The areas surveyed are shown in Figure 9. Accumulation was done by aerial photography, constantly taking pictures on both Friday and Saturday in order to get an accurate indication of cars parked in the survey locations. These images were subsequently analysed manually and the results can be seen in table 5. Detailed results are shown in Appendix D.

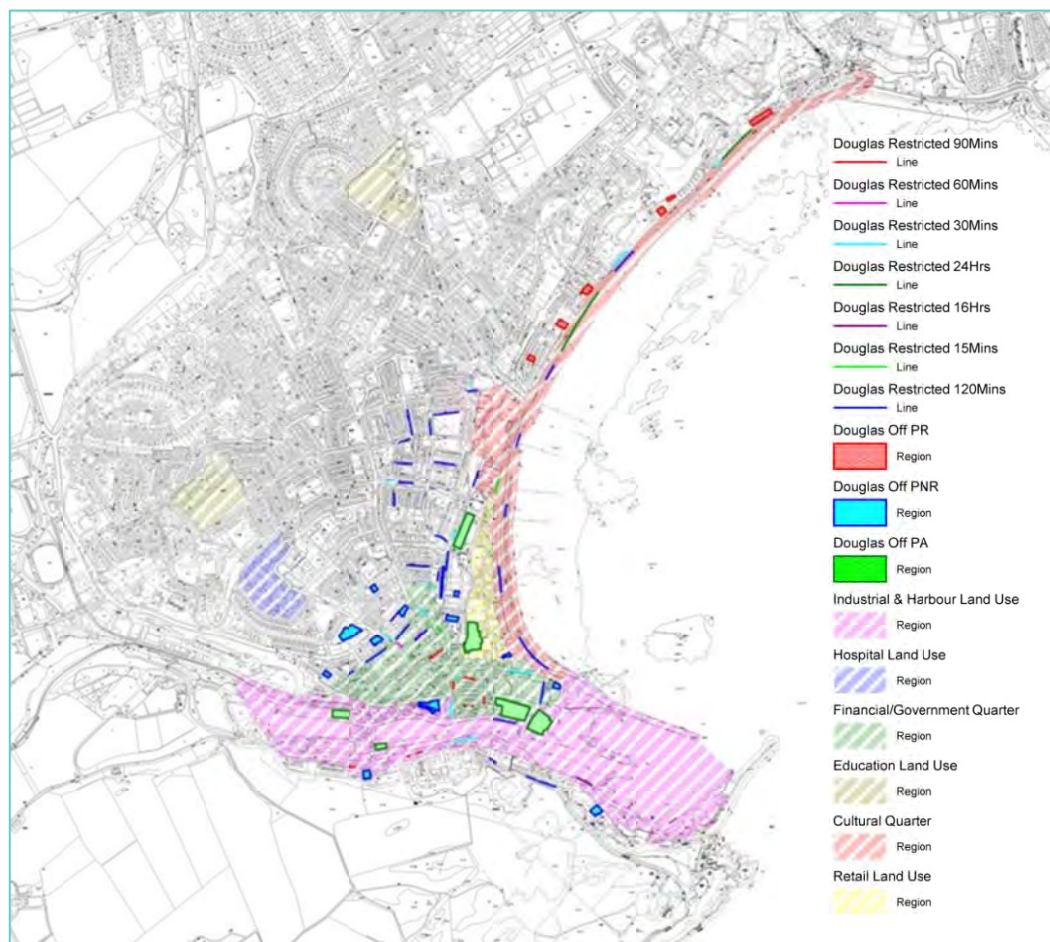


Figure 9: Douglas Accumulation Survey Locations

2.4.3. Peak parking accumulation has been assessed in the following six categories:

- Public On-Street (Restricted);
- Public On-Street (Unrestricted);
- Publicly Available Off-Street;
- Private Publicly Available Off-Street;
- Private Residential Off-Street; and
- Private Non Residential Off-Street.

2.4.4. Table 5 shows the parking accumulation in Douglas. Occupancy by zone for the different survey periods is shown in Figures 10-13 for Friday day and Saturday day respectively, the occupancies of publicly available parking areas are highlighted in the figures depending on identified ranges, as follows:

- 0% to – 84% - Green (Space Available);
- 85% to 99% - Amber (Full); and
- >100% - Red (Overloaded).



Table 5: Peak Parking Accumulation in the Douglas Study Area Categorised by Type			
Category	Friday Weekday		
	Spaces	Parked	Usage
Public On-Street (Restricted)	1729	1415	82%
Public On-Street (Unrestricted)	286	252	88%
Publicly Available Off Street	1857	1549	83%
Private Publicly Available Off Street	589	401	68%
Private Residential Off Street	363	148	41%
Private Non Residential Off Street	3039	2138	70%
All Categories Combined	7863	5903	75%
Category	Saturday		
	Spaces	Parked	Usage
Public On-Street (Restricted)	725	652	90%
Public On-Street (Unrestricted)	1290	1005	78%
Publicly Available Off Street	1972	1162	59%
Private Publicly Available Off Street	587	386	66%
Private Residential Off Street	363	191	53%
Private Non Residential Off Street	2559	505	20%
All Categories Combined	7496	3901	52%

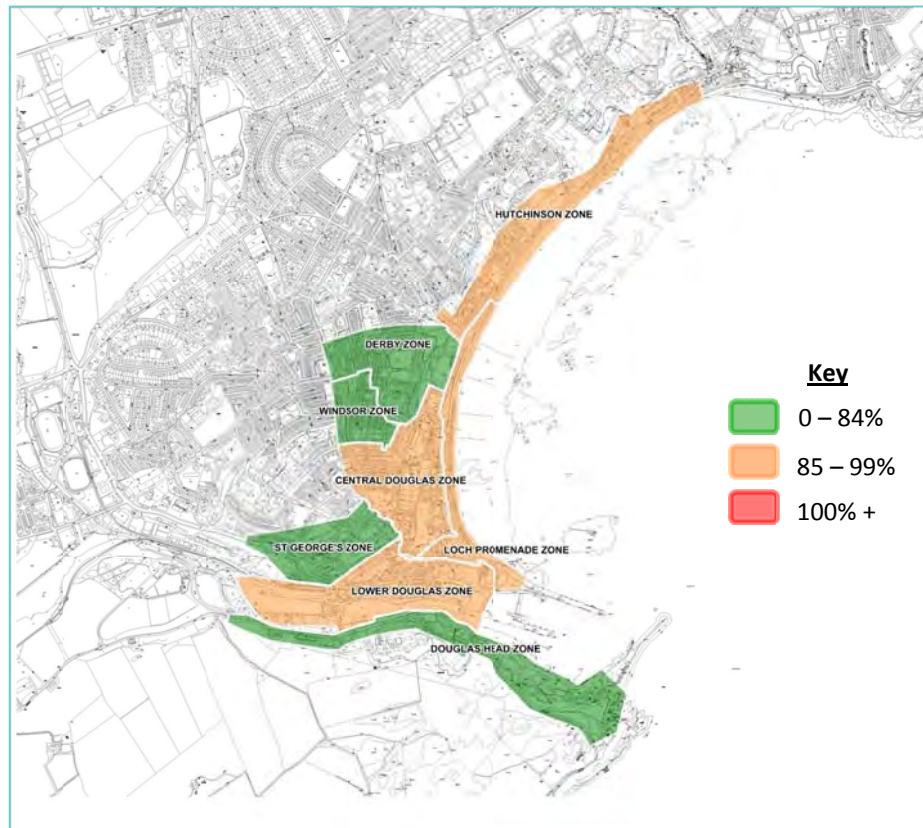


Figure 10: Douglas Friday Daytime Parking Space Usage (On Street)

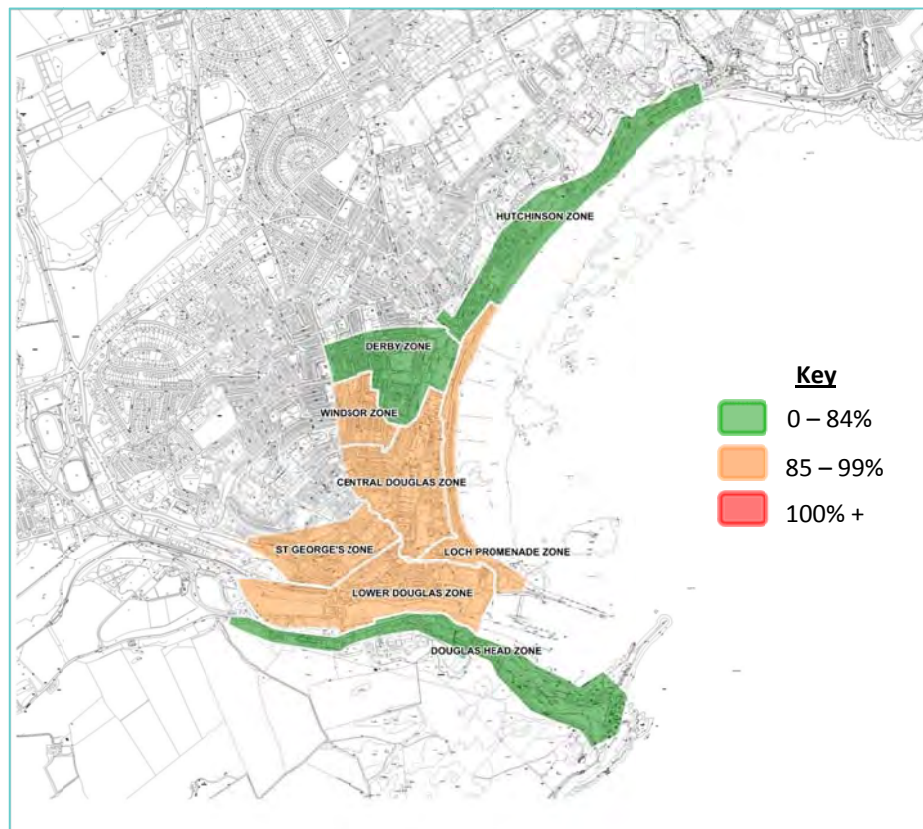


Figure 11: Douglas Saturday Daytime Parking Space Usage (On Street)

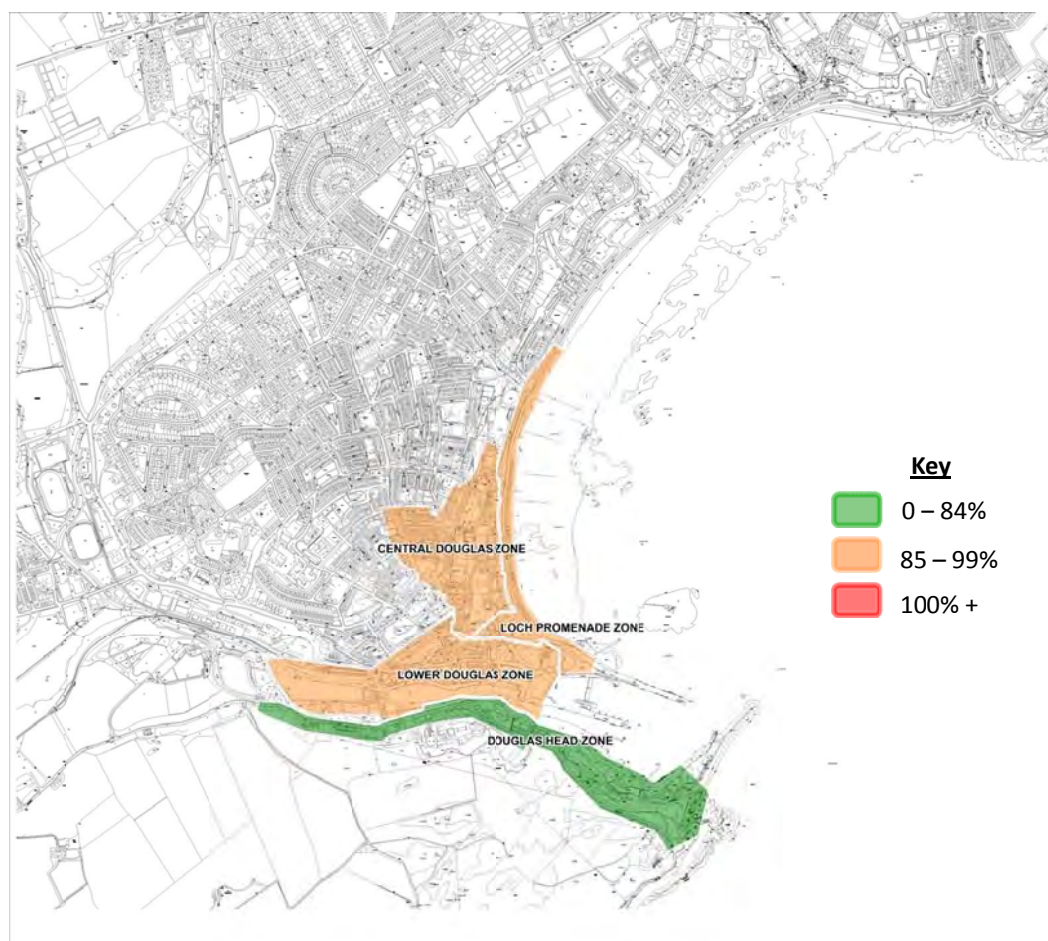


Figure 12: Douglas Friday Daytime Parking Space Usage (Off Street)

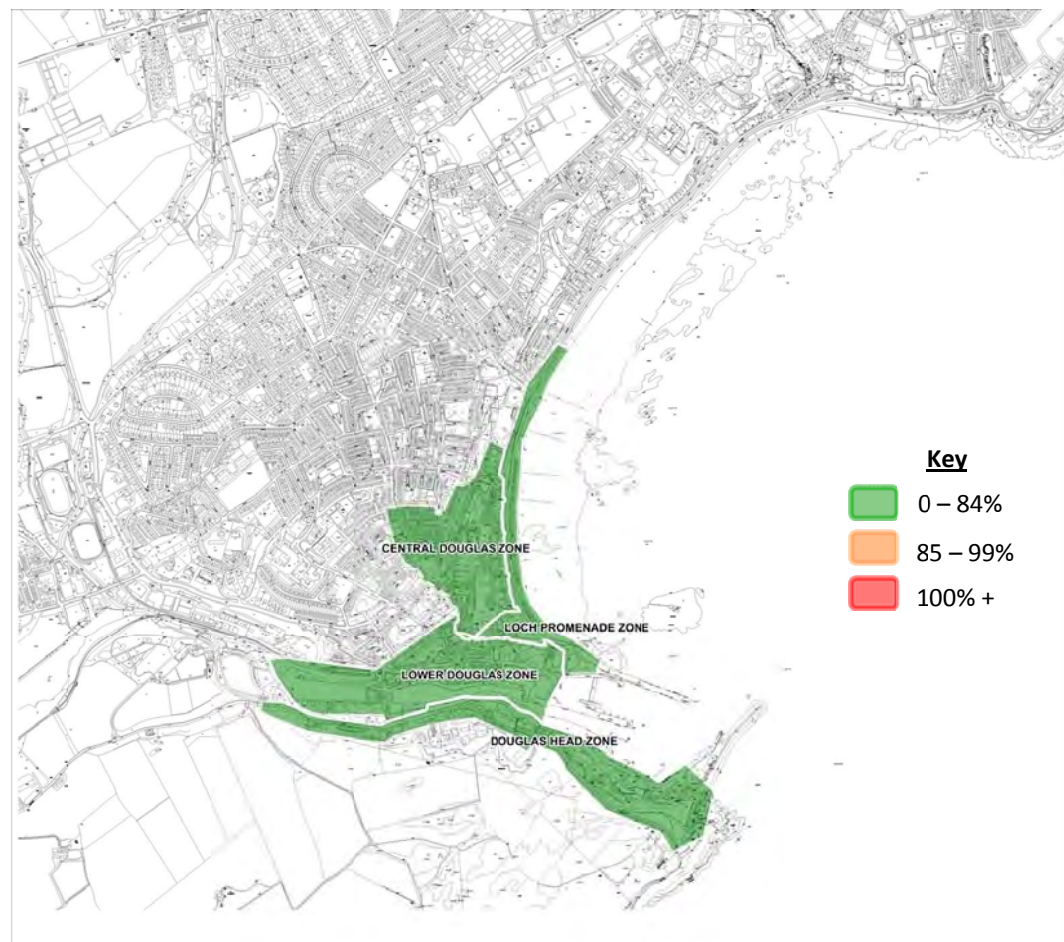


Figure 13: Douglas Saturday Daytime Parking Space Usage (Off Street)

2.4.5. Depending on factors such as accessibility of spaces and car park size, occupancy levels of 85%-90% should be regarded as full utilisation (IHT Parking Strategies & Management). Thus, it can be seen from Table 5 and Figures 10-13 that there is currently limited spare capacity in most areas, in particular on Fridays. There are a number of publicly available areas within Douglas town centre that are at or approaching full utilisation, namely:

Friday Day

- Drumgold St;
- Tram Stables;
- Parade St;
- Lord St;
- Tongue;
- Granville St;
- Albert St;
- Broadway;



- Bucks Rd;
- Mona St;
- Mona Terrace Lane;
- Mount Havelock;
- Glen Falcon Rd;
- Castletown Rd;
- Castle Drive;
- Castle Mona Avenue;
- Mona Drive;
- Palace Rd;
- Strathallan Crescent;
- Switzerland Rd;
- Loch Promenade;
- Victoria St;
- Athol St;
- Barrack St;
- James St;
- King St;
- Market Hill;
- Market St;
- North Quay;
- Quines Corner;
- Circular Rd;
- Hill St;
- Hope St;
- Myrtle St;
- St George St;
- Dalton St;
- Kingswood Grove;
- Osborne Grove;
- Richmond Grove; and



- Winsor Rd.

Saturday Day

- Drumgold St;
- Back Marina Rd;
- Broadway;
- Christian Rd;
- Finch Rd;
- Granville St;
- Harris Terrace;
- Mona Terrace Lane;
- Prospect Hill;
- Regent St;
- Brisbane St;
- Derby Rd;
- Derby Square South;
- Glen Falcon Rd;
- Kingswood Terrace;
- Osborne Terrace;
- Oxford St;
- Castletown Rd;
- Castle Drive;
- Empress Drive;
- Esplanade Lane;
- Mona Drive;
- Palace Rd;
- Loch Promenade;
- Victoria St;
- Athol St;
- Fort St;
- James St;
- King St;

- Market Hill;
- Market St;
- North Quay;
- Queen St;
- Quines Corner;
- Hill St;
- Myrtle St;
- Railway Terrace;
- St George St;
- Upper Church St;
- Dalton St;
- Kingswood Grove;
- Osborne Grove;
- Richmond Grove;
- Spring Gardens;
- Sydney St;
- Windsor Rd; and
- Woodbourne Rd.

2.5. Automatic Traffic Counts

2.5.1. Major data collection exercises such as parking surveys are only practicable for a few days. It is therefore necessary to ensure that these days reflect normal conditions. This is done by undertaking extended traffic counts, which included the parking survey days and comparing traffic flows on survey days with the extended counts.

2.5.2. Entry points to the town were chosen to be representative of traffic conditions during and either side of the survey period. The sites chosen were:

- Site 1 – A6 West of Bridge Rd;
- Site 2 – A2 Peel Rd;
- Site 3 – Balla Quayle Rd;
- Site 4 – Victoria Rd;
- Site 5a – Summer Hill; and
- Site 5b - King Edward Rd.

2.5.3. The locations are shown in Figure 14 and a summary of the count data is given in Table 6.



Figure 14: Douglas Automatic Traffic Count Locations



Table 6: ATC Counts																						
Day	ATC 1 (0700-1900)			ATC 2 (0700-1900)			ATC 3 (0700-1900)			ATC 4 (0700-1900)			ATC 5A (0700-1900)			ATC 5B (0700-1900)			Total (0700-1900)			
	In	Out	Tot	In	Out	Tot	In	Out	Tot	In	Out	Tot	In	Out	Tot	In	Out	Tot	In	Out	Tot	
Monday	5132	5447	10579	6931	7103	14034	4429	4482	8911	3262	3283	6545	2220	2777	4997	3466	3065	6531	2544	26157	51597	
Tuesday	5089	5343	10432	7025	7163	14188	4338	4565	8903	3346	3362	6708	2250	2828	5078	3649	3196	6845	2569	26457	52154	
Wednesday	5212	5551	10763	6886	6981	13867	4358	4644	9002	3368	3424	6792	2273	2881	5154	3630	3223	6853	2572	26704	52431	
Thursday	5170	5534	10704	7004	6940	13944	4648	4574	9222	3480	3527	7007	2303	2893	5196	3708	3159	6867	2631	26627	52940	
Friday	5608	5564	11172	7343	7051	14394	4352	4737	9089	3519	3580	7099	2406	3031	5437	3887	3356	7243	2711	27319	54434	
Average Weekday	5242	5488	10730	7038	7048	14086	4425	4600	9025	3395	3435	6830	2290	2882	5172	3668	3199	6867	2605	26652	52710	
Saturday	3661	3810	7471	6431	5984	12415	3542	3853	7395	3084	3137	6221	1796	2671	4467	3024	2800	5824	2153	22255	43793	
Sunday	2449	2561	5010	4666	4329	8995	2447	2570	5017	2129	2266	4395	1265	1979	3244	2134	2059	4193	1509	15764	30854	

2.5.4. Table 6 shows that overall, Friday is the peak day in terms of traffic flows in Douglas.

2.6. Existing Situation Summary

2.6.1. It can be seen from the analyses above that a number of problems and issues exist with the on and off-street demand for parking within Douglas, namely:

- Around 70% of off-street parking stock is private, meaning that the Department of Infrastructure has no control in terms of its regulation or use;
- Around 20% of people parking on-street do not display a disc/permit; and
- Publicly available car parking (on & off street) is at or approaching peak occupancy (85% IHT Parking Strategies & Management);

3. Street Audit

3.1. Introduction

- 3.1.1. Douglas, the Isle of Man capital is situated on the east coast of the island with a population of around 28,000 (2011 census). It is the main town on the island and is home to the island's premier shopping and leisure opportunities.
- 3.1.2. The town is orientated north-south and has a promenade extending along the length of the bay from the port at the south to the Manx Electric Railway at the northern end. Many visitors reach the town via Douglas Port by ferry serving Liverpool, Heysham, Belfast and Dublin. The port is located at the southern end of the town adjacent to Douglas Head and Douglas Marina.
- 3.1.3. The promenade is approximately 2 miles in length and is flanked by hotels, guest houses, the Gaiety Theatre, Villa Marina and restaurants/ bars. The promenade is well used by commuters and tourists alike as it provides a good link between the north and south of the bay and offers good access to workplaces in the town centre. The promenade is wide, smooth and clean with abundant seating looking out at the sea. Lighting along the promenade is good and is very inclusive for pedestrians to walk at night.
- 3.1.4. The town centre features many well known stores including Marks & Spencer, TK Maxx and WH Smith. Duke Street/ Strand Street is the central shopping area which is pedestrianised and is also home to the Strand shopping centre.
- 3.1.5. Douglas is also the primary commercial centre on the island and many multi-national businesses are based in the town. The size of the island dictates that people can travel from all corners of the island to work in Douglas and the vast majority of these journeys are made by private car. Douglas can be reached from the north via the A2 and A18, the west via the A1 and the south of the island via the A5. Public Transport is available on the island and is particularly good with regards to accessing Douglas by bus. Rail also features in Douglas but this form of transport is generally for tourists and is rarely used by commuters. The Isle of Man Steam Railway, Manx Electric Railway and Snaefell Mountain Railway can all be accessed from Douglas. During summer months, the Douglas Bay Horse Tramway is operational, running from the sea terminal at the south of the bay to the northern terminus at Manx Electric Railway. This service dates back as far as 1876 and is the World's oldest surviving horse tram service.

3.2. Context

- 3.2.1. It is important to ensure that the town retains its aesthetic value, but it is also important to ensure that the town is a safe place to be for those who live, work and visit Douglas. A dangerous and unappealing environment may discourage casual or infrequent visitors from returning to the town at all. The remainder of this chapter looks at some of the key pedestrian/cyclist routes in the town.

- 3.2.2. The following reviews are of existing routes and are based upon both objective assessments and subjective judgements. They provide a means of compiling evidence about pedestrian/cyclist routes and more importantly, can be used to identify trends and subsequently issues that, if addressed, would bring most benefit. The aim is to identify problems and issues rather than to provide a detailed specification of improvements to be addressed.
- 3.2.3. We are aware that Douglas is currently in the process of going through significant changes and a regeneration scheme linking the town centres' financial and retail sectors is already well under way on Nelson Street. We also understand that Strand St/ Duke St is expected to be transformed in the coming months which will have a dramatic effect on the streetscape in Douglas. With this in mind, a network audit was carried out to determine the quality of key pedestrian/ cyclist corridors in the town.
- 3.2.4. The methodology used assesses the existing conditions in relation to the factors and issues that are most important to pedestrians/cyclists. The areas which were covered as part of the audit were:
- Footway condition;
 - Street furniture and clutter;
 - Crossing facilities;
 - Signing;
 - Lighting;
 - Carriageway Condition
 - Carriageway Markings;
 - Loading Bays; and
 - Cycle facilities.

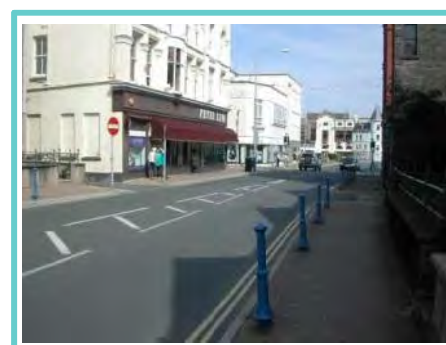
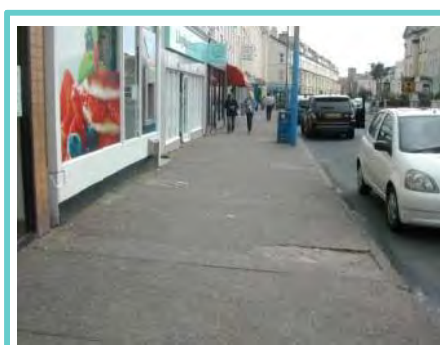
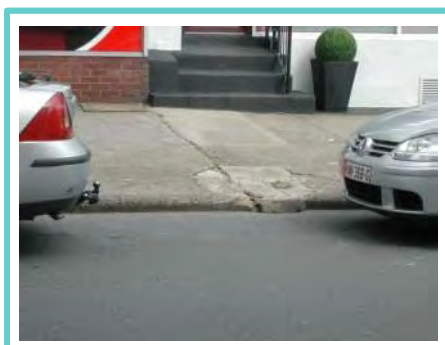
3.3. Footway Condition

- 3.3.1. The condition and consistency of footway surfaces around the town varies but is generally good, in particular along the promenade. During the summer months when the weather is at its best, the promenade is well used by pedestrians and cyclists alike. Two of the main attractors in the town; the shopping centre and the Manx Electric Railway are situated at either end of the bay and therefore the promenade plays an important role in transporting pedestrians between them. The high number of hotels, guest houses and restaurants/ bars along the seafront also means that the promenade is well used until late in the evening. Parking is abundant along the entire promenade allowing people to park on the seafront and access workplaces in close proximity to the town.
- 3.3.2. The footway along the promenade is good although there are locations where cracks are beginning to appear which could cause a trip hazard to pedestrians/ vulnerable users.

- 3.3.3. During the winter months when the promenade is not well used due to inclement weather, the landward side of the carriageway is used to walk between the north and south of the bay. The condition of footway on this side is varied with new developments providing better facilities whilst the remainder of the footway has not been upgraded and there are instances of cracked kerbstones and foliage growing on the kerbside.
- 3.3.4. The condition of the footway improves on both sides of the carriageway towards the town centre. Newer developments such as the Villa Marina have provided higher quality footways although this is not complemented elsewhere and in effect, footways become a patchwork with a mixture of different surface types.
- 3.3.5. The central shopping area is flat, with smooth pedestrian surfaces and although it could do with some cleaning, is acceptable for pedestrians. This is likely to change over the coming months with the regeneration scheme affecting the central shopping area. With this in mind, the central shopping area (Duke St/ Strand St will not be considered in the remainder of this chapter).
- 3.3.6. At the time of the study Nelson St had been upgraded with high quality surfacing, street lighting, seating and direction signs. The streetscape has been completely transformed and the connection between the financial and retail sector has been altered dramatically. Wellington St was under construction but the improvements along this corridor which has a high footfall will improve the ambience for pedestrians significantly.
- 3.3.7. A high number of pedestrians use the footsteps between Prospect Hill and Nelson St as a means of accessing the shopping centre. The nearby legislative buildings, Government offices and financial institutions have significant workforces that use this route as it cuts off the corner of Nelson St and allows access directly into the back of Marks & Spencer's food hall. The steps are steep and are not well lit which could potentially make it unsafe for vulnerable users during adverse weather conditions or winter months.



- 3.3.8. Nelson St/ Market St runs parallel to Duke St/ Strand St and there are a number of private car parks in operation on Duke St for employees. Pedestrian facilities along Nelson St/ Market St are poor with narrow, uneven footpaths and parked cars obstruct pedestrian routes by blocking footways. Access from Market St to Strand St can be made either via the Strand Shopping centre, Guttery Gable or the lane to the north of the Strand shopping centre leading to the Iceland store. Guttery Gable is not particularly well looked after with bird excrement along the lane which is dark, even during the daytime. The lane leading to Iceland is better lit and has a zebra crossing to cross Market St.
- 3.3.9. Victoria St leads from the seafront and is a busy street for the business sector of the city with banks, estate agents, restaurants and bars along its length. This stretch of footway is very well maintained, wide, even and well used by pedestrians. Moving westbound, Victoria St becomes Prospect Hill which snakes up the hill leading to Bucks Rd. Prospect Hill is on a gradient but the footways are in good condition if narrower on this stretch of carriageway until widening again at Athol St. Numerous financial institutions are located on this stretch to Finch Rd where the Tynwald is located. Government offices and legislative buildings are located on the eastern side of Buck's Rd before the junction with Circular Rd. The footways along this corridor are good and witness high levels of pedestrian movements on a daily basis.
- 3.3.10. Demesters Walk leads from the signalised junction with Circular Rd to access the court building which is also in good condition.
- 3.3.11. Northbound from the Circular Rd signalised junction, Buck's Rd is a busy street, ultimately leading out of the town via residential suburbs. The section of footway between Circular Rd and Tynwald St is not as well maintained as the area near the courthouse and Tynwald and although pedestrian footfall is substantially lower in this part of town, there are attractors such as local shops and schools nearby. Traffic levels are high on Bucks Rd and there are parts of the road where traffic speeds are intimidating for pedestrians.
- 3.3.12. Footway condition along Athol St varies and there are numerous types of paving along the course of the footway. The footway opposite the Old Courthouse is new and of high quality whilst moving south west, the condition deteriorates until reaching the junction with Peel Rd/ Lord St. Peel Rd/ Lord St/ Athol St junction has clearly undergone recent refurbishments and as a consequence, footway condition are good as are the crossing facilities.

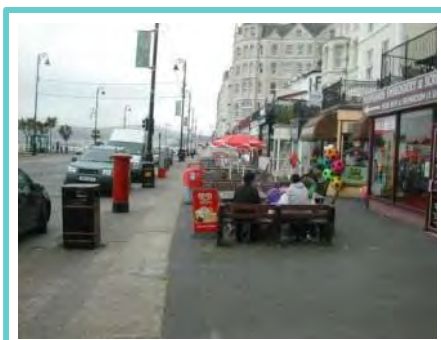


- 3.3.13. Pedestrian facilities along Myrtle St are adequate although Hope St does not cater well for pedestrians. The condition of footways is poor with trip hazards abundant from cracked paving stones. In addition to this, cars parked in the echelon spaces backing onto the Church wall are impeding the footway. The rear end of vehicles overhang the footway, reducing the available width for pedestrians. Foliage can also be observed growing on the footway.
- 3.3.14. Lord St is a key part of the network bringing people in and out of the town via the A5 and A2. Pedestrian activity is generally concentrated on the eastern end of Lord Rd, near the bus stops, sea terminal and adjacent car parks. The condition of the footway along this section of carriageway is good. Pedestrian activity is also high at the junction with Athol St which has recently been refurbished and offers good footway conditions for pedestrians.
- 3.3.15. The area around the quay has witnessed significant investment over recent years with shared surfacing for pedestrians and cyclists, changes to the operation of the road network and limiting parking introduced. The North Quay is now a pleasant environment to walk and cycle in with traffic volumes and speeds substantially lowered.
- 3.3.16. The remainder of the study area is residential and footways are in general in a good state of repair.

3.4. Furniture and Clutter

- 3.4.1. Street furniture within an urban landscape has the potential to transform an area but it can also pose a significant hazard to pedestrians. A bench located in a safe area offering fantastic views can improve the streetscape whilst a poorly located traffic sign could pose a substantial risk to a partially sighted individual.
- 3.4.2. Douglas is not adversely affected by street clutter or furniture. There are examples of retailers leaving 'A' boards outside shops in the central shopping area, however, this is generally done in a sympathetic way and does not create problems for pedestrians. Outside the central shopping area, 'A' boards were observed to be more of a problem.
- 3.4.3. There were also examples of cafes/ restaurants encroaching onto footways, reducing the width and causing a hazard, particularly for those with visual impairments. Victoria Street and Marathon Terrace on the Promenade highlighted these issues.
- 3.4.4. Signs and litter bins which can be hazardous have generally been placed in sensible locations so as not to impede pedestrian access within the central shopping area. The same can also be said of the promenade which is clutter free along the whole 2 mile stretch. Bins are located at regular intervals as are seating opportunities although the width of the promenade and the considerate choice of their locations mean they pose no issues for people wishing to use the path.

- 3.4.5. Dog waste bins are also provided at regular intervals and excrement was not found to be an issue across the whole of the town. Litter in general was not found to be an issue and much of this is due to the Douglas Cleaner, Safer, Greener charter which has a number of partners including the Police, Council, Department of Infrastructure and Department of Environment, Food and Agriculture.

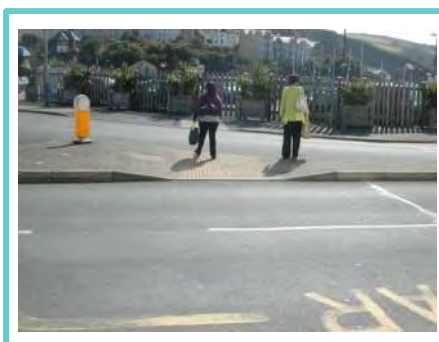
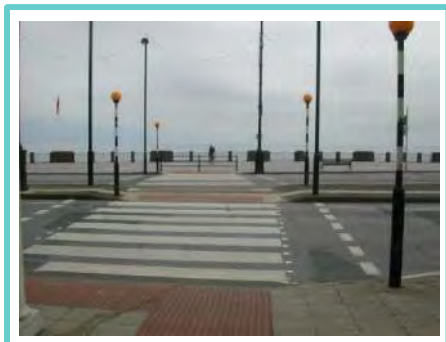


- 3.4.6. The regeneration of Nelson St and the Quay area indicates the way the town will look in the future and both of these locations are free from clutter and provide street furniture such as bins and seating opportunities at convenient locations.

3.5. Crossing Facilities

- 3.5.1. Douglas is reasonably well catered for when it comes to pedestrian crossing facilities. The majority of key attractors can be easily accessed by pedestrians via dedicated crossings such as zebra, puffin or pelicans. Crossing points feature at regular intervals along the promenade allowing people to access the seafront or town centre. The same situation exists key radial routes around the town, notably on Victoria St, Buck St and Lord St where pedestrians are able to cross between place of work and the town centre.
- 3.5.2. Demand dependant signalled crossing points are generally provided at the busier junctions and at points along the promenade. The pedestrian phases are short and the promenade in particular is a wide road to traverse, especially for the elderly, those with mobility aids or people with pushchairs.
- 3.5.3. The Rosemount/ Bucks Rd/ Windsor Rd signalised junction appeared to have an especially long wait for the pedestrian phase which culminated in people taking matters into their own hands and crossing between vehicles as opposed to waiting for the pedestrian phase.
- 3.5.4. One location that could benefit from a crossing point would be near the Manx Electric Railway. During the summer months, the electric railway is a key attractor for tourists who would reach the area along the promenade from the town centre. No crossing point is provided to access the Electric Railway and the road network at this part of town is wide and traffic speeds are generally high. Factored into this is the level of parking along the promenade and it becomes a difficult place for people to cross.
- 3.5.5. Dropped kerbs with tactile paving are also provided on the key pedestrian routes around the town.

- 3.5.6. Buck's Road is a street which would benefit from more dropped kerbs and tactile paving due to the local shopping opportunities and schools that are located within close proximity. Disabled spaces have been provided outside the local shops on Buck's Rd (between Albert St and Demesne Rd); however, no dropped kerbs have been provided allowing vulnerable users to cross the minor junctions safely and efficiently



3.6. Signing

- 3.6.1. Douglas is not a particularly easy town to navigate around due to one way systems, the narrow town centre streets and the main pedestrianised shopping zone.
- 3.6.2. Direction signing in and around the town centre is minimal and car parks are not clearly marked for visitors. A high proportion of those who park in Douglas will be those who work in the town and are familiar with the location of car parks, however, the island does attract high volumes of tourists, especially during the summer months and busy periods such as the race season. The main car parks or tourist attractions in and around the town are not well signposted to tourists and a lack of information is available as to how full the car parks are at any given time. Car park occupancy is important information to minimise unwanted circulating traffic.
- 3.6.3. Within the town centre shopping, quay and business areas, fingerposts indicate the location of key attractors to pedestrians. The fingerposts are either black or blue in colour with white/ gold lettering although these are likely to change over the coming years with the Douglas regeneration scheme. A new fingerpost has been installed on the central reserve at the junction of Ridgeway St/ Prospect Hill/ Victoria St and a direction sign has been introduced on Nelson St assisting people to help find their destination. These are high quality signs and are a clear indication of how the town will look in future years. The signs would benefit from distances being shown.
- 3.6.4. Brown tourist information signs have been placed at certain locations in the town advising how to access the Manx Electric Railway, the Manx Museum, Summerhill Glen, Groudle Glen and Douglas Steam Railway.
- 3.6.5. Signs along the promenade are abundant and clearly indicate the length of stay allowable for vehicles as restrictions vary at various points along the seafront. Traffic wardens were observed to be patrolling the area regularly ensuring that those parking on the seafront were observing the regulations.

3.6.6. On the whole, signs have been placed in sensible locations so as not to impede pedestrians, those with impairments or confuse drivers.

3.6.7. Sign clutter was almost non-existent in the town

3.7. Lighting

3.7.1. Street lighting in the town is generally adequate and the promenade is extremely well lit allowing people to use this area until late in the evening. The same can be said for the Quays area which has been recently reinvigorated.

3.7.2. Strand St, the town's main shopping thoroughfare is well lit and provides cafes, restaurants and public houses as well as shops and the Strand shopping centre. CCTV is also in operation in this area to improve visitor safety in the evening/ at night.

3.7.3. Lighting is also provided at the town's main car parks, increasing safety for visitors at night.

3.7.4. There are however, numerous private car parks in operation in the town that do not provide adequate lighting. There are also alleyways in the central area that are not well lit, clearly causing safety concerns. It is anticipated that this will change when all sections of the town centre regeneration have been completed.

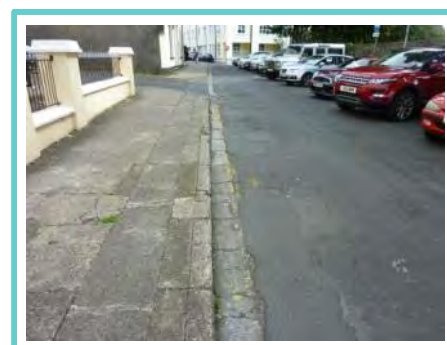
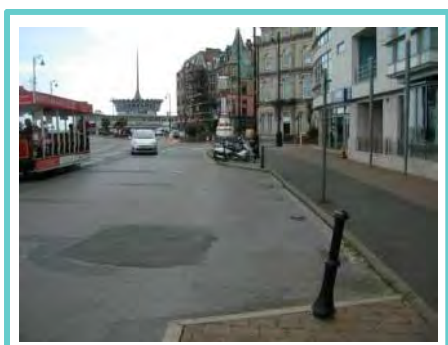


3.8. Carriageway Condition

3.8.1. Carriageway condition in the town varies but on the whole the standard is adequate, but there are locations where the carriageway is in dire need of renewal. Although these roads are not necessarily primary roads within the town centre cordon, their condition does pose a risk and is unsightly. Carriageways in need of repair include:

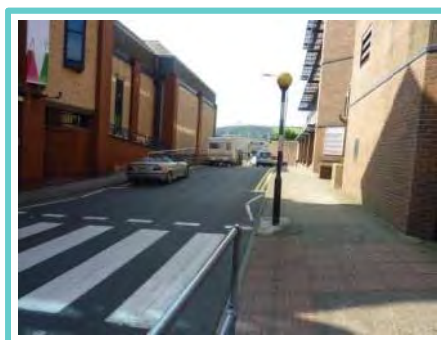
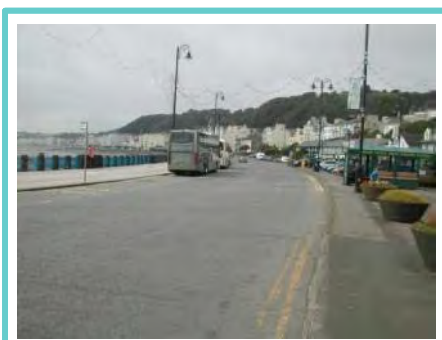
- Hope St;
- The Promenade;
- Myrtle St;
- St Barnabs Hill; and
- Sidney St.

3.8.2. As has previously been mentioned, parts of Douglas are being regenerated and carriageway condition will be one of the areas that will undoubtedly improve as a consequence of this.



3.9. Carriageway Markings

- 3.9.1. Carriageway markings throughout the town are poor with lines fading badly at junctions and along the highway network. Poor markings aren't reserved for any individual type of marking or location and are poor regardless of their type be they double yellow lines, junction stop lines, bus stop markings. etc.
- 3.9.2. The promenade is one particular area where markings are poor. Double yellow lines have badly worn away as have bus stop location markings.
- 3.9.3. Double yellow lines are utilised throughout the town and should be re-examined to ensure that they are positioned in sensible locations. There are also locations where single yellow lines appear but have no plate to provide information on time limits.
- 3.9.4. There was evidence that double yellow lines in particular were being abused by drivers. Traffic wardens were observed around the town but the levels of parking in the town and on the seafront dictate that they can't enforce parking restrictions accurately all day. Having said this, much of the parking on double yellow lines was short stay (picking people up, loading & unloading etc).
- 3.9.5. Market St was one particular location where drivers consistently park on double yellow lines throughout the day. Although this is generally done on short term basis, it does have an adverse effect on the operation of the network. Outside the Department of Social Security (near the rear entrance of Strand shopping centre) was continuously abused by drivers waiting for friends/ family to access the building.
- 3.9.6. Locations where double yellow line parking was witnessed included;
- Nelson St/ Market St;
 - Tynwald St;
 - Christian Rd;
 - Kingswood Grove;
 - Upper Church St;
 - St George's St;
 - Hope St; and
 - Athol St.



3.10. Loading/ Unloading

- 3.10.1. Loading bays are located around the town and the central shopping area pedestrian zone allows goods lorries to load/ unload between the hours of 5pm and 10am.
- 3.10.2. There are no barriers obstructing normal vehicles from accessing the pedestrian zone and as a consequence of this, a lady was witnessed driving through the pedestrian zone at 11am to the anger of pedestrians who were clearly aware of the regulations.
- 3.10.3. Aside from the aforementioned lady accessing the pedestrian zone, the regulations appeared to be adhered to and no lorries were observed to be loading/ unloading after 10am. Prior to 10am, the pedestrian zone was relatively busy with goods vehicles loading and unloading although this had relatively little effect on pedestrians due to the low number shopping before 10am.
- 3.10.4. One issue that did become apparent from site observations was that goods vehicles were using Market St to access retailers on Strand St. Market St is a relatively narrow street with limited room set aside for on street parking. There are a number of disabled spaces on street and a taxi rank, however, much of the street has been designated no parking by double yellow lines. Goods vehicles were observed to be parking up in order to load/ unload on double yellow lines for short periods of time. Whilst there are no kerb markings (blips) preventing them from doing so this was a regular occurrence throughout the day.
- 3.10.5. It also caused pedestrians to walk on the carriageway where goods vehicles were blocking the footways which is clearly dangerous.
- 3.10.6. It would appear sensible that loading and unloading continues to take place in the pedestrianised zone as many of the retailers have no rear entry or space to allow for deliveries/ collections. For those with rear access, providing loading/ unloading bays should be looked at where space allows in order to limit the effect these vehicles have on the flow of traffic along Market St.

3.11. Cycle Facilities

- 3.11.1. The promenade is a wonderful environment to cycle in with a dedicated cycle lane all the way from the Sea Terminal to the Manx Electric Railway. Many people, during the day and early evening were observed to be using the promenade for both leisure and commuter cycling.
- 3.11.2. Aside from the facilities on offer along the promenade, no cycle stands or cycle advisory signs were observed elsewhere in the town. Away from the seafront the town has some very steep gradients making it a physically demanding town to cycle around. Having said this, cycling is clearly very popular in the town (and on the island) as a whole, expressed by the amount of cyclists observed.
- 3.11.3. Bicycles can be hired from the Sea Terminal on a daily basis encouraging tourists to also take advantage of the cycle opportunities on the island.

- 3.11.4. Douglas does form part of Cycle Route 1 on the island. Cycle Route 1 begins on the northern side of Douglas Bay near the Manx Electric Railway and travels anti-clockwise around the perimeter of Douglas until ending at the Sea Terminal. The route takes in Onchan, Strang, Crosby, Garth, Braaid, Crogga and ultimately arrives back in Douglas via Marine Drive and Douglas Head.



3.12. Street Audit Summary

- 3.12.1. The results of this review provide an indication of the problems and issues at street level. Although there is an element of subjectivity to some of the observations, the review has enabled the identification of issues that should be addressed immediately.

- 3.12.2. Further, more detailed assessments will be required before designs can be developed for specific improvement measures. Priority should be given to:

- Audit of dropped kerb locations:
 - Dropped kerbs should be provided at all junctions and formal crossing points;
 - Ensure that dropped kerbs feature in close proximity to disabled parking spaces.
- Audit of carriageway markings:
 - Identify where junction markings need upgrading;
- Changes to waiting restrictions:
 - Is there a need for double/ single yellow lines on additional roads;
- Improved signing;
 - A relatively small investment can make a significant difference;
 - Location and availability of car parks. (Use of ITS systems whereby the local authority can manage parking effectively).
 - Will support businesses both in the retail and tourist sectors;
 - Can be used to develop a brand or identity for the Town;
- Improved pedestrian routes;

- Improvements should focus upon the visually/mobility impaired;
- Measures should also be taken to ensure that entire routes are consistently of high quality and not only discrete sections;
- Is there a need for further formal crossing points? (near the Manx Electric Railway for example);
- Are current crossing points adequate/ safe? (consider length of pedestrian phases at signals to ensure that people can cross safely);
- Cycle facilities;
 - Identify more potential routes around the town where cycling could be promoted; and
 - Cycle facilities such as stands should be visible, safe and convenient e.g. at the front entrance to key attractors.
- Loading/ Unloading facilities;
 - Is there a need to have more loading/ unloading bays on street by taking away existing parking (Market St)?

4. Consultation

4.1. Introduction

- 4.1.1. Effective consultation was seen as a key element of the study and in an effort to ensure that as wide an opinion as possible was obtained, a detailed consultation programme was undertaken. This consultation made a significant contribution to all stages of the study and in particular identification of options and the appraisal process.
- 4.1.2. This perception of problems by groups living, working or operating in Douglas, together with the survey results can be used to identify and quantify the perceived problems associated with transport and parking in the town.
- 4.1.3. The following section details the key stakeholder consultation, the salient results from the surveys and reports on the outcome.

4.2. Key Stakeholders

- 4.2.1. Key stakeholders were agreed with the client and the following were consulted, namely:
- Director of Properties;
 - Douglas Borough Council;
 - Department of Highways;
 - Department of Community, Culture and Leisure;
 - Department of Economic Development (Tourism);
 - Director of Public Transport;
 - Director of Planning;
 - Time & Tide Group;
 - Marks & Spencer;
 - Shoprite;
 - Dandara;
 - Douglas Development Partnership;
 - Isle of man Fire and Rescue Service;
 - Isle of Man Constabulary; and
 - Isle of Man Ambulance Service.
- 4.2.2. Discussions were held between the Consultants and key stakeholders during August and September 2012, with the Amey team setting out their role, the purpose of the study and aims and objectives of the consultation process.

- 4.2.3. These key stakeholders provided an extremely valuable input into the consultation process and highlighted a number of important problems associated with parking in Douglas. In addition, a number of options to alleviate the problems were considered and discussed.
- 4.2.4. The main points of discussion for the consultation meetings included:
- The parking disc zones and duration enforcement issues;
 - Illegal parking;
 - Consolidation of contract parking spaces;
 - The potential to introduce parking charges;
 - Public transport improvements;
 - The improvement of cycling/walking facilities;
 - The potential to remove parking from the Market Square;
 - The improvement of parking signage for visitors to the area;
 - The current economic climate and its impact on parking; and
 - Future parking demand.
- 4.2.5. The main points emerging from the stakeholder consultations were as follows:
- Most respondents said they were unaware of significant parking related issues in the town;
 - It was clear that respondents felt that there was a need to reduce commuter parking in the immediate town centre but that any new parking strategy had to take into account motorists who work in Douglas town centre;
 - Car parks do not have displays indicating how busy they are;
 - The Chester St car park is under-utilised, due to the size of spaces and safety concerns as a consequence of poor lighting;
 - An abundance of contract parking exists in the town but the visiting public & holiday makers are not as well catered for;
 - No strategy seems to exist for contract parking in the town;
 - A case can be made for making contract parking available to the general public at weekends;
 - Most respondents felt the time restrictions had to be better managed and signed but that both long and short stays should still be allowed to take account of people who work and shop in Douglas;
 - Lack of parking for commercial vehicles;

- Emergency services experience issues with illegally parked vehicles in the town. In particular on double yellow lines or motorhomes/ trucks and vans parked in residential areas;
- Public Transport is deemed to be good in the town although stakeholders acknowledged that people prefer to drive meaning a high car parking requirement;
- A need to consider coach parking in the town and examine existing coach parking facilities – are they still relevant and located in best positions; and
- Car parking spaces are too narrow in specific locations and should be widened if necessary.

4.3. On Street Surveys

- 4.3.1. In total, 1200 on-street surveys were conducted with members of the public on Friday 7th, Saturday 8th and Friday 21st September 2012. A copy of the survey questionnaire is given in Appendix B.
- 4.3.2. All of those who took part in the survey began their journey on the Isle of Man and Figure 15 illustrates where that journey began. Douglas and the surrounding suburbs are where most journeys began although there are noticeable clusters around the other towns on the island, Ramsey, Kirk Michael, Peel, Castletown and Laxey. The remaining journey origins are located sporadically across the island.

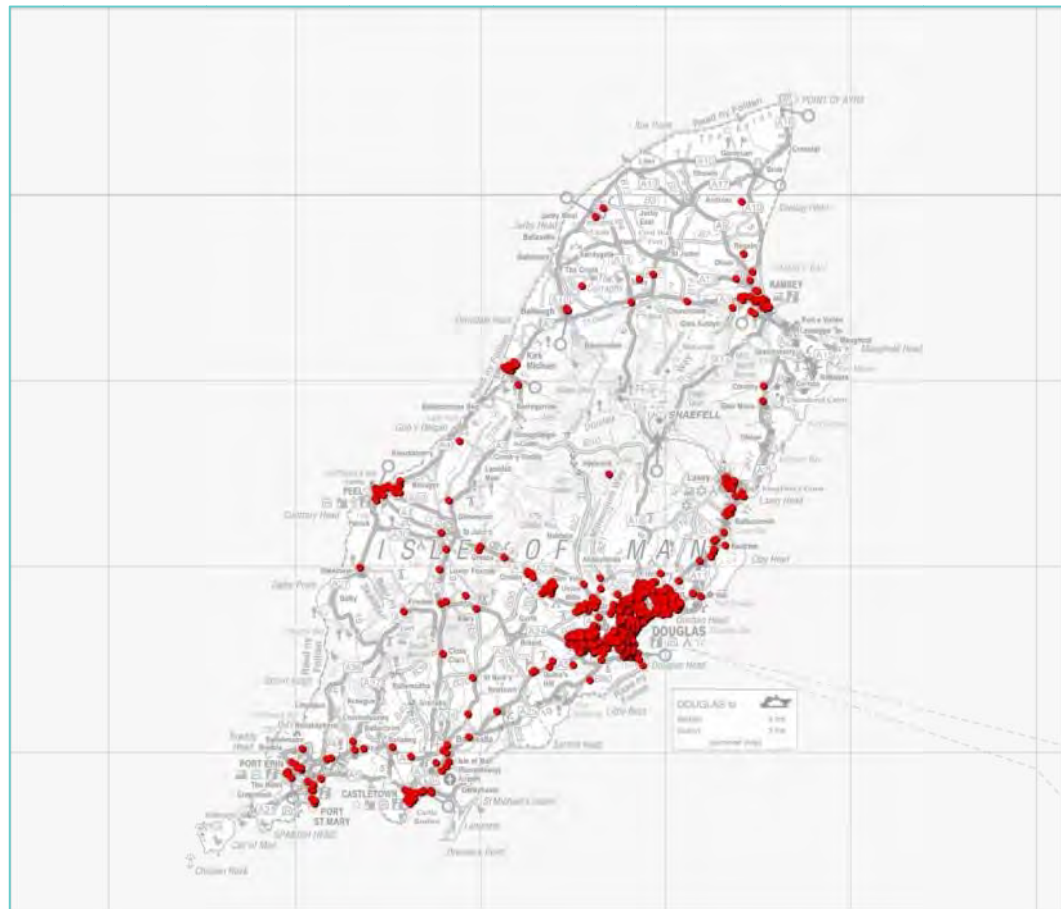


Figure 15: Journey Origin of survey respondents in Douglas

4.3.3. Figure 16 illustrates the gender of respondents whilst Figure 17 shows the different ages of those surveyed. A slightly higher proportion of women answered the survey whilst 77% were in the age range 18 – 65.

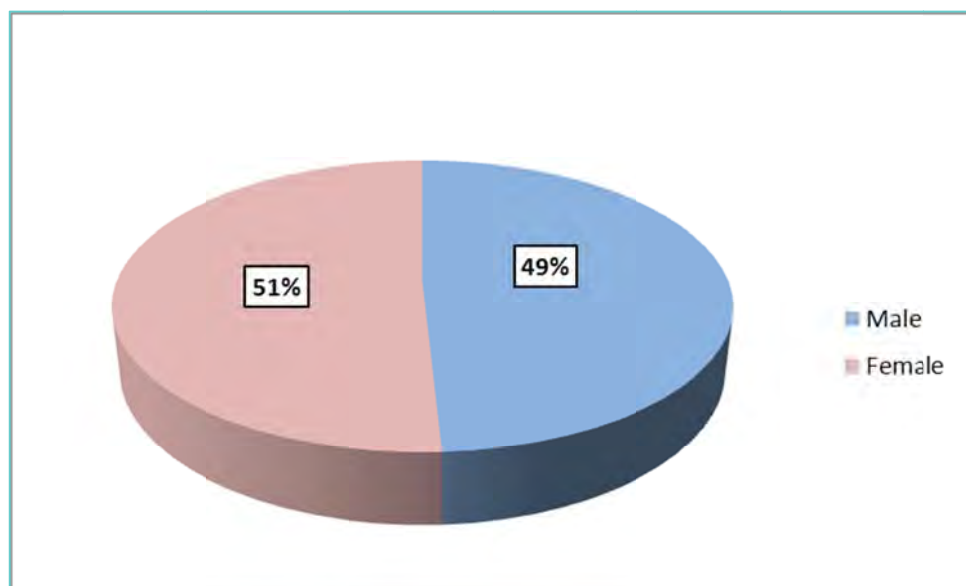


Figure 16: Gender of Respondents

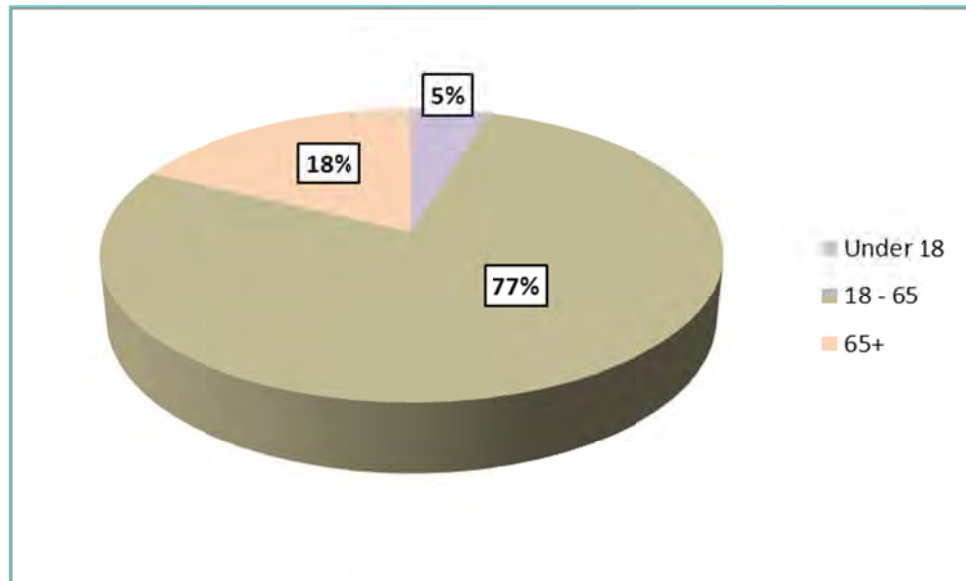


Figure 17: Age range of Respondents

4.3.4. Respondents were asked about the purpose of their journey to Douglas. Figure 18 indicates the results.

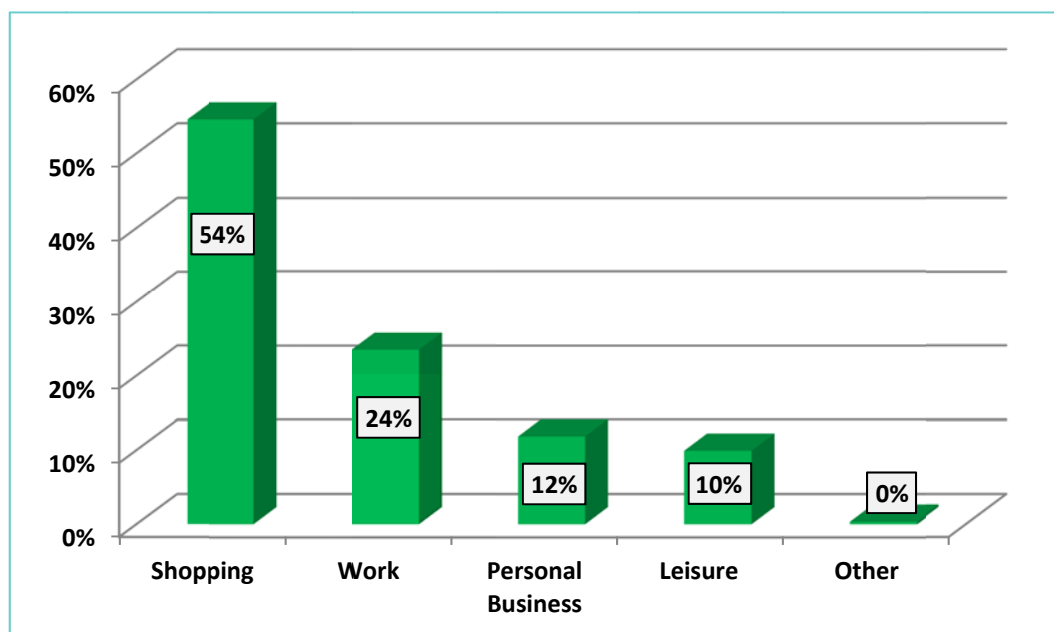


Figure 18: Journey Purpose

4.3.5. 55% of respondents travelled to Douglas to take advantage of the shopping facilities on offer in the town with 10% accessing leisure opportunities. 24% were working or on firms business in the town with a further 12% conducting personal business.



4.3.6. Those surveyed were asked how they accessed Douglas on the day of the survey, the results can be seen in Figure 19. It can be seen that 56% used a car whilst over 25% walked to the town centre. 15% of respondents used Public Transport with only 1% cycling to the town.

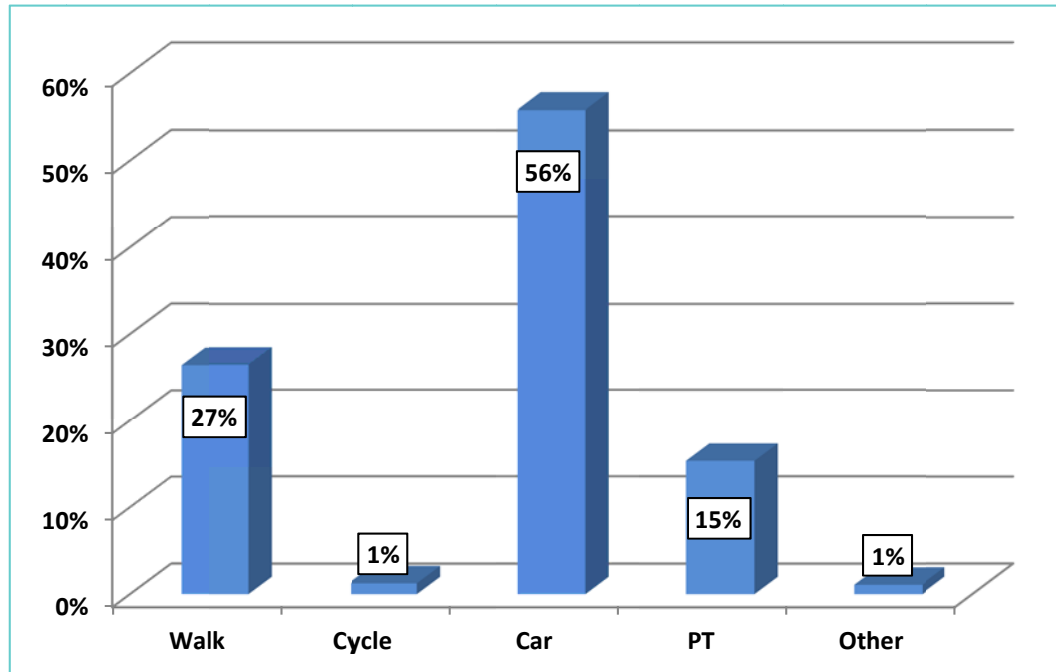


Figure 19: Journey Mode

4.3.7. For those driving to the town, a further question was asked in order to establish where they parked. Figure 20 illustrates the responses with further discussion below.

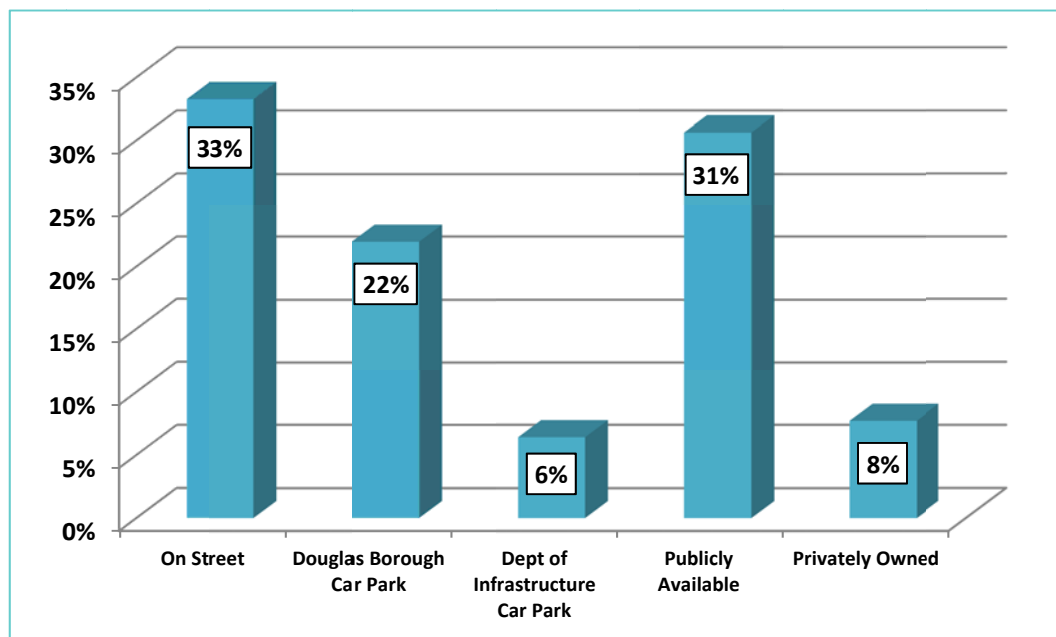


Figure 20: Location Parked

- 4.3.8. Of those parking in Douglas, 33% parked on street in the town with 31% parking in publicly available car parks. 22% of respondents indicated that they parked in Douglas Borough Car Parks with only 6% parking in Department of Infrastructure car parks. The remaining 8% of people parked in privately owned facilities, not available to the general public.
- 4.3.9. Respondents were also asked to suggest how much they would be willing to pay should the council introduce parking charges in the town. Of the 1200 who took part in the survey, 1197 responded to this question. Figure 21 indicates the results of the question.

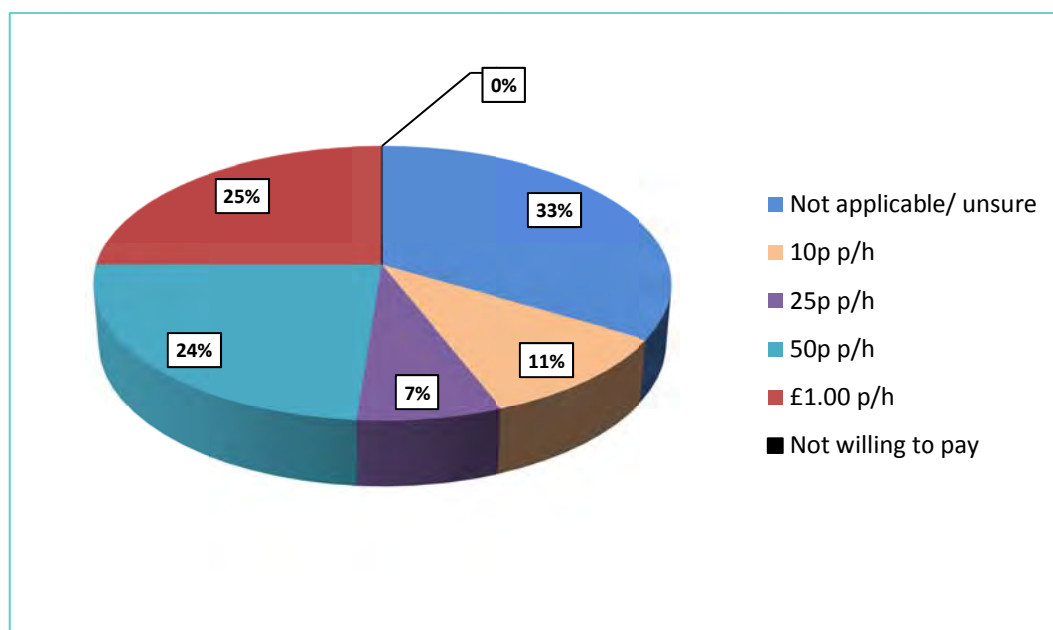


Figure 21: How much would you be willing to pay for parking?

- 4.3.10. Figure 21 indicates that 25% of respondents would be willing to pay £1 per hour for parking whilst 11% would only be willing to pay 10p per hour. 24% indicated that they would be willing to pay 50p per hour with 7% suggesting that they would be willing to pay 25p per hour. Almost 35% of those surveyed said that they were unsure how much they'd be willing to pay or the question was not applicable to them. Nearly half (49%) would be willing to pay 50p per hour.

Parking Issues

- 4.3.11. An important element of the study is to gain feedback from people who use town centre parking on any factors which may have a negative effect on their parking experience.
- 4.3.12. The most prominent issue amongst respondents was the perceived lack of available parking spaces, both on-street and elsewhere. Respondents also cited high parking charges as an issue
- 4.3.13. Other issues encountered by respondents included lack of parking space for workers in the town and not enough enforcement of illegal/ poor parking. Conversely, some respondents indicated that too much parking had been allocated in the town for office workers. The size of spaces were also deemed to be too small for certain vehicles.



4.3.14. A lack of disabled spaces was also cited as a negative aspect of parking in Douglas as were the limited number of ‘mother & child’ spaces. Time restrictions on parking were also raised as an issue with people feeling that they are not given enough time to park to conduct necessary activity.

Parking Solutions

4.3.15. The overwhelming solution to parking issues encountered from survey respondents was to provide more parking in the centre (more on street spaces being the most favoured). Members of the public felt that drivers, in particular from Douglas should be discouraged from driving into the town and should be forced to leave their cars either at home or on the outskirts of the town and walk in to their place of work.

4.3.16. Improving Public Transport was also raised as a potential fix for the problems of parking in Douglas. Introducing a park & ride scheme for the town was also raised as a possible method of alleviating parking problems in the town.

4.3.17. Supplying larger parking spaces was also mentioned as a solution to some of the issues encountered as was increasing the supply of disabled parking spaces.

4.3.18. A small number of respondents suggested lowering the cost of parking with some even proposing free parking in Douglas. Removing dedicated parking for civil servants and tougher enforcement were other consideration suggested by the respondents. Table 7 below highlights the solutions to parking problems suggested by respondents in Douglas

Table 7: Issues with parking in Douglas	
Solution	Number of Responses
More On St Parking	236
Build Multi-storey	58
Discourage car usage in town	48
Enhance/ Improve Park & Ride	23
Improve Public Transport	21
Not enough disabled spaces	13
Reduce Parking Prices	12
Additional Car Parking	11
Discourage car commuting	6
Tougher Enforcement	6
Open promenade	6
Bigger Spaces	5
Introduce charges on promenade	4
Remove dedicated parking for civil servants	4



Convert Buildings to roof parking	3
Encourage Douglas residents to leave car at home	3
More short stay parking	3
Too many disabled spaces	3
More spaces on Quay Side	3
Poor Parking	3
Encourage office staff to use PT	2
Parking should be free	2
Shorter time limits	2
Need to park in pay car parks	2
Scheme so only allowed to drive once per week	1
Build Bigger Roads	1
More Parent & Child parking	1
Longer time limits	1

4.4. Conclusion

- 4.4.1. 1200 on street survey responses were obtained from a range of people travelling to Douglas by a variety of modes and for a number of purposes. Perceived issues have been highlighted by respondents as have potential remedies to fix the problems.
- 4.4.2. The comments from the consultation process have proved to be extremely beneficial and have been incorporated in the development of options.

5. Core Forecast Parking Demand

5.1. Introduction

5.1.1. Before beginning to produce forecasts of future year parking conditions it is necessary to prepare assumptions regarding the future land use changes. Some of these assumptions will be revisited later, in Chapter 6, as we consider what might happen under different conditions, but those discussed in this chapter represent a starting point, or 'Core' forecast, which is considered to be a central or most likely scenario.

5.1.2. The purpose of this chapter is to show the most likely increase in parking demand over the lifetime of the strategy period (up to the year 2027).

5.1.3. Significant land use changes are proposed across the island and specifically within Douglas to facilitate economic growth. These proposals will have a profound impact on the supply of and demand for parking in Douglas which any proposed strategy must reflect.

5.1.4. As part of the study we have consulted with the Director of Planning and where possible with key developers to gain as much information as possible about the future plans for growth on the island and within Douglas itself, namely:

- Developments which are approved but not yet built;
- Residential land availability summary;
- Employment land availability summary; and
- Lower Douglas Master Plan.

5.1.5. Demand estimates (outlined below) have been prepared which try to take account of uncertainties of the timing of developments. These are:

Short Term (0-5yrs)

- Development at the Middlemarch Site, namely:
 - 1000sqm Restaurant/Bars;
 - 135 Bedroom hotel;
 - 1325sqm Library;
 - 445 space car park (split 70/30 private/public); and
 - Leisure Block containing nightclub, bars, cinema and casino.
- Development at the Parade Street Site, namely:
 - 2100sqm office; and
 - 550 space car park (public).
- Development at the Lord Street Site:
 - No plans are currently available and the developer Askett Hawks would not consult with the study team;
- Office developments within Douglas which are approved but not yet built:
 - 0.06 ha (600sqm) at St George Street;
 - 0.10 ha (1000sqm) at Finch Road;
 - 0.10 ha (1000sqm) at Market Street (former Greeba Works);

- 0.07 ha (700sqm) at Market Street (west of M&S); and
- 0.86 ha (8600sqm) at Victoria Road.

Medium Term (6-10yrs)

- Assumption that 50% of available residential land across the island is developed:
 - 911 dwellings on the north of the island;
 - 522 dwellings on the south of the island;
 - 192 dwellings on the east of the island;
 - 623 dwellings on the west of the island.
- Assumption that 100% of available undeveloped employment land within Douglas is developed:
 - 0.28 ha (2800sqm) currently undeveloped at White Hoe Industrial Estate;
- Assumption that 50% of zoned employment land within Douglas is developed:
 - 0.8 ha (8000sqm) with expired planning permission at White Hoe Industrial Estate;
- Assumption that 50% of available office land within Douglas is developed:
 - 0.08 ha (800sqm) Circular Road;
 - 0.06 ha (600sqm) at Circular Road;
 - 0.04 ha (400sqm) at Circular Road;
 - 0.07 ha (700sqm) at Market Street;
 - 0.04 ha (400sqm) at Bucks Road;
 - 0.14 ha (1400sqm) at Loch Promenade;
 - 0.03 ha (300sqm) at Market Street; and
 - 0.59 ha (5900sqm) at Victoria Road.

Longer Term (10-15yrs)

- Assumption that the remaining 50% of available residential land across the island is developed:
 - 911 dwellings on the north of the island;
 - 522 dwellings on the south of the island;
 - 192 dwellings on the east of the island;
 - 623 dwellings on the west of the island.
- Assumption that the remaining 50% of zoned employment land within Douglas is developed:
 - 0.8 ha (8000sqm) with expired planning permission at White Hoe Industrial Estate;
- Assumption that the remaining 50% of available office land within Douglas is developed:
 - 0.08 ha (800sqm) Circular Road;
 - 0.06 ha (600sqm) at Circular Road;
 - 0.04 ha (400sqm) at Circular Road;
 - 0.07 ha (700sqm) at Market Street;
 - 0.04 ha (400sqm) at Bucks Road;
 - 0.14 ha (1400sqm) at Loch Promenade;
 - 0.03 ha (300sqm) at Market Street; and
 - 0.59 ha (5900sqm) at Victoria Road.



5.2. Core Parking Demand

- 5.2.1. Parking demand based on the aforementioned land use and demographic changes can thus be estimated by applying background growth from increases in households along with the inclusion of local developments to the existing demand found from the peak accumulation surveys. Table 8 shows the results.

Table 8: Core Parking Demand in Douglas			
Category	Friday Weekday		
	2017	2022	2027
Public On-Street (Restricted)	1452	1541	1631
Public On-Street (Unrestricted)	259	275	290
Publicly Available Off Street	1871	2095	2307
Private Publicly Available Off Street	411	437	462
Private Non Residential Off Street	2339	2666	2971
All Categories Combined	6332	7014	7661
Resulting Growth	10%	22%	33%
Category	Saturday		
	2017	2022	2027
Public On-Street (Restricted)	669	710	751
Public On-Street (Unrestricted)	1031	1095	1158
Publicly Available Off Street	1400	1506	1608
Private Publicly Available Off Street	396	420	445
Private Non Residential Off Street	554	634	709
All Categories Combined	4050	4365	4671
Resulting Growth	9%	18%	26%

5.3. Core Parking Demand Based on Car Ownership Changes

- 5.3.1. As a check on the robustness of these forecasts we have used historic car ownership data from the 2001 and 2011 census to create growth forecasts of car ownership. The straight line growth from this source is 10% 2012-2017, 21% 2012-2022 and 33% 2012-2027. This confirms that the growth deduced from planning data is entirely realistic for estimating future parking demand up to 2027.

5.4. Core Parking Supply

5.4.1. Predicting the future parking supply is necessary to develop an understanding of the likely future supply situation. From consultation with Stakeholders an assessment of future parking supply has been made.

5.4.2. Future development proposals result in the loss of 1026 car parking spaces from the following parking sites:

Publicly Available

- CP112 Parade Street (199 spaces by 2017);
- CP65 Lord Street (154 spaces by 2022);

Private Publicly Available

- CP60 Lake Road (82 spaces by 2017);

Private Non Residential

- CP118 Muckles Gate (104 spaces by 2017);
- CP66 Walpole Avenue (174 spaces by 2017);
- CP67 Police Car Park (25 spaces by 2017);
- CP92 Market Street (24 spaces by 2017);
- CP90 Athol Street (30 spaces by 2022);
- CP91 Market Street (25 spaces by 2022);
- CP87 Cowley Grove (28 spaces by 2017);
- CP54 Peel Road (40 spaces by 2022);
- CP75 Cumberland Terrace (59 spaces by 2022);
- CP73 Cumberland Terrace (44 spaces by 2022);
- CP111 Mount Havelock (20 spaces by 2022); and
- CP60 Lake Road (18 spaces by 2017).

5.4.3. A number of gains to forecast parking supply (1572 spaces) are also anticipated as part of the delivery of local development:

- Muckles Gate Library (133 publicly available spaces/312 private non residential spaces by 2017);
- Parade Street (550 publicly available spaces by 2017);
- The Tongue (36 publicly available spaces by 2017);
- Future Employment Sites (212 spaces by 2027); and
- Future Office Sites (329 spaces by 2027).

5.4.4. Table 9 shows how the above losses/gains will affect the future parking supply.



Table 9: Core Car Parking Supply in the Douglas Study Area				
Category	Friday Weekday			
	2012	2017	2022	2027
Public On-Street (Restricted)	1729	1729	1729	1729
Public On-Street (Unrestricted)	286	286	286	286
Publicly Available Off Street	1870	2236	2236	2236
Private Publicly Available Off Street	587	505	505	505
Private Non Residential Off Street	3039	3119	3115	3301
All Categories Combined	7511	7875	7871	8057
Category	Saturday			
	2012	2017	2022	2027
Public On-Street (Restricted)	725	725	725	725
Public On-Street (Unrestricted)	1290	1290	1290	1290
Publicly Available Off Street	1985	2351	2351	2351
Private Publicly Available Off Street	587	505	505	505
Private Non Residential Off Street	2559	2639	2635	2821
All Categories Combined	7146	7510	7506	7692

5.4.5. From Table 8 it can be seen that parking demand on a Friday represents peak demand for publicly available parking in Douglas. Since the forecast demand is estimated from development plans (which may or may not occur), we anticipate a future peak demand for publicly available on and off-street parking spaces in the study area to be around 4250 at 2027. Using a peak occupancy of 85% to minimise unnecessary traffic circulation (IHT Parking Strategies & Management), the future provision in 2027 to cater for peak demand should be around 5000 spaces.

5.4.6. Currently overall there are just under 3900 (Table 9) on and off-street parking spaces which are publicly available in Douglas. It is predicted that by 2027 there will be around 4250 available spaces in the Town against a peak demand for 5000 spaces.

5.5. Core Supply and Demand Assessment

5.5.1. The following graphs illustrate the likely future supply and demand situation for parking within the Douglas study area if demand was unconstrained. The bars represent parking demand, with the black line representing total supply and the red line representing peak occupancy (85%).



Public On-Street (Restricted) Parking Supply and Demand

5.5.2. Figure 22 shows the predicted parking demand of the public on-street parking areas which currently have waiting time restrictions in place. The predictions assume the current level of overstaying continues. . It shows that demand would reach and outstrip optimum supply levels by approximately 2022 on a Friday. On a Saturday optimum supply levels are currently outstripped. This implies problems occurring in and around these areas due to insufficient parking with negative effects on road network performance and the urban environment.

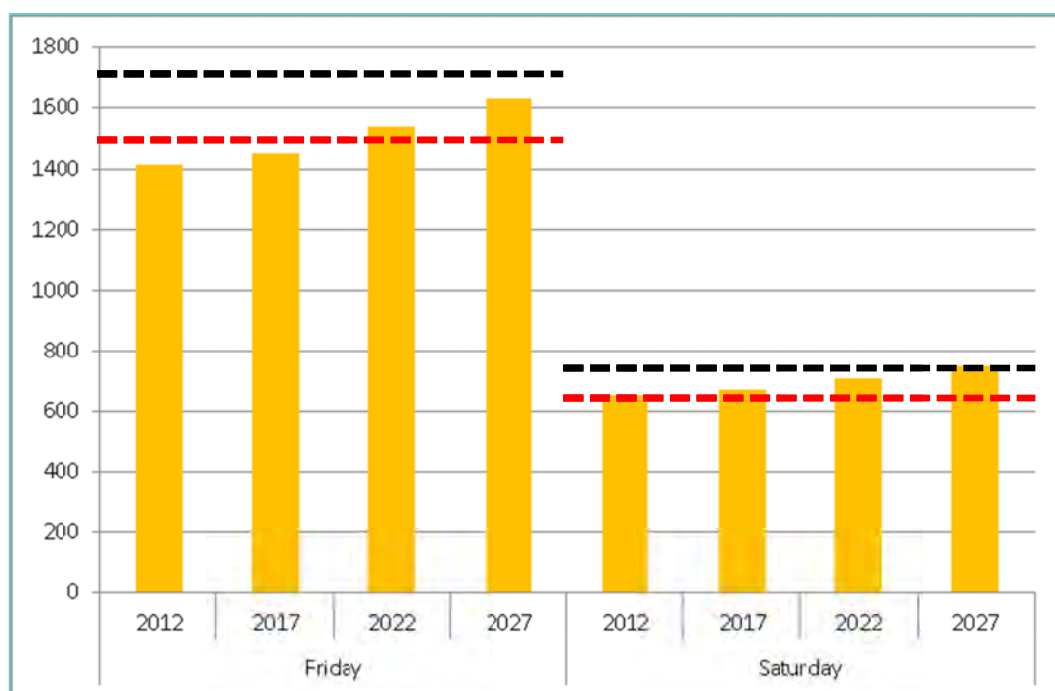


Figure 22: Douglas Public On-Street (Restricted) Parking Supply and Demand

Public On-Street (Unrestricted) Parking Supply and Demand

5.5.3. Figure 23 shows the predicted parking demand of the public on-street parking areas which currently have no waiting time restrictions in place. It shows that demand has already reached and outstripped optimum supply levels. On a Saturday optimum supply levels are expected to be reached and outstripped by 2017. As with the restricted areas this implies problems occurring due to insufficient parking with negative effects on road network performance and the urban environment.

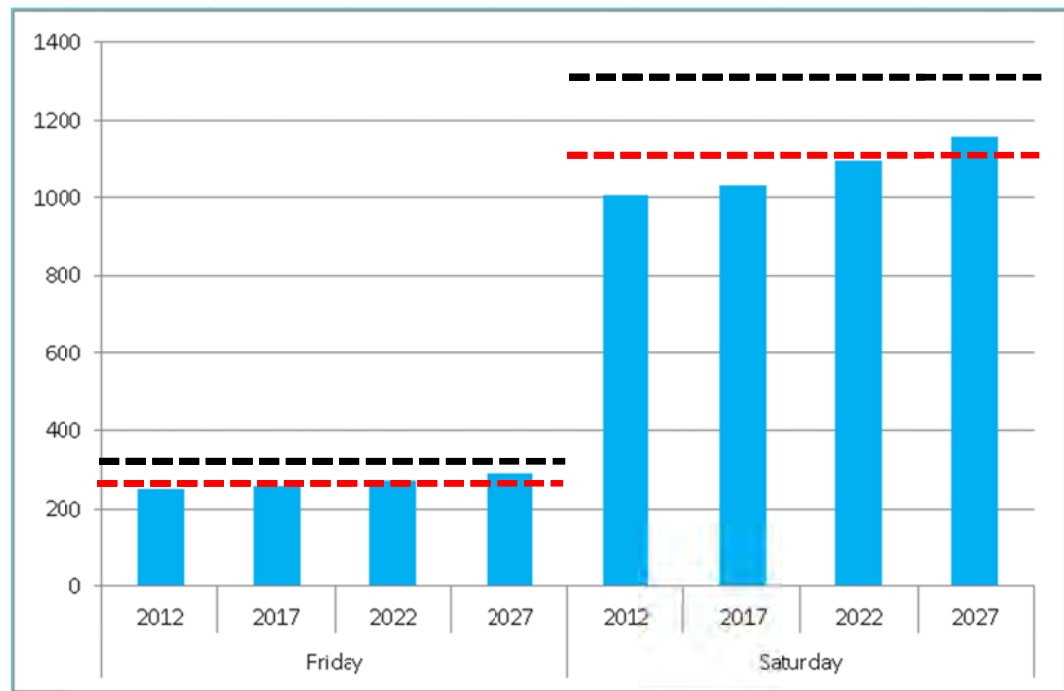


Figure 23: Douglas Public On-Street (Unrestricted) Parking Supply and Demand

Publicly Available Off-Street Parking Supply and Demand

5.5.4. Figure 24 shows the predicted parking demand of the publicly available off-street parking areas. It shows that on a Friday optimum supply levels have already been reached and this will continue to be the case, even with the predicted supply gains as part of future developments. As with the on-street parking areas this implies problems occurring in and around these areas due to insufficient parking with negative effects on road network performance and the urban environment. On a Saturday it is unlikely that there would be problems with demand outstripping supply for parking in these areas.

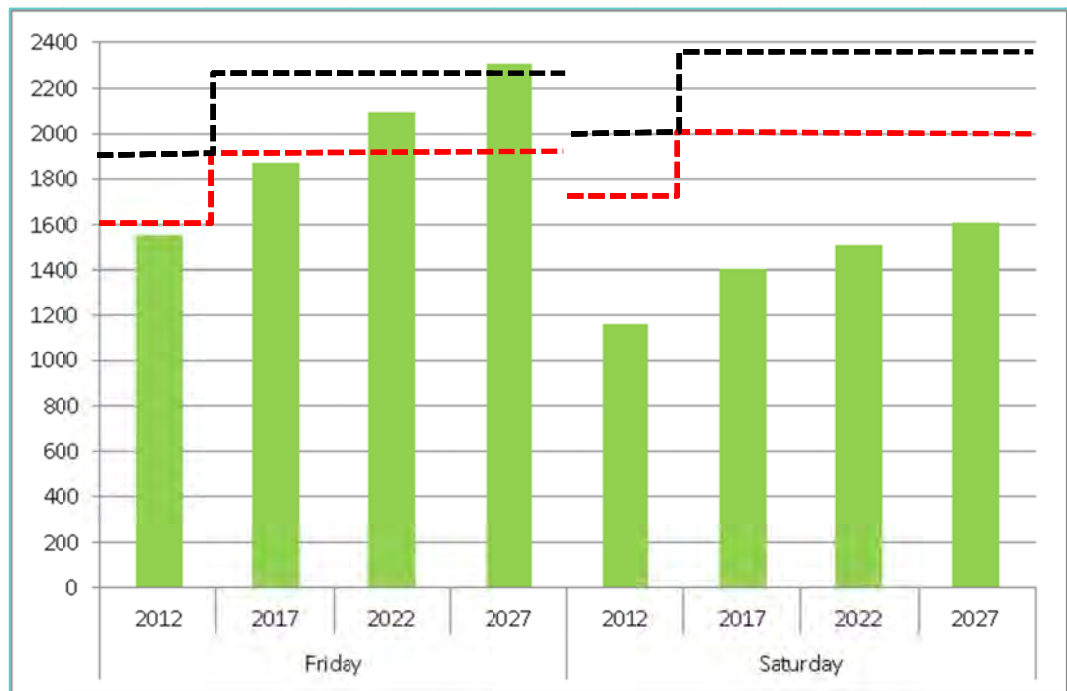


Figure 24: Publicly Available Off-Street Parking Supply and Demand

5.6. Core Supply and Demand Assessment Conclusion

5.6.1. A general conclusion that may be drawn from this analysis is that there is significant parking pressure on supply both now and into the future. The demand and supply graphs show very limited spare capacity in most areas.

6. Sensitivity Demand Forecast

6.1. Introduction

6.1.1. In consultation with the Department of Infrastructure, a sensitivity test has been defined to understand the potential variation in the parking forecasts for Publicly Available car parks if a number of the proposed developments were not to go ahead, namely:

- Development at the Middlemarch Site;
- Development at the Parade Street Site; and
- Development at the Lord Street Site.

6.2. Sensitivity Test Supply and Demand Assessment

6.2.1. The following graph illustrates the sensitivity test future supply and demand situation at Publicly Available car parks within the Douglas study area. The bars represent parking demand, with the black line representing total supply and the red line representing peak occupancy (85%).

6.2.2. Figure 25 shows the predicted parking demand of the publicly available off-street parking areas. It shows that on a Friday optimum supply levels have already been reached with total supply being breached by 2022, some 5 years earlier than was predicted with the core scenario. This is due to the lack of predicted supply gains that were assumed as part of the future developments in Lower Douglas. This implies problems occurring in and around these areas due to insufficient parking with negative effects on road network performance and the urban environment. However, on a Saturday it is unlikely that there would be problems with demand outstripping supply for parking in these areas.

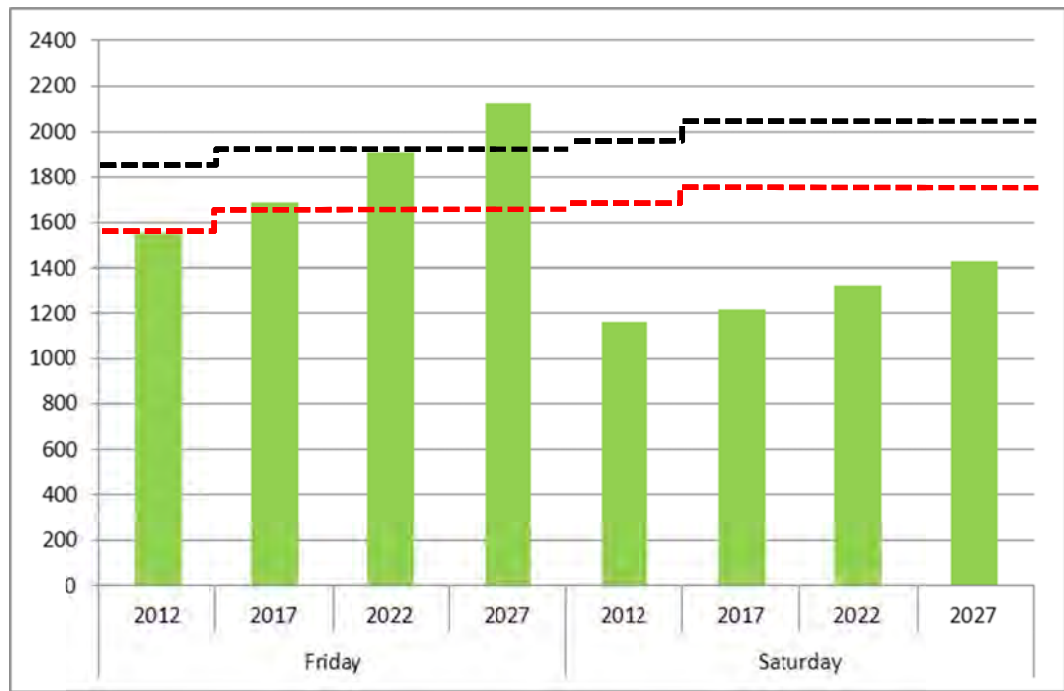


Figure 25: Publicly Available Off-Street Parking Supply and Demand

6.3. Sensitivity Test Supply and Demand Assessment Conclusion

A conclusion that may be drawn from this analysis is that if the predicted supply gains are not realised there is likely to be significant parking pressure on supply into the future.

7. Strategy Options

7.1. Introduction

- 7.1.1. This chapter outlines the options which could be implemented to improve the management of parking and the pedestrian/cyclist environment.
- 7.1.2. The options considered cover future parking provision, parking control, traffic regulation and infrastructure improvements.
- 7.1.3. The options discussed in this chapter are then developed into a recommended Parking Strategy, outlined in this chapter and Chapter 8.

7.2. Common Improvements

- 7.2.1. A schedule of common elements of any future strategy should include the following, each of which is discussed further below:
 - Improved enforcement of parking and waiting controls;
 - Waiting restriction review;
 - Control of private contract parking;
 - Disabled parking provision;
 - Introduction of Variable Message Signing (VMS);
 - Improved maintenance;
 - Improving and promoting alternatives to the private car;
 - Park and Ride;
 - Loading bay review;
 - Improved branding/livery;
 - Changes to parking standards.

7.3. Improved Parking Enforcement

- 7.3.1. The prime aim of enhancing enforcement in Douglas would be to achieve the following objectives:
 - To encourage a higher level of compliance by motorists to parking controls and waiting restrictions;
 - To ensure the equitable distribution and management of the available parking spaces; and
 - Be responsive to changing priorities, local factors and demand.

- 7.3.2. Although, parking enforcement in Douglas is good on the whole there are further benefits of enhancing parking enforcement, namely: traffic management improvements; improved road safety; and a greater availability of on-street parking spaces which will improve town centre vehicle 'turnover' and may improve trading conditions.
- 7.3.3. Lack of effective parking enforcement causes displacement of parking. This is not expected to be the case in Douglas though as parking enforcement is already good.

7.4. Waiting Restriction Review

- 7.4.1. It is clear that compliance with the existing parking regulations varies considerably depending on the duration of parking permitted. The shorter the permitted stay, the greater the level of non-compliance. Douglas has many different (i.e. 7 durations) waiting restrictions in force from 15 minutes up to 24-hours. Very short (i.e. 15 minutes) waiting restrictions are very difficult to enforce. Also, having so many different durations is confusing for the user.
- 7.4.2. An assessment of the existing parking zones should be carried out locally to consolidate existing waiting time restrictions into a maximum of four types (i.e. 30 minutes, 60 minutes, 2 hours and 24 hours) and that the restrictions are the most suitable based on accessibility, location in relation to the main attractors, proximity to other car parks, usage (from surveys) and future plans for car parks.

7.5. Control of Private Contract Car Parking

- 7.5.1. Control over the availability and cost of parking spaces is a key policy instrument in limiting car trips, and for the time being is the most widely available and readily accepted method of doing so.
- 7.5.2. Through the planning development control system, the Department of Infrastructure currently controls the amount of car parking that is provided in new developments and changes of use. Over time, this influence can help maintain an acceptable balance of private non-residential parking provision.
- 7.5.3. However, existing private contract parking represents a major potential source of traffic generation over which the Department of Infrastructure has no control in terms of its regulation and use. The availability of such parking therefore can present a significant constraint on the extent to which the Department of Infrastructure can use parking policies to limit car trips.
- 7.5.4. Planning conditions should be considered at any appropriate stage during development and re-development of private contract car parks to ensure that the Department of Infrastructure can influence patterns of usage. This will usually mean control over:
- Tariff structures;
 - Charge levels; and
 - Specification of minimum standards of provision and maintenance.

7.6. Disabled Parking

- 7.6.1. Many disabled people will have limited mobility range, and will require specially designated parking bays close to the places they wish to visit. Whether on-street or off-street, parking bays need to be close to major destinations such as the bank, post office and supermarkets.

On-Street Disabled Parking Provision

- 7.6.2. Currently there are 64 disabled spaces provided on-street. Demand for on-street disabled parking bays was relatively low (60% occupied) throughout the duration of the survey. Whilst there are no guidelines for the number of on-street disabled bays that should be provided, 5% of the on-street total tends to be used throughout the industry as a guideline. This would suggest that there is a shortfall of 12 disabled spaces on-street.

Off-Street Disabled Parking Provision

- 7.6.3. There are currently 65 disabled spaces provided in publicly available off-street car parks. An assessment of the number of disabled parking spaces against guidance contained within UK guideline TA 05/95 reveals that there is a shortfall of 31 disabled parking spaces in the off-street car parks.
- 7.6.4. An assessment should therefore be carried out with local disabled groups to decide if the existing spaces are the most suitable, based on accessibility, location in relation to the main attractors, proximity to other car parks, usage (from surveys) and future plans for car parks.

7.7. Introduction of Variable Message Signing

- 7.7.1. Throughout the study it has become apparent that there is concern about signing in the town with the following conclusions being drawn:
- There is a lack of signs on the approaches into Douglas advising motorists of the parking regime;
 - There is a lack of signing to visitor attractions and appropriate parking;
 - There is a lack of information on car park space availability; and
 - There is a lack of information on whether car parks are long or short stay, particularly en-route to the car parks.
- 7.7.2. Supplying good information is vital. Signing needs to be comprehensive and clear. The central aim must be to indicate to the user which car parks are meant for them.
- 7.7.3. VMS Signing is a proven method in managing car park traffic. It can provide motorists with real time information on the locations of available parking spaces within Douglas town centre, allowing them to make a more informed choice about where they intend to park. Together with enabling and encouraging drivers to utilise the nearest available car park, this in turn will help to ensure the most efficient use of the remaining parking spaces and help to reduce needless circulation by vehicles.

- 7.7.4. Through the use of VMS signing, during the busy peak periods, visitors are likely to be directed to a town centre car park which they may not usually use. Signing pedestrian routes from car parks will play an important role in directing infrequent visitors from car parks to the main town centre. In built-up areas such as the town centre, car parks may need to be signed to help direct pedestrians back to the right car park. All pedestrian signing should indicate walking distances.

7.8. Improved maintenance

- 7.8.1. It is important that the pedestrian environment linking car parks to the main town centre is safe and provides a positive image. A dangerous and unappealing environment may discourage casual or infrequent visitors from returning to Douglas. The use of a balance of measures should be adopted in Douglas to influence travel behaviour, limit the demand for parking and assist with managing any future capacity problems in the town. This would include implementation of measures to encourage people to consider travel by other modes.
- 7.8.2. It was recognised through site visits and consultation that the conditions for walking and cycling in Douglas are in need of improvement in some areas, particularly to provide consistency of dropped kerbs, carriageway marking, tactile paving, crossing facilities and paving type.

7.9. Improving and Promoting Alternatives to the Private Car

- 7.9.1. It is clear from the consultation that there is a need to establish travel behaviour change as a key part of the parking strategy.
- 7.9.2. More travel behaviour change initiatives are required to reduce car trips in favour of walking, cycling, car sharing and public transport.
- 7.9.3. The on-street interviews have highlighted that a large proportion of car trips within Douglas are short. These short journeys could be achieved by walking or cycling rather than driving. A 10 minute walk is approximately one kilometre and a 10 minute cycle ride is approximately three kilometres.

7.10. Park and Ride

- 7.10.1. The provision of a Park & Ride could be trialled as a potential future measure for reducing the reliance on parking within Douglas town centre. It could potentially serve as a key feature of the overall Parking Strategy but is likely to require a range of conditions to be in place if it is ever to be viable or beneficial. The following would affect the overall deliverability of a Park & Ride site:

- Cost of parking in Douglas town centre;
- Number of spaces in Douglas town centre; and
- Level of bus service to be provided.



7.10.2. A Park and Ride scheme would allow visitors/commuters to park outside of the town, reducing the parking demand in the town centre. There would be other advantages such as alleviating future congestion in the town centre and safer, quieter roads. Park and Ride is unlikely to be viable in a town the size of Douglas but a trial would allow the Department of Infrastructure to discount it as a solution to the parking problem.

7.11. Loading Bay Review

7.11.1. The survey and analysis stage has identified that vehicles wishing to service the town centre are often observed doing so by stopping on double yellow lines in Market Street. A local review of servicing facilities should be undertaken to decide if the existing bays are the most suitable, based on location in relation to the main business areas.

7.12. Improved Branding/Livery

7.12.1. It is clear from the consultation that there is a need to improve the branding/livery at DOI operated car parks as a key part of the parking strategy.

7.12.2. The on-street interviews (Para. 4.3.8) have highlighted that only 6% of people thought they had parked in a DOI operated car park. It was also noted from site visits that there was an obvious absence of brand/livery at some DOI car parks, especially Drumgold Street and Chester Street where these car parks can be confused as belonging to M&S or Shoprite.

7.13. Parking Standards

7.13.1. A review of parking standards has been undertaken as part of the process to develop this Parking Strategy, including reviewing existing standards within the Isle of Man.

7.13.2. Recommended changes to the Isle of Man Parking Standards for Douglas are shown in Table 10.

Table 10: Recommended Changes to Isle of Man Parking Standards for Douglas	
Type of Development	Recommendation
Typical Residential	No Change
Residential Terraces	No Change
Apartments	No Change
Sheltered Housing	No Change
Town Centre Housing	1 space per unit, Residential Permits
Nursing, rest and care homes	No Change
Town Centre Offices	1 space 35 sqm of net floor space
Out of Town Offices	1 space per 20 sqm
Shops	
below 300m ²	1 space per 50 sqm
300 – 1000m ²	1 space per 30 sqm In critical locations one parking space per 14m ² for food retail or 20m ² for non retail. Provision on site for deliveries and loading
Light Industry	1 space per 80sqm net floor space

General Industry	No change
Storage and Distribution	1 space per 150sqm
Medical / Health Services	2 spaces per consulting room plus staff
Hotels	No Change
Assembly and Leisure	No Change

7.13.3. These standards are based on other towns of similar size and should be used as a general guide and can be changed according to individual circumstances and location. However, they should not be amended because a developer proposes a specific use. Parking standards are intended to be generic.

7.14. Additional Parking Options

7.14.1. The key issues to be considered further in developing a future parking strategy are:

- What level of demand should be accommodated; and
- Should parking be charged,

7.14.2. The following sections cover the options developed to deal with these issues.

7.15. Future Provision

7.15.1. To identify the required future parking provision it has been assumed that the unconstrained demand would be accommodated. This is a reasonable assumption for a town like Douglas since demand management through parking restraint is not currently a viable option due to the significant amount of private contract parking over which the Department of Infrastructure at present has no control in terms of its regulation and use.

7.15.2. The possible options to cater for the increased demand are:

- Provide additional surface car parks;
- Provide additional conventional concrete framed multi-story car parks; or
- Use a steel demountable structure.

7.15.3. From Chapter 5 it can be seen that it is anticipated that the future additional demand for publicly available on and off-street parking spaces in the study area is as follows:

- By 2017 – an additional 50 spaces;
- By 2022 – an additional 450 spaces; and
- By 2027 – an additional 750 spaces.

7.15.4. These figures are based on a peak occupancy of 85% which minimises unnecessary traffic circulation (IHT Parking Strategies & Management).

7.15.5. The options to provide additional car parks are:

- Provide additional Publicly Available Surface Car Parks;
- Build a conventional concrete framed Multi-Storey Car Park;



- A conventional reinforced concrete multi-storey car park to accommodate up to 750 vehicles would currently cost the order of £10.5million (assuming £14,000 per space); and
- Build Demountable Steel Structure Car Parks;
 - The cost of this type of car park to accommodate up to 750 vehicles would be approximately £5.25 million (assuming £7,000 per space). This figure does not include any necessary strengthening of the development structure underneath to carry the deck or architectural cladding which may be desirable.

7.15.6. Ideally, any facility which is providing for access to the town will be within 400m of the town centre (Guidelines for Providing Journeys on Foot, IHT, 2000).

7.16. On-Street Parking Charges

7.16.1. The present system of controlling time through the use of disc permits is being used less and less. Even small towns are introducing paid parking, particularly for on-street spaces and we believe that it is inevitable that as resources are constrained this option should be seriously considered, if only to offset the cost of implementing the parking strategy and enhanced enforcement.

7.16.2. Table 11 outlines the on-street revenue predictions assuming a charge of 50p per hour is introduced based on existing parking durations. Based on the consultation we believe that a charge of 50p per hour would be acceptable to the majority of residents and visitors to Douglas.

Table 11: Revenue Predictions				
Pricing Structure	Year			
	2012	2017	2022	2027
50p per Hour	£1.7m	£1.8m	£1.9m	£2.0m

7.16.3. Residents permits are also currently provided free of charge. We feel that this is unsustainable and a charge to cover administration and enforcement should be introduced.

8. Recommendations

8.1. Introduction

8.1.1. Following the analysis and development of options, consideration has been given to future parking in Douglas. The issues we have taken into account in presenting the recommendations are:

- What is likely to be the future parking demand;
- What do the people of Douglas feel about the future;
- How would any changes in Douglas affect other towns in the Isle of Man;
- How can the future demand for parking be accommodated; and
- Can parking assist the economic viability of Douglas to be maintained and enhanced.

8.1.2. In considering these five issues we suggest that one; 'how would any changes in Douglas affect other towns in the Isle of Man' is important, but should not affect our judgement as to what is best for Douglas. Other towns could adopt the same principles or use a different approach depending on individual circumstances. Our recommendations are therefore based on what we think will be best for Douglas.

8.1.3. The recommendations constitute a Short, Medium and Long Term Plan to cover the period from the present day to some time after 2027

8.1.4. Although we have been asked to make recommendations it must be stressed that they are advisory and ultimately a decision on parking strategy is political. Parking is an emotive issue and whatever is implemented is unlikely to please everyone. However, unconstrained free parking is unlikely to remain the optimum solution for Douglas.

8.2. Short Term 0-5 Years

Recommendations

8.2.1. During this short-term implementation period we recommend efforts should be directed towards managing the urban infrastructure to create a sense of pride in the town centre; a feeling that the authorities care about the town. To this end we recommend the following:

Additional Parking Provision

8.2.2. During the next five years consideration should be given to finding and planning suitable facilities where additional demand can be accommodated. The optimum publicly available supply levels have already been reached. Our surveys showed that there is not adequate vacant space to accommodate demand.

Parking Charging

- 8.2.3. Introduce a charge for parking in restricted streets, using pay and display meters. All residents and visitors would pay a charge.
- 8.2.4. From our consultation 49% of the people questioned would be prepared to pay between 50p and £1/hr. Since the survey did not specify which part or parts of the town would be charged, we believe that by restricting charges to the currently restricted streets a majority of drivers would not object to this proposal.

Residents' Parking Permit Administration Charge

- 8.2.5. Residents' Parking Permits are issued free of charge currently to households in Douglas. We feel it is not unreasonable to charge an administrative fee for the issue of permits as legitimate expense is incurred in administration and enforcement.

Enforcement

- 8.2.6. While the parking enforcement in Douglas is good on the whole there are benefits of enhancing parking enforcement further, namely: traffic management improvements; improved road safety; and a greater availability of on-street parking spaces which will improve town centre vehicle 'turnover' and may improve trading conditions.

Waiting Restriction Review

- 8.2.7. An assessment of the existing parking zones should be carried out locally to consolidate existing waiting time restrictions into a maximum of four types (i.e. 30 minutes, 60 minutes, 2 hours and 24 hours) and that the restrictions are the most suitable based on accessibility, location in relation to the main attractors, proximity to other car parks, usage (from surveys) and future plans for car parks.

Private Contract Parking Control

- 8.2.8. Planning conditions should be considered at any appropriate stage during development and re-development of private contract car parks to ensure that the Department of Infrastructure can influence patterns of usage and ideally charges for use.

Disabled Parking Spaces

- 8.2.9. An assessment should be carried out locally with local disabled groups to decide if the existing spaces are the most suitable, based on accessibility, location in relation to the main attractors, proximity to other car parks, usage (from surveys) and future plans for car parks.

Variable Message Signs

- 8.2.10. Variable message signing for car park availability should be introduced in Douglas. VMS is a proven method in managing car park traffic. It can provide motorists with real time information on the locations of available spaces within the town centre, allowing them to make a more informed choice about where they intend to park. Together with enabling and encouraging drivers to utilise the nearest available car park, will in turn help to ensure the most efficient use of the remaining parking spaces and help to reduce needless circulation by vehicles.

Maintenance

- 8.2.11. Waiting restrictions (yellow lines) should be reviewed for consistency and appropriateness. Double yellow lines (no parking at any time) should be laid where the road or street must be kept clear for moving traffic. This will usually be at junctions or narrow sections of street with two way traffic. If double yellow lines are used sparingly it will be obvious why they are there and be better observed.
- 8.2.12. Single yellow lines should be used where the whole road capacity needs to be available, for instance during peak periods.
- 8.2.13. A schedule of minor improvements is required to improve conditions for pedestrians, cyclists and mobility impaired travellers. This should include ensuring the consistent provision of dropped kerbs (particularly at junctions), rationalisation of traffic signing, provision of advance stop lines for cyclists at signals, pedestrian signs (with distances) and crossing facilities to key attractions, additional seating, improved street lighting and better consistency of footway paving.

Improving and Promoting Alternatives to the Private Car

- 8.2.14. More travel behaviour change initiatives are required to reduce car trips in favour of walking, cycling, car sharing and public transport.

Park and Ride Feasibility Study

- 8.2.15. The provision of a Park & Ride could be trialled as a potential measure for reducing the reliance on parking within Douglas town centre.

Loading Bay Review

- 8.2.16. A local review of servicing facilities should be undertaken to decide if the existing bays are the most suitable, based on location in relation to the main business areas.

Improved Branding/Livery

- 8.2.17. Improvements should be made to the branding/livery of DOI operated car parks so that users understand where they are parking.

8.3. Medium Term 5-10 years

- 8.3.1. After approximately 5 years a new peak accumulation survey should be undertaken to ascertain whether parking demand has increased significantly; in particular whether illegal parking and overstaying has increased. If this occurs the Department of Infrastructure are likely to be receiving complaints and can take action.
- 8.3.2. If the problems are very localised, the solution may be to introduce limited waiting restrictions to solve the specific problem which may simply be blocking of individual accesses.
- 8.3.3. If the predicted growth and enhanced viability of Douglas has been realised, parking demand is likely to have increased and further measures are likely to be required. In this medium term period (5-10 years) we therefore RECOMMEND:

- Review parking charges in the restricted streets;
- Construct a suitable parking facility within 400m of the town centre;
- Introduce suitable park and ride facilities (assuming the trial was successful in the short term); and
- Plan further facilities in which additional demand can be accommodated.

8.4. Long Term More than 10 years

8.4.1. Again, subject to a peak parking demand survey additional facilities may need to be constructed to satisfy demand to 2027.

8.4.2. All short and medium term recommendations should be regularly reviewed including, charges, pedestrian and cycling facilities, maintenance, signing, etc. should be reviewed.

8.5. Conclusions

8.5.1. By implementing these recommendations we believe parking demand in Douglas can be accommodated up to 2027. The associated traffic management measures will complement the rationalisation of parking and help to engender a sense of pride in the appearance of the town centre and hopefully enhance the economic viability of the area.

8.5.2. The essence of our recommendations is flexibility. Improvements should be made in small steps so as not to incur unnecessary expenditure until it is fully justified.



Appendix A

On- Street Capacity Tables

Appendix A - On-Street Capacity Categorized by Zone, Street and Restriction - Friday Daytime

Zone/Street Name	Parking Zone	Capacity (Spaces)															
		Restricted (15 Minutes)	Restricted (30 Minutes)	Restricted (60 Minutes)	Restricted (90 Minutes)	Restricted (120 Minutes)	Restricted (16 Hours)	Restricted (24 Hours)	Disabled (15 Minutes)	Disabled (30 Minutes)	Disabled (60 Minutes)	Disabled (90 Minutes)	Disabled (120 minutes)	Unrestricted	Reserved	Bus/Coach/ Taxi	Loading Bay
Albert St	Central Douglas Zone	0	2	0	0	11	0	0	0	1	0	0	0	0	0	0	0
Back Marina Rd	Central Douglas Zone	0	0	0	0	24	0	0	0	0	0	0	0	0	1	0	0
Broadway	Central Douglas Zone	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0
Bucks Rd	Central Douglas Zone	0	17	0	0	0	0	0	0	4	0	0	0	0	0	1	0
Christian Rd	Central Douglas Zone	0	0	0	0	44	0	0	0	0	0	0	0	0	2	0	0
Finch Rd	Central Douglas Zone	0	10	0	0	21	0	0	0	0	0	3	0	0	0	0	0
Granville St	Central Douglas Zone	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
Harris Terrace	Central Douglas Zone	0	0	0	0	16	0	0	0	0	0	0	0	0	2	0	0
Mona St	Central Douglas Zone	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0
Mona Terrace Lane	Central Douglas Zone	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0
Mount Havelock	Central Douglas Zone	0	0	0	0	9	0	0	0	0	0	2	0	0	0	0	0
Prospect Hill	Central Douglas Zone	8	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0
Regent St	Central Douglas Zone	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
Senna Rd	Central Douglas Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Albion Terrace	Derby Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Brisbane St	Derby Zone	0	0	0	0	29	0	0	0	0	0	0	0	0	1	0	0
Brisbane St Lane	Derby Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Brisbane St Lane 2	Derby Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cambridge Terrace	Derby Zone	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0
Derby Rd	Derby Zone	0	0	0	0	13	0	0	0	0	1	0	0	0	0	0	0
Derby Square	Derby Zone	0	0	0	0	103	0	0	0	0	0	1	0	4	0	0	0
Derby Square South	Derby Zone	0	0	0	0	12	0	0	0	0	0	0	0	1	0	0	0
Glen Falcon Rd	Derby Zone	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Green Lane	Derby Zone	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0
Kingswood Terrace	Derby Zone	0	0	0	0	10	0	0	0	0	0	0	0	2	2	0	0
Osborne Terrace	Derby Zone	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
Oxford St	Derby Zone	0	0	0	0	27	0	0	0	0	0	0	0	2	0	0	0
Windsor Terrace	Derby Zone	0	0	0	0	25	0	0	0	0	0	0	0	1	0	0	0
Castletown Rd	Douglas Head Zone	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0
Douglas Head Rd	Douglas Head Zone	0	0	0	0	69	0	0	0	0	0	0	0	1	0	0	0
South Quay	Douglas Head Zone	0	13	0	6	40	5	0	0	0	0	0	0	4	0	0	0
Castle Drive	Hutchinson Zone	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0
Castle Mona Avenue	Hutchinson Zone	0	0	0	0	50	0	0	0	0	0	0	0	4	0	0	0
Empress Drive	Hutchinson Zone	0	0	0	0	0	0	0	0	0	0	0	40	2	0	0	0
Empress Drive Lane	Hutchinson Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Esplanade Lane	Hutchinson Zone	0	0	0	0	15	0	0	0	0	0	0	0	1	0	0	0
Mona Drive	Hutchinson Zone	0	0	0	0	0	0	0	0	0	0	0	23	1	0	0	0
Mona Drive Lane	Hutchinson Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Palace Rd	Hutchinson Zone	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0
Palace View Terrace	Hutchinson Zone	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0
Queens Promenade	Hutchinson Zone	0	0	0	0	0	0	56	1	0	0	0	36	0	3	0	0
Strathallan Crescent	Hutchinson Zone	0	9	0	0	0	0	102	0	0	0	0	0	0	1	0	0
Summer Hill	Hutchinson Zone	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
Switzerland Rd	Hutchinson Zone	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0
Central Promenade	Loch Promenade Zone	4	13	0	0	49	0	54	0	2	0	1	43	1	13	2	0
Loch Promenade	Loch Promenade Zone	0	0	0	0	213	0	0	0	0	0	8	0	0	10	1	0
Victoria St	Loch Promenade Zone	0	16	0	0	0	0	0	0	1	1	3	0	0	6	2	0
Athol St	Lower Douglas Zone	0	0	0	27	0	0	0	0	0	2	0	0	0	0	0	0
Bank Hill	Lower Douglas Zone	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Barrack St	Lower Douglas Zone	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
Church St	Lower Douglas Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Fort St	Lower Douglas Zone	0	5	0	0	0	0	0	0	0	0	0	0	4	0	0	0
James St	Lower Douglas Zone	0	0	0	3	0	0	0	0	0	2	0	0	0	0	0	0
John St	Lower Douglas Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
King St	Lower Douglas Zone	0	2	0	6	0	0	0	0	0	0	0	0	2	0	0	0
Lake Rd	Lower Douglas Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
Lord St	Lower Douglas Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0
Market Hill	Lower Douglas Zone	0	0	0	7	0	0	0	0	0	1	0	0	0	0	3	0
Market St	Lower Douglas Zone	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0
North Quay	Lower Douglas Zone	0	0	0	0	30	0	0	0	0	0	7	0	0	0	0	0
Queen St	Lower Douglas Zone	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0
Quines Corner	Lower Douglas Zone	0	0	0	4	0	0	0	0	0	0	0	0	1	0	0	0
Ridgeway St	Lower Douglas Zone	0	19	0	3	0	0	0	0	0	2	0	2	1	0	0	0
Shaws Brow	Lower Douglas Zone	0	0	0	3	0	0	0	0	0	0	0	0	25	0	0	0
Walpole Avenue	Lower Douglas Zone	0	0	0	0	13	0	0	0	0	0	0	0	0	0	4	0
Circular Rd	St George's Zone	0	0	0	0	27	0	0	0	0	0	1	0	0	3	2	0
Drinkwater St	St George's Zone	0	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0
Hill St	St George's Zone	1	0	8	0	12	0	0	0	0	0	1	0	0	0	1	0
Hope St	St George's Zone	0	0	0	0	39	0	0	0	0	0	0	0	1	0	0	0
Hope Terrace	St George's Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hope Terrace Lane	St George's Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Myrtle St	St George's Zone	0	0	0	0	34	0	0	0	0	0	2	0	0	0	0	0
Myrtle St Lane	St George's Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peel Rd	St George's Zone	0	2	0	0	13	0	0	0	0	0	0	0	0	1	0	0
Railway Terrace	St George's Zone	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0
St George St	St George's Zone	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0
St Georges Walk	St George's Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Upper Church St	St George's Zone	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0
Auckland Grove	Windsor Zone	0	0	0	0	9	0	0	0	0	0	0	0	1	0	0	0
Dalton St	Windsor Zone	0	0	0	0	12	0	0	0	0	0	0	0	2	0	0	0
Dalton St Lane	Windsor Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Kingswood Grove	Windsor Zone	0	0	0	0	32	0	0	0	0	0	0	0	1	0	0	0
Kingswood Grove Lane	Windsor Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Osborne Grove	Windsor Zone	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0
Osborne Grove Lane	Windsor Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Richmond Grove	Windsor Zone	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0
Richmond Grove Lane	Windsor Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Spring Gardens	Windsor Zone	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0
Spring Gardens Lane	Windsor Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sydney St	Windsor Zone	0	4	0	0	24	0	0	0	1	0	0	0	1	0	0	0
Sydney St Lane	Windsor Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Windsor Rd	Windsor Zone	0	7	0	0	12	0	0	0	1	0	0	0	0	0	0	0
Woodbourne Rd	Windsor Zone	0	10	0	0	0	0	0	0	1	0	0	0	0	1	0	0
Central Douglas		8	29	0	0	188	0	0	2	10	0	5	0	5	3	1	
Derby		0	3	0	0	254	0	0	0	1	0	1	0	11	2	0	
Douglas Head		0	13	0	26	109	5	0	0	0	0	0	0	5	0	0	
Hutchinson		0	9	0	0	65	0	158	0	1	0	0	170	8	4	0	
Loch Promenade		4	29	0	0	262	0	54	0	3	1	3	9	43	1	29	5
Lower Douglas		0	32	0	57	43	0	0	0	0	5	15	2	35	22	11	

Appendix A - On-Street Capacity Categorized by Zone, Street and Restriction - Saturday Daytime

Zone/Street Name	Parking Zone	Capacity (Spaces)																
		Restricted (15 Minutes)	Restricted (30 Minutes)	Restricted (60 Minutes)	Restricted (90 Minutes)	Restricted (120 Minutes)	Restricted (16 Hours)	Restricted (24 Hours)	Disabled (15 Minutes)	Disabled (30 Minutes)	Disabled (60 Minutes)	Disabled (90 Minutes)	Disabled (120 minutes)	Unrestricted	Reserved	Bus/Coach/Taxi	Loading Bay	
Albert St	Central Douglas Zone	0	0	0	0	0	0	0	0	0	1	0	0	0	13	0	0	0
Back Marina Rd	Central Douglas Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	24	1	0	0
Broadway	Central Douglas Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0
Bucks Rd	Central Douglas Zone	0	17	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0
Christian Rd	Central Douglas Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	44	2	0	0
Finch Rd	Central Douglas Zone	0	0	0	0	0	0	0	0	0	0	0	3	31	0	0	0	
Granville St	Central Douglas Zone	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
Harris Terrace	Central Douglas Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	16	2	0	0
Mona St	Central Douglas Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	32	0	0	0
Mona Terrace Lane	Central Douglas Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0
Mount Havelock	Central Douglas Zone	0	0	0	0	0	0	0	0	0	0	2	2	9	0	0	0	0
Prospect Hill	Central Douglas Zone	0	0	0	0	0	0	0	0	2	0	0	0	8	0	2	0	0
Regent St	Central Douglas Zone	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
Senna Rd	Central Douglas Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Albion Terrace	Derby Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Brisbane St	Derby Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	29	1	0	0
Brisbane St Lane	Derby Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Brisbane St Lane 2	Derby Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cambridge Terrace	Derby Zone	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0
Derby Rd	Derby Zone	0	0	0	0	0	0	0	0	0	1	0	0	13	0	0	0	0
Derby Square	Derby Zone	0	0	0	0	0	0	0	0	0	0	0	1	103	4	0	0	0
Derby Square South	Derby Zone	0	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0
Glen Falcon Rd	Derby Zone	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
Green Lane	Derby Zone	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0
Kingswood Terrace	Derby Zone	0	0	0	0	0	0	0	0	0	0	0	0	10	2	2	0	0
Osborne Terrace	Derby Zone	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0
Oxford St	Derby Zone	0	0	0	0	0	0	0	0	0	0	0	0	27	2	0	0	0
Windsor Terrace	Derby Zone	0	0	0	0	0	0	0	0	0	0	0	0	25	1	0	0	0
Castletown Rd	Douglas Head Zone	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0
Douglas Head Rd	Douglas Head Zone	0	0	0	0	0	0	0	0	0	0	0	0	69	1	0	0	0
South Quay	Douglas Head Zone	0	13	0	6	0	5	0	0	0	0	0	0	40	4	0	0	0
Castle Drive	Hutchinson Zone	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0
Castle Mona Avenue	Hutchinson Zone	0	0	0	0	0	0	0	0	0	0	0	0	50	4	0	0	0
Empress Drive	Hutchinson Zone	0	0	0	0	0	0	0	0	0	0	0	0	40	2	0	0	0
Empress Drive Lane	Hutchinson Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Esplanade Lane	Hutchinson Zone	0	0	0	0	0	0	0	0	0	0	0	0	15	1	0	0	0
Mona Drive	Hutchinson Zone	0	0	0	0	0	0	0	0	0	0	0	0	23	1	0	0	0
Mona Drive Lane	Hutchinson Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Palace Rd	Hutchinson Zone	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0
Palace View Terrace	Hutchinson Zone	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0
Queens Promenade	Hutchinson Zone	0	0	0	0	0	0	56	0	1	0	0	0	36	0	3	0	0
Strathallan Crescent	Hutchinson Zone	0	9	0	0	0	0	102	0	0	0	0	0	0	0	0	1	0
Summer Hill	Hutchinson Zone	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
Switzerland Rd	Hutchinson Zone	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0
Central Promenade	Loch Promenade Zone	4	13	0	0	0	0	54	0	2	0	0	1	92	1	13	2	0
Loch Promenade	Loch Promenade Zone	0	0	0	0	213	0	0	0	0	0	0	8	0	0	0	10	1
Victoria St	Loch Promenade Zone	0	16	0	0	0	0	0	0	1	1	3	0	0	0	6	2	0
Athol St	Lower Douglas Zone	0	0	0	27	0	0	0	0	0	0	2	0	0	0	0	0	0
Bank Hill	Lower Douglas Zone	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Barrack St	Lower Douglas Zone	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
Church St	Lower Douglas Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Fort St	Lower Douglas Zone	0	5	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0
James St	Lower Douglas Zone	0	0	0	3	0	0	0	0	0	0	2	0	0	0	0	0	0
John St	Lower Douglas Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
King St	Lower Douglas Zone	0	2	0	6	0	0	0	0	0	0	0	0	0	2	0	0	0
Lake Rd	Lower Douglas Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
Lord St	Lower Douglas Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0
Market Hill	Lower Douglas Zone	0	0	0	7	0	0	0	0	0	0	1	0	0	0	0	3	0
Market St	Lower Douglas Zone	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0
North Quay	Lower Douglas Zone	0	0	0	0	30	0	0	0	0	0	7	0	0	0	0	0	0
Queen St	Lower Douglas Zone	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0
Quines Corner	Lower Douglas Zone	0	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0
Ridgeway St	Lower Douglas Zone	0	19	0	3	0	0	0	0	0	0	2	0	0	2	1	0	0
Shaws Brow	Lower Douglas Zone	0	0	0	3	0	0	0	0	0	0	0	0	0	25	0	0	0
Walpole Avenue	Lower Douglas Zone	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	4	0
Circular Rd	St George's Zone	0	0	0	0	0	0	0	0	0	0	1	27	0	3	2	0	0
Drinkwater St	St George's Zone	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0
Hill St	St George's Zone	0	0	0	0	0	0	0	0	0	0	1	21	0	0	0	1	0
Hope St	St George's Zone	0	0	0	0	0	0	0	0	0	0	0	0	39	1	0	0	0
Hope Terrace	St George's Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hope Terrace Lane	St George's Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Myrtle St	St George's Zone	0	0	0	0	0	0	0	0	0	0	2	34	0	0	0	0	0
Myrtle St Lane	St George's Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peel Rd	St George's Zone	0	0	0	0	0	0	0	0	0	0	0	0	15	0	1	0	0
Railway Terrace	St George's Zone	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0
St George St	St George's Zone	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0
St Georges Walk	St George's Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Upper Church St	St George's Zone	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0
Auckland Grove	Windsor Zone	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0
Dalton St	Windsor Zone	0	0	0	0	0	0	0	0	0	0	0	0	12	2	0	0	0
Dalton St Lane	Windsor Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Kingswood Grove	Windsor Zone	0	0	0	0	0	0	0	0	0	0	0	0	32	1	0	0	0
Kingswood Grove Lane	Windsor Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Osborne Grove	Windsor Zone	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0
Osborne Grove Lane	Windsor Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Richmond Grove	Windsor Zone	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0
Richmond Grove Lane	Windsor Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Spring Gardens	Windsor Zone	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0
Spring Gardens Lane	Windsor Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sydney St	Windsor Zone	0	4	0	0	0	0	0	0	1	0	0	0	24	1	0	0	0
Sydney St Lane	Windsor Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Windsor Rd	Windsor Zone	0	7	0	0	0	0	0	0	1	0	0	0	12	0	0	0	0
Woodbourne Rd	Windsor Zone	0	10	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Central Douglas		0	17	0	0	0	0	0	2	10	0	0	5	208	5	3	1	0
Derby		0	0	0	0	0	0	0	0	1	0	1	257	11	2	0	0	0
Douglas Head		0	13	0	6	0	5	0	0	0	0	0	0	129				



Appendix B

Off-Street Capacity Tables

Appendix B - Off-Street Capacity Categorised by Zone, Type and Levels - Friday Daytime

Ref.	Name/Location	Type	Surface/ Multi Level	Capacities					
				Overall	PA	PPA	PR	PNR	
Central Douglas									
CP85	Drumgold Street (M&S)	PA	Multi	300	300	0	0	0	
CP94	Chester Street	PA/PNR	Multi	761	503	0	0	258	
CP101	AIB IOM Bank	PNR	Multi	44	0	0	0	44	
CP103	St Andrews House	PNR	Multi	24	0	0	0	24	
CP84	Barclays	PNR	Surface	20	0	0	0	20	
CP86	Victory House	PNR	Surface	20	0	0	0	20	
CP88	Service Yard	PNR	Surface	10	0	0	0	10	
CP89	TK Maxx	PNR	Surface	15	0	0	0	15	
CP93	Shopping Centre Service Yard	PNR	Surface	20	0	0	0	20	
CP95	Private	PNR	Surface	40	0	0	0	40	
CP96	Private	PNR	Surface	18	0	0	0	18	
CP98	Trident Trust	PNR	Surface	10	0	0	0	10	
CP102	Old Court Chambers	PNR	Surface	22	0	0	0	22	
CP87	Cowley Grove (Nelson St)	Contract	Surface	28	0	0	0	28	
CP90	14 Athol St	Contract	Surface	30	0	0	0	30	
CP91	Chapman Site (Market St)	Contract	Surface	25	0	0	0	25	
CP92	Darwin Site (Market St)	Contract	Surface	24	0	0	0	24	
CP104	IOM Courts (Stanley Mount)	Contract	Surface	24	0	0	0	24	
CP105	Private (Mount Havelock)	Contract	Surface	8	0	0	0	8	
CP106	Hexagon Site (Mount Havelock)	Contract	Surface	22	0	0	0	22	
CP107	Private Site (Mount Havelock)	Contract	Surface	8	0	0	0	8	
CP108	Private Site (Mount Havelock)	Contract	Surface	8	0	0	0	8	
CP109	Private Site (Mount Havelock)	Contract	Surface	8	0	0	0	8	
CP110	Private Site (Mount Havelock)	Contract	Surface	6	0	0	0	6	
CP111	Private Site (Mount Havelock)	Contract	Surface	20	0	0	0	20	
CP115	Fairbairn Private Bank (Albert St)	Contract	Surface	10	0	0	0	10	
CP97	Underground Finch Rd	Contract	Multi	24	0	0	0	24	
CP99	Creechurch Finch Rd	Contract	Multi	32	0	0	0	32	
CP100	Contract (Finch Rd)	Contract	Multi	16	0	0	0	16	
CP114	Contract (Off Tynwald St)	Contract	Multi	40	0	0	0	40	
Derby									
CP29	National Tyres	PNR	Surface	15	0	0	0	15	
CP30	Social Services	PNR	Surface	8	0	0	0	8	
CP31	Hotel Bowling Green	PNR	Surface	30	0	0	0	30	
CP32	Residential Home	PNR	Surface	8	0	0	0	8	
CP117	Manx Museum	PNR	Surface	11	0	0	0	11	
Douglas Head									
CP34	Camera Obscura	PA	Surface	8	8	0	0	0	
CP35	Cairns	PNR	Multi	125	0	0	0	125	
CP33	Reserved (South Quay)	PNR	Surface	6	0	0	0	6	
CP36	Magnet Kitchen Depot	PNR	Surface	40	0	0	0	40	
CP39	Manx Gas	PNR	Surface	12	0	0	0	12	
CP40	Warehouse Yard	PNR	Surface	6	0	0	0	6	
CP38	DOT River Bridge (South Quay)	Contract	Surface	8	0	0	0	8	
CP41	DOT Contract Parking (South Quay)	Contract	Surface	49	0	0	0	49	
CP42	Private (South Quay)	Contract	Surface	30	0	0	0	30	
CP43	Contract Site (off the Arch)	Contract	Multi	68	0	0	0	68	
Hutchinson									
CP16	Best Western Palace Hotel	PPA	Surface	98	0	98	0	0	
CP17	Cinema	PPA	Surface	76	0	76	0	0	
CP25	Tram Stables	PNR	Surface	6	0	0	0	6	
CP13	Empress Terrace Underground	PR	Multi	50	0	0	50	0	
CP20	Queens Apartments	PR	Multi	32	0	0	32	0	
CP21	Beresford House	PR	Multi	17	0	0	17	0	
CP24	Millennium Court	PR	Multi	50	0	0	50	0	
CP26	Spectrum Apartments	PR	Multi	100	0	0	100	0	
CP27	Esplanade Court	PR	Multi	8	0	0	8	0	
CP12	Nose in bays (rear of Empress Terrace)	PR	Surface	6	0	0	6	0	
CP18	Queens Apartments	PR	Surface	12	0	0	12	0	
CP19	Palace Apartments (Rear)	PR	Surface	4	0	0	4	0	
CP22	Piccadilly Court	PR	Surface	35	0	0	35	0	
CP23	Century Court	PR	Surface	26	0	0	26	0	
CP28	Villa Court Apartments	PR	Surface	23	0	0	23	0	
CP15	Palace Health Club	Contract	Surface	25	0	0	0	25	
Loch Promenade									
CP80	Sea Terminal West	PA	Surface	40	40	0	0	0	
CP81	Sea Terminal North	PA	Surface	130	130	0	0	0	
CP82	Bottleneck	PA	Surface	86	86	0	0	0	
CP83	Private (Villiers Square)	PNR	Multi	15	0	0	0	15	
Lower Douglas									
CP71/72	Shaws Brow	PA/PNR	Multi	703	299	0	0	404	
CP112	Parade Street	PA	Surface	199	199	0	0	0	
CP65	Lord Street	PA	Surface	154	154	0	0	0	
CP44	Tongue	PA	Surface	40	40	0	0	0	
CP63	Steam Railway	PA	Surface	98	98	0	0	0	
CP58	Tesco West	PPA	Surface	297	0	297	0	0	
CP59	Tesco East	PPA	Surface	34	0	34	0	0	
CP79	Private (Peveril Buildings)	PNR	Multi	6	0	0	0	6	
CP46	Clinches Courtyard	PNR	Surface	40	0	0	0	40	
CP62	Spinal & Posture Clinic	PNR	Surface	20	0	0	0	20	
CP64	Bus Depot	PNR	Surface	76	0	0	0	76	
CP67	Police Vehicle Parking	PNR	Surface	25	0	0	0	25	
CP78	Private (Behind Bank's on Athol St)	PNR	Surface	12	0	0	0	12	
CP113	Steam Packet (Staff)	PNR	Surface	10	0	0	0	10	
CP45	Contract (Off Bridge Rd)	Contract	Surface	32	0	0	0	32	
CP60	Duluth (Lake Rd)	PPA/Contract	Surface	100	0	82	0	18	
CP61	Contract Site (Off Banks Circus)	Contract	Surface	12	0	0	0	12	
CP66	DOT (Off Walpole Avenue)	Contract	Surface	174	0	0	0	174	
CP68	Six Kingdoms Services (Fort St)	Contract	Surface	12	0	0	0	12	
CP118	Contract Site (Muckles Gate)	Contract	Surface	104	0	0	0	104	
CP47	Lower Level Barclays/ Manx Telecom	Contract	Multi	23	0	0	0	23	
CP48	Manx Telecom	Contract	Multi	13	0	0	0	13	
CP49	Deloitte/ Hansard	Contract	Multi	9	0	0	0	9	
CP50	Manx Electrical Authority	Contract	Multi	101	0	0	0	101	
St Georges									
CP52	Analyst House	PNR	Multi	52	0	0	0	52	
CP56	Barclays bank	PNR	Multi	20	0	0	0	20	
CP76	Private (Off Myrtle St)	PNR	Multi	20	0	0	0	20	
CP51	Aston International	PNR	Surface	6	0	0	0	6	
CP57	IOM Advertising	PNR	Surface	30	0	0	0	30	
CP77	Private (St George's Walk)	PNR	Surface	18	0	0	0	18	
CP53	Contract Site (Peel Rd)	Contract	Surface	12	0	0	0	12	
CP54	Contract Site (Peel Rd)	Contract	Surface	40	0	0	0	40	
CP55	Hartford Homes (St George's St)	Contract	Surface	21	0	0	0	21	
CP73	Chapman Site (Off Cumberland Terrace)	Contract	Surface	44	0	0	0	44	
CP75	Douglas CP Ltd (Off Cumberland Terrace)	Contract	Surface	59	0	0	0	59	
CP74	Contract off Cumberland Terrace	Contract	Multi	330	0	0	0	330	
Windsor									
CP116	Ellan Vannin Nursing Home	PNR	Surface	13	0	0	0	13	
				Overall	5859	1857	587	363	3052
Zone				Overall	PA	PPA	PR	PNR	
Central Douglas				1637	803	0	0	834	
Derby				72	0	0	0	72	
Douglas Head				352	8	0	0	344	
Hutchinson				568	0	174	363	31	
Loch Promenade				271	256	0	0	15	
Lower Douglas				2294	790	413	0	1091	
St Georges				652	0	0	0	652	
Windsor				13	0	0	0	13	

Appendix B - Off-Street ACapacity Categorised by Zone, Type and Levels - Saturday Daytime

Ref.	Name/Location	Type	Surface/ Multi Level	Capacities					
				Overall	PA	PPA	PR	PNR	
Central Douglas									
CP85	Drumgold Street (M&S)	PA	Multi	300	300	0	0	0	
CP94	Chester Street	PA/PNR	Multi	761	761	0	0	0	
CP101	AIB IOM Bank	PNR	Multi	44	0	0	0	44	
CP103	St Andrews House	PNR	Multi	CLOSED					
CP84	Barclays	PNR	Surface	20	0	0	0	20	
CP86	Victory House	PNR	Surface	20	0	0	0	20	
CP88	Service Yard	PNR	Surface	10	0	0	0	10	
CP89	TK Maxx	PNR	Surface	15	0	0	0	15	
CP93	Shopping Centre Service Yard	PNR	Surface	20	0	0	0	20	
CP95	Private	PNR	Surface	40	0	0	0	40	
CP96	Private	PNR	Surface	18	0	0	0	18	
CP98	Trident Trust	PNR	Surface	10	0	0	0	10	
CP102	Old Court Chambers	PNR	Surface	22	0	0	0	22	
CP87	Cowley Grove (Nelson St)	Contract	Surface	28	0	0	0	28	
CP90	14 Athol St	Contract	Surface	30	0	0	0	30	
CP91	Chapman Site (Market St)	Contract	Surface	25	0	0	0	25	
CP92	Darwin Site (Market St)	Contract	Surface	24	0	0	0	24	
CP104	IOM Courts (Stanley Mount)	Contract	Surface	24	0	0	0	24	
CP105	Private (Mount Havelock)	Contract	Surface	8	0	0	0	8	
CP106	Hexagon Site (Mount Havelock)	Contract	Surface	22	0	0	0	22	
CP107	Private Site (Mount Havelock)	Contract	Surface	8	0	0	0	8	
CP108	Private Site (Mount Havelock)	Contract	Surface	8	0	0	0	8	
CP109	Private Site (Mount Havelock)	Contract	Surface	8	0	0	0	8	
CP110	Private Site (Mount Havelock)	Contract	Surface	6	0	0	0	6	
CP111	Private Site (Mount Havelock)	Contract	Surface	20	0	0	0	20	
CP115	Fairbairn Private Bank (Albert St)	Contract	Surface	10	0	0	0	10	
CP97	Underground Finch Rd	Contract	Multi	24	0	0	0	24	
CP99	Creechurch Finch Rd	Contract	Multi	32	0	0	0	32	
CP100	Contract (Finch Rd)	Contract	Multi	16	0	0	0	16	
CP114	Contract (Off Tynwald St)	Contract	Multi	40	0	0	0	40	
Derby									
CP29	National Tyres	PNR	Surface	15	0	0	0	15	
CP30	Social Services	PNR	Surface	8	0	0	0	8	
CP31	Hotel Bowling Green	PNR	Surface	30	0	0	0	30	
CP32	Residential Home	PNR	Surface	8	0	0	0	8	
CP117	Manx Museum	PNR	Surface	11	0	0	0	11	
Douglas Head									
CP34	Camera Obscura	PA	Surface	8	8	0	0	0	
CP35	Cairns	PNR	Multi	CLOSED					
CP33	Reserved (South Quay)	PNR	Surface	6	0	0	0	6	
CP36	Magnet Kitchen Depot	PNR	Surface	40	0	0	0	40	
CP39	Manx Gas	PNR	Surface	12	0	0	0	12	
CP40	Warehouse Yard	PNR	Surface	6	0	0	0	6	
CP38	DOT River Bridge (South Quay)	Contract	Surface	8	0	0	0	8	
CP41	DOT Contract Parking (South Quay)	Contract	Surface	49	0	0	0	49	
CP42	Private (South Quay)	Contract	Surface	30	0	0	0	30	
CP43	Contract Site (off the Arch)	Contract	Multi	68	0	0	0	68	
Hutchinson									
CP16	Best Western Palace Hotel	PPA	Surface	98	0	98	0	0	
CP17	Cinema	PPA	Surface	76	0	76	0	0	
CP25	Tram Stables	PNR	Surface	6	0	0	0	6	
CP13	Empress Terrace Underground	PR	Multi	50	0	0	50	0	
CP20	Queens Apartments	PR	Multi	32	0	0	32	0	
CP21	Beresford House	PR	Multi	17	0	0	17	0	
CP24	Millennium Court	PR	Multi	50	0	0	50	0	
CP26	Spectrum Apartments	PR	Multi	100	0	0	100	0	
CP27	Esplanade Court	PR	Multi	8	0	0	8	0	
CP12	Nose in bays (rear of Empress Terrace)	PR	Surface	6	0	0	6	0	
CP18	Queens Apartments	PR	Surface	12	0	0	12	0	
CP19	Palace Apartments (Rear)	PR	Surface	4	0	0	4	0	
CP22	Piccadilly Court	PR	Surface	35	0	0	35	0	
CP23	Century Court	PR	Surface	26	0	0	26	0	
CP28	Villa Court Apartments	PR	Surface	23	0	0	23	0	
CP15	Palace Health Club	Contract	Surface	25	0	0	0	25	
Loch Promenade									
CP80	Sea Terminal West	PA	Surface	40	40	0	0	0	
CP81	Sea Terminal North	PA	Surface	130	130	0	0	0	
CP82	Bottleneck	PA	Surface	86	86	0	0	0	
CP83	Private (Villiers Square)	PNR	Multi	CLOSED					
Lower Douglas									
CP71/72	Shaws Brow	PA/PNR	Multi	703	299	0	0	404	
CP112	Parade Street	PA	Surface	40	40	0	0	0	
CP65	Lord Street	PA	Surface	154	154	0	0	0	
CP44	Tongue	PA	Surface	56	56	0	0	0	
CP63	Steam Railway	PA	Surface	98	98	0	0	0	
CP58	Tesco West	PPA	Surface	297	0	297	0	0	
CP59	Tesco East	PPA	Surface	34	0	34	0	0	
CP79	Private (Peveril Buildings)	PNR	Multi	CLOSED					
CP46	Clinches Courtyard	PNR	Surface	40	0	0	0	40	
CP62	Spinal & Posture Clinic	PNR	Surface	20	0	0	0	20	
CP64	Bus Depot	PNR	Surface	76	0	0	0	76	
CP67	Police Vehicle Parking	PNR	Surface	25	0	0	0	25	
CP78	Private (Behind Bank's on Athol St)	PNR	Surface	12	0	0	0	12	
CP113	Steam Packet (Staff)	PNR	Surface	10	0	0	0	10	
CP45	Contract (Off Bridge Rd)	Contract	Surface	32	0	0	0	32	
CP60	Duluth (Lake Rd)	PPA/Contract	Surface	100	0	82	0	18	
CP61	Contract Site (Off Banks Circus)	Contract	Surface	12	0	0	0	12	
CP66	DOT (Off Walpole Avenue)	Contract	Surface	174	0	0	0	174	
CP68	Six Kingdoms Services (Fort St)	Contract	Surface	12	0	0	0	12	
CP118	Contract Site (Muckles Gate)	Contract	Surface	104	0	0	0	104	
CP47	Lower Level Barclays/ Manx Telecom	Contract	Multi	23	0	0	0	23	
CP48	Manx Telecom	Contract	Multi	13	0	0	0	13	
CP49	Deloitte/ Hansard	Contract	Multi	9	0	0	0	9	
CP50	Manx Electrical Authority	Contract	Multi	101	0	0	0	101	
St Georges									
CP52	Analyst House	PNR	Multi	CLOSED					
CP56	Barclays bank	PNR	Multi	20	0	0	0	20	
CP76	Private (Off Myrtle St)	PNR	Multi	20	0	0	0	20	
CP51	Aston International	PNR	Surface	6	0	0	0	6	
CP57	IOM Advertising	PNR	Surface	30	0	0	0	30	
CP77	Private (St George's Walk)	PNR	Surface	18	0	0	0	18	
CP53	Contract Site (Peel Rd)	Contract	Surface	12	0	0	0	12	
CP54	Contract Site (Peel Rd)	Contract	Surface	40	0	0	0	40	
CP55	Hartford Homes (St George's St)	Contract	Surface	21	0	0	0	21	
CP73	Chapman Site (Off Cumberland Terrace)	Contract	Surface	44	0	0	0	44	
CP75	Douglas CP Ltd (Off Cumberland Terrace)	Contract	Surface	59	0	0	0	59	
CP74	Contract off Cumberland Terrace	Contract	Multi	330	0	0	0	330	
Windsor									
CP116	Ellan Vannin Nursing Home	PNR	Surface	13	0	0	0	13	
				Overall	5494	1972	587	363	2572
Zone				Capacities					
				Overall	PA	PPA	PR	PNR	
Central Douglas				1613	1061	0	0	552	
Derby				72	0	0	0	72	
Douglas Head				227	8	0	0	219	
Hutchinson				568	0	174	363	31	
Loch Promenade				256	256	0	0	0	
Lower Douglas				2145	647	413	0	1085	
St Georges				600	0	0	0	600	
Windsor				13	0	0	0	13	



Appendix C

On-Street Duration Survey Results

Appendix C - Derby On-Street Duration Summary Categorised by Street and Restriction - Friday

Zone/Street Name	Duration/Display Type																												Overall								
	Restricted (15 Minutes)				Restricted (30 Minutes)				Restricted (60 Minutes)				Restricted (90 Minutes)				Restricted (120 Minutes)				Restricted (16 Hours)				Restricted (24 Hours)					Totals							
	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled		Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled
Derby																																					
Brisbane Street																																					
Vehicles Parked up to 1 Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	6	0	0	0	0	0	0	0	0	0	3	0	6	0	9
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	4	0	4	0	8
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	1	0	4	0	5
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	8
Derby																																					
Cambridge Terrace																																					
Vehicles Parked up to 1 Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	4	0	9
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	5
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5
Derby																																					
Derby Road																																					
Vehicles Parked up to 1 Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Derby																																					
Derby Square																																					
Vehicles Parked up to 1 Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	16	5	2	0	23
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2	0	6
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	7	0	9
Derby																																					
Glen Falcon Road																																					
Vehicles Parked up to 1 Hour	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Overall (Derby Zone)	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	52	8	49	0	0	0	0	0	0	0	0	0	0	0	0	0	53	8	49	1	111
Vehicles Parked up to 1 Hour	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	24	7	12	0	0	0	0	0	0	0	0	0	0	0	0	0	25	7	12	1	45
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	6	0	22
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	7	0	14
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3	0	7
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	21	0	23
Vehicles Parked up to 1 Hour	0%	0%	0%	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	46%	88%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	47%	88%	24%	100%	41%
Vehicles Parked up to 1-2 Hours	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	31%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%	0%	12%	0%	20%
Vehicles Parked up to 2-3 Hours	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	13%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	11%	13%	14%	0%	13%
Vehicles Parked up to 3-4 Hours	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	6%	0%	6%
Vehicles Parked over 4 Hours	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	43%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	43%	0%	21%

Appendix C - Douglas Head On-Street Duration Summary Categorised by Street and Restriction - Friday

Zone/Street Name	Duration/Display Type																												Overall								
	Restricted (15 Minutes)				Restricted (30 Minutes)				Restricted (60 Minutes)				Restricted (90 Minutes)				Restricted (120 Minutes)				Restricted (16 Hours)				Restricted (24 Hours)					Totals							
	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled		Disc	Nothing	Permit	Disabled				
Douglas Head Road																																					
Castletown Road																																					
Vehicles Parked up to 1 Hour	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	3
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
Douglas Head Road																																					
South Quay																																					
Vehicles Parked up to 1 Hour	0	0	0	0	4	10	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	15	0	0	24
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6
Vehicles Parked up to 2-3 Hours	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2
Vehicles Parked over 4 Hours	0	0	0	0	1	6	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	9	0	0	12
Douglas Head Road																																					
Taubman Terrace																																					
Vehicles Parked up to 1 Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	6	0	12
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	7
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	6	0	9
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	5	0	7
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	8	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	8	0	13
Overall (Douglas Head Zone)	0	0	0	0	6	22	0	0	0	0	0	0	10	12	2	0	7	13	28	0	0	0	0	0	0	0	0	0	0	0	0	0	23	47	30	0	100
Vehicles Parked up to 1 Hour	0	0	0	0	4	10	0	0	0	0	0	0	6	6	1	0	1	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	11	21	7	0	39
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	3	0	13
Vehicles Parked up to 2-3 Hours	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	3	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	6	0	12
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	5	0	9
Vehicles Parked over 4 Hours	0	0	0	0	1	6	0	0	0	0	0	0	2	4	1	0	1	4	8	0	0	0	0	0	0	0	0	0	0	0	0	0	4	14	9	0	27
Vehicles Parked up to 1 Hour	0%	0%	0%	0%	67%	45%	0%	0%	0%	0%	0%	0%	60%	50%	50%	0%	14%	38%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	48%	45%	23%	0%	39%
Vehicles Parked up to 1-2 Hours	0%	0%	0%	0%	0%	23%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	0%	31%	11%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	21%	10%	0%	13%
Vehicles Parked up to 2-3 Hours	0%	0%	0%	0%	17%	5%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	43%	0%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	2%	20%	0%	12%
Vehicles Parked up to 3-4 Hours	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	8%	0%	0%	29%	0%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	2%	17%	0%	9%
Vehicles Parked over 4 Hours	0%	0%	0%	0%	17%	27%	0%	0%	0%	0%	0%	0%	20%	33%	50%	0%	14%	31%	29%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	30%	30%	0%	27%

Appendix C - Douglas Head Road On-Street Duration Summary Categorised by Street and Restriction - Saturday

Zone/Street Name	Duration/Display Type																												Overall											
	Restricted (15 Minutes)				Restricted (30 Minutes)				Restricted (60 Minutes)				Restricted (90 Minutes)				Restricted (120 Minutes)				Restricted (16 Hours)				Restricted (24 Hours)					Unrestricted				Totals						
	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled		Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled			
Douglas Head Road																																								
Castletown Road																																								
Vehicles Parked up to 1 Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	1	2	0
Douglas Head Road																																								
South Quay																																								
Vehicles Parked up to 1 Hour	0	0	0	0	4	39	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	41	0	0
Vehicles Parked up to 1-2 Hours	0	0	0	0	1	8	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	0	0
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Vehicles Parked over 4 Hours	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	0	0
Douglas Head Road																																								
Taubman Terrace																																								
Vehicles Parked up to 1 Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	1	0	2	3	1	0	2	3	1
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	0	3	3	3	0	3	3	3	0
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	0	1	1	3	0	1	1	3	0
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	2	0	0
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	13	0	1	3	13	0	1	3	13	0
Overall (Douglas Head Zone)	0	0	0	0	5	51	0	0	0	0	0	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	12	24	1	15	67	24	1	107			
Vehicles Parked up to 1 Hour	0	0	0	0	4	39	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	1	5	43	3	1	52			
Vehicles Parked up to 1-2 Hours	0	0	0	0	1	8	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	0	5	11	3	0	19			
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	0	2	2	3	0	7			
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	3			
Vehicles Parked over 4 Hours	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	15	0	3	8	15	0	26			
Vehicles Parked up to 1 Hour	0%	0%	0%	0%	80%	76%	0%	0%	0%	0%	0%	0%	20%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	13%	100%	33%	64%	13%	100%	49%			
Vehicles Parked up to 1-2 Hours	0%	0%	0%	0%	20%	16%	0%	0%	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	60%	25%	13%	0%	33%	16%	13%	0%	18%			
Vehicles Parked up to 2-3 Hours	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	8%	13%	0%	13%	3%	13%	0%	7%			
Vehicles Parked up to 3-4 Hours	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%	0%	0%	4%	0%	0%	0%	3%			
Vehicles Parked over 4 Hours	0%	0%	0%	0%	0%	4%	0%	0%	0%	0%	0%	0%	40%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	33%	63%	0%	20%	12%	63%	0%	24%			

Appendix C - Hutchinson On-Street Duration Summary Categorised by Street and Restriction - Friday

Zone/Street Name	Duration/Display Type																												Overall				
	Restricted (15 Minutes)				Restricted (30 Minutes)				Restricted (60 Minutes)				Restricted (90 Minutes)				Restricted (120 Minutes)				Restricted (16 Hours)				Restricted (24 Hours)					Totals			
	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled		Disc	Nothing	Permit	Disabled
Hutchinson																																	
Central Promenade																																	
Vehicles Parked up to 1 Hour	17	1	10	0	3	42	0	0	0	0	0	0	0	0	0	0	59	24	1	0	0	0	0	0	6	12	0	0	85	79	11	0	175
Vehicles Parked up to 1-2 Hours	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	23	4	1	0	0	0	0	0	2	13	0	0	26	18	1	0	45
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	0	5	6	0	0	8	7	1	0	16
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	5	0	0	2	5	0	0	7
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	8	31	0	0	10	33	0	0	43
Hutchinson																																	
Strathallan Crescent																																	
Vehicles Parked up to 1 Hour	0	0	0	0	8	20	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	22	3	2	24	42	5	3	74
Vehicles Parked up to 1-2 Hours	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	11	3	0	7	12	3	0	22
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	2	0	1	5	2	0	8
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	1	3	1	0	5
Vehicles Parked over 4 Hours	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	6	1	0	4	7	1	0	12
Overall (Hutchinson Zone)	17	1	10	0	14	66	3	1	0	0	0	0	0	0	0	0	88	31	3	0	0	0	0	0	49	113	9	2	168	211	25	3	407
Vehicles Parked up to 1 Hour	17	1	10	0	11	62	2	1	0	0	0	0	0	0	0	0	59	24	1	0	0	0	0	0	22	34	3	2	109	121	16	3	249
Vehicles Parked up to 1-2 Hours	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	23	4	1	0	0	0	0	0	7	24	3	0	33	30	4	0	67
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	0	6	10	2	0	9	12	3	0	24
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	8	0	0	3	8	1	0	12
Vehicles Parked over 4 Hours	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	12	37	1	0	14	40	1	0	55
Vehicles Parked up to 1 Hour	100%	100%	100%	0%	79%	94%	67%	100%	0%	0%	0%	0%	0%	0%	0%	0%	67%	77%	33%	0%	0%	0%	0%	0%	45%	30%	33%	100%	65%	57%	64%	100%	61%
Vehicles Parked up to 1-2 Hours	0%	0%	0%	0%	21%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	13%	33%	0%	0%	0%	0%	0%	14%	21%	33%	0%	20%	14%	16%	0%	16%
Vehicles Parked up to 2-3 Hours	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	3%	33%	0%	0%	0%	0%	0%	12%	9%	22%	0%	5%	6%	12%	0%	6%
Vehicles Parked up to 3-4 Hours	0%	0%	0%	0%	0%	0%	33%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	4%	7%	0%	0%	2%	4%	4%	0%	3%
Vehicles Parked over 4 Hours	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	6%	0%	0%	0%	0%	0%	0%	24%	33%	11%	0%	8%	19%	4%	0%	14%

Appendix C - Hutchinson On-Street Duration Summary Categorised by Street and Restriction - Saturday

Zone/Street Name	Duration/Display Type																												Overall								
	Restricted (15 Minutes)				Restricted (30 Minutes)				Restricted (60 Minutes)				Restricted (90 Minutes)				Restricted (120 Minutes)				Restricted (16 Hours)				Restricted (24 Hours)					Unrestricted				Totals			
	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled		Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled
Hutchinson																																					
Central Promenade																																					
Vehicles Parked up to 1 Hour	7	6	0	0	1	17	0	0	0	0	0	0	0	0	0	0	11	55	0	0	0	0	0	0	5	21	0	0	4	8	0	0	28	107	0	0	135
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	25	0	0	0	0	0	0	3	9	0	0	1	3	0	0	6	39	0	0	45
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	4	10	0	0	1	3	0	0	6	16	0	0	22
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	6	0	0	0	2	0	0	1	10	0	0	11
Vehicles Parked over 4 Hours	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	9	25	0	1	35
Hutchinson																																					
Strathallan Crescent																																					
Vehicles Parked up to 1 Hour	0	0	0	0	5	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	18	0	0	0	0	0	0	18	29	0	0	47
Vehicles Parked up to 1-2 Hours	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	12	2	0	0	0	0	0	4	13	2	0	19
Vehicles Parked up to 2-3 Hours	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	5	4	0	0	9
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	1	0	0	0	0	0	1	6	1	0	8
Vehicles Parked over 4 Hours	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6	0	0	0	0	0	0	2	8	1	0	11
Overall (Hutchinson Zone)	7	6	0	0	8	37	1	1	0	0	0	0	0	0	0	0	14	83	0	0	0	0	0	0	45	111	3	0	6	20	0	0	80	257	4	1	342
Vehicles Parked up to 1 Hour	7	6	0	0	6	28	0	0	0	0	0	0	0	0	0	0	11	55	0	0	0	0	0	0	18	39	0	0	4	8	0	0	46	136	0	0	182
Vehicles Parked up to 1-2 Hours	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	2	25	0	0	0	0	0	0	6	21	2	0	1	3	0	0	10	52	2	0	64
Vehicles Parked up to 2-3 Hours	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	8	14	0	0	1	3	0	0	11	20	0	0	31
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	11	1	0	0	2	0	0	2	16	1	0	19
Vehicles Parked over 4 Hours	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	26	0	0	0	4	0	0	11	33	1	1	46
Vehicles Parked up to 1 Hour	100%	100%	0%	0%	75%	76%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	79%	66%	0%	0%	0%	0%	0%	0%	40%	35%	0%	0%	67%	40%	0%	0%	58%	53%	0%	0%	53%
Vehicles Parked up to 1-2 Hours	0%	0%	0%	0%	13%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	30%	0%	0%	0%	0%	0%	0%	13%	19%	67%	0%	17%	15%	0%	0%	13%	20%	50%	0%	19%
Vehicles Parked up to 2-3 Hours	0%	0%	0%	0%	13%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	2%	0%	0%	0%	0%	0%	0%	18%	13%	0%	0%	17%	15%	0%	0%	14%	8%	0%	0%	9%
Vehicles Parked up to 3-4 Hours	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	4%	10%	33%	0%	0%	10%	0%	0%	3%	6%	25%	0%	6%
Vehicles Parked over 4 Hours	0%	0%	0%	0%	0%	8%	100%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	24%	23%	0%	0%	0%	20%	0%	0%	14%	13%	25%	100%	13%

Appendix C - Loch Promenade On-Street Duration Summary Categorised by Street and Restriction - Friday

Zone/Street Name	Duration/Display Type																												Overall								
	Restricted (15 Minutes)				Restricted (30 Minutes)				Restricted (60 Minutes)				Restricted (90 Minutes)				Restricted (120 Minutes)				Restricted (16 Hours)				Restricted (24 Hours)					Totals							
	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled		Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled
Loch Promenade																																					
Loch Promenade																																					
Vehicles Parked up to 1 Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	268	4	8	0	0	0	0	0	0	0	0	0	0	0	0	0	268	4	8	0	280
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	134	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	134	1	5	0	140
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	2	0	20
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	4
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	2	9	0	0	0	0	0	0	0	0	0	0	0	0	0	7	2	9	0	18
Loch Promenade																																					
Market Hill																																					
Vehicles Parked up to 1 Hour	0	0	0	0	0	0	0	0	0	0	0	0	30	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	8	0	1	39
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Loch Promenade																																					
Victoria Street																																					
Vehicles Parked up to 1 Hour	0	0	0	0	193	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	193	3	1	0	197
Vehicles Parked up to 1-2 Hours	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Overall (Loch Promenade Zone)	0	0	0	0	195	4	1	0	0	0	0	0	32	8	0	1	430	7	25	0	0	0	0	0	0	0	0	0	0	0	0	0	657	19	26	1	703
Vehicles Parked up to 1 Hour	0	0	0	0	193	3	1	0	0	0	0	0	30	8	0	1	268	4	8	0	0	0	0	0	0	0	0	0	0	0	0	0	491	15	9	1	516
Vehicles Parked up to 1-2 Hours	0	0	0	0	2	1	0	0	0	0	0	0	2	0	0	0	134	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	138	2	5	0	145
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	2	0	20
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	4
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	2	9	0	0	0	0	0	0	0	0	0	0	0	0	0	7	2	9	0	18
Vehicles Parked up to 1 Hour	0%	0%	0%	0%	99%	75%	100%	0%	0%	0%	0%	0%	94%	100%	0%	100%	62%	57%	32%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	75%	79%	35%	100%	73%
Vehicles Parked up to 1-2 Hours	0%	0%	0%	0%	1%	25%	0%	0%	0%	0%	0%	0%	6%	0%	0%	0%	31%	14%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	21%	11%	19%	0%	21%
Vehicles Parked up to 2-3 Hours	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	8%	0%	3%
Vehicles Parked up to 3-4 Hours	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	1%
Vehicles Parked over 4 Hours	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	29%	36%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	11%	35%	0%	3%

Appendix C - Loch Promenade On-Street Duration Summary Categorised by Street and Restriction - Saturday

Zone/Street Name	Duration/Display Type																												Overall												
	Restricted (15 Minutes)				Restricted (30 Minutes)				Restricted (60 Minutes)				Restricted (90 Minutes)				Restricted (120 Minutes)				Restricted (16 Hours)				Restricted (24 Hours)					Unrestricted				Totals							
	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled		Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled
Loch Promenade																																									
Loch Promenade																																									
Vehicles Parked up to 1 Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	310	20	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	310	20	2	1	333
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	127	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	127	17	3	0	147
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	1	3	0	21
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	3	0	7
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	9	0	13
Loch Promenade																																									
Market Hill																																									
Vehicles Parked up to 1 Hour	0	0	0	0	0	0	0	0	0	0	0	0	38	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	6	0	0	44
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Loch Promenade																																									
Victoria Street																																									
Vehicles Parked up to 1 Hour	0	0	0	0	123	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	123	0	3	0	126
Vehicles Parked up to 1-2 Hours	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	13
Vehicles Parked up to 2-3 Hours	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Overall (Loch Promenade Zone)	0	0	0	0	137	0	3	0	0	0	0	0	43	6	0	0	460	40	20	1	0	0	0	0	0	0	0	0	0	0	0	0	640	46	23	1	710				
Vehicles Parked up to 1 Hour	0	0	0	0	123	0	3	0	0	0	0	0	38	6	0	0	310	20	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	471	26	5	1	503
Vehicles Parked up to 1-2 Hours	0	0	0	0	13	0	0	0	0	0	0	0	4	0	0	0	127	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	144	17	3	0	164
Vehicles Parked up to 2-3 Hours	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	17	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	1	3	0	23
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	3	0	7
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	9	0	13
Vehicles Parked up to 1 Hour	0%	0%	0%	0%	90%	0%	100%	0%	0%	0%	0%	0%	88%	100%	0%	0%	67%	50%	10%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	74%	57%	22%	100%	71%				
Vehicles Parked up to 1-2 Hours	0%	0%	0%	0%	9%	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%	0%	28%	43%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	23%	37%	13%	0%	23%
Vehicles Parked up to 2-3 Hours	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	4%	3%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	2%	13%	0%	3%
Vehicles Parked up to 3-4 Hours	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	3%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	13%	0%	1%
Vehicles Parked over 4 Hours	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	3%	45%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	39%	0%	2%

Appendix C - Lower Douglas On-Street Duration Summary Categorised by Street and Restriction - Friday

Zone/Street Name	Duration/Display Type																												Overall								
	Restricted (15 Minutes)				Restricted (30 Minutes)				Restricted (60 Minutes)				Restricted (90 Minutes)				Restricted (120 Minutes)				Restricted (16 Hours)				Restricted (24 Hours)					Totals							
	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled		Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled
Lower Douglas																																					
Athol Street																																					
Vehicles Parked up to 1 Hour	0	0	0	0	0	0	0	0	0	0	0	0	35	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	9	0	1	45
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	0	0	0	0	0	0	0	11	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	1	0	1	13
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
Lower Douglas																																					
James Street																																					
Vehicles Parked up to 1 Hour	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3
Lower Douglas																																					
King Street																																					
Vehicles Parked up to 1 Hour	0	0	0	0	19	3	0	0	0	0	0	0	19	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	12	1	0	51
Vehicles Parked up to 1-2 Hours	0	0	0	0	2	0	0	0	0	0	0	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	11
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3
Lower Douglas																																					
North Quay																																					
Vehicles Parked up to 1 Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	68	5	3	0	76
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	45	4	1	0	50
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	9
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	2	0	7
Lower Douglas																																					
Ridgeway Street																																					
Vehicles Parked up to 1 Hour	0	0	0	0	28	4	7	0	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	4	7	0	60
Vehicles Parked up to 1-2 Hours	0	0	0	0	4	1	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	1	0	11
Vehicles Parked up to 2-3 Hours	0	0	0	0	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	2	0	7
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked over 4 Hours	0	0	0	0	0	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	5
Lower Douglas																																					
Walpole Avenue																																					
Vehicles Parked up to 1 Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	0	0	0	67
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	4
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Overall (Lower Douglas Zone)	0	0	0	0	57	9	14	0	0	0	0	0	107	21	10	2	202	11	6	1	0	0	0	0	0	0	0	0	0	0	0	0	366	41	30	3	440
Vehicles Parked up to 1 Hour	0	0	0	0	47	7	7	0	0	0	0	0	76	18	3	1	135	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	258	30	13	1	302
Vehicles Parked up to 1-2 Hours	0	0	0	0	6	1	1	0	0	0	0	0	24	2	0	1	48	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	78	7	2	2	89
Vehicles Parked up to 2-3 Hours	0	0	0	0	4	1	2	0	0	0	0	0	3	1	0	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	3	2	0	22
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5
Vehicles Parked over 4 Hours	0	0	0	0	0	0	4	0	0	0	0	0	3	0	7	0	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	13	0	22
Vehicles Parked up to 1 Hour	0%	0%	0%	0%	82%	78%	50%	0%	0%	0%	0%	0%	71%	86%	30%	50%	67%	45%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	70%	73%	43%	33%	69%
Vehicles Parked up to 1-2 Hours	0%	0%	0%	0%	11%	11%	7%	0%	0%	0%	0%	0%	22%	10%	0%	50%	24%	36%	17%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	21%	17%	7%	67%	20%
Vehicles Parked up to 2-3 Hours	0%	0%	0%	0%	7%	11%	14%	0%	0%	0%	0%	0%	3%	5%	0%	0%	5%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	7%	7%	0%	5%
Vehicles Parked up to 3-4 Hours	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	1%
Vehicles Parked over 4 Hours	0%	0%	0%	0%	0%	0%	29%	0%	0%	0%	0%	0%	3%	0%	70%	0%	2%	9%	33%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	43%	0%	5%

Appendix C - Lower Douglas On-Street Duration Summary Categorised by Street and Restriction - Saturday

Zone/Street Name	Duration/Display Type																																Overall												
	Restricted (15 Minutes)				Restricted (30 Minutes)				Restricted (60 Minutes)				Restricted (90 Minutes)				Restricted (120 Minutes)				Restricted (16 Hours)				Restricted (24 Hours)				Unrestricted					Totals											
	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled		Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled				
Lower Douglas																																													
Athol Street																																													
Vehicles Parked up to 1 Hour	0	0	0	0	0	0	0	0	0	0	0	0	36	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	4	1	0	41
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	0	0	0	0	0	0	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	2	0	0	17
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Lower Douglas																																													
James Street																																													
Vehicles Parked up to 1 Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
Lower Douglas																																													
King Street																																													
Vehicles Parked up to 1 Hour	0	0	0	0	9	2	0	0	0	0	0	0	30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	5	0	0	44
Vehicles Parked up to 1-2 Hours	0	0	0	0	3	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	5
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lower Douglas																																													
North Quay																																													
Vehicles Parked up to 1 Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59	1	2	0	62
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	0	1	0	39
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	13
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	6
Lower Douglas																																													
Ridgeway Street																																													
Vehicles Parked up to 1 Hour	0	0	0	0	20	1	2	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	1	2	0	36
Vehicles Parked up to 1-2 Hours	0	0	0	0	2	0	2	0	0	0	0	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	1	2	0	15
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked over 4 Hours	0	0	0	0	2	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	5	0	8
Lower Douglas																																													
Walpole Avenue																																													
Vehicles Parked up to 1 Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	0	1	0	43
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Overall (Lower Douglas Zone)	0	0	0	0	36	4	9	0	0	0	0	0	116	10	11	0	167	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	319	17	27	0	363
Vehicles Parked up to 1 Hour	0	0	0	0	29	3	2	0	0	0	0	0	79	7	1	0	101	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	209	11	6	0	226
Vehicles Parked up to 1-2 Hours	0	0	0	0	5	0	2	0	0	0	0	0	30	3	2	0	45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80	3	5	0	88
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	1	0	20
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	1	0	9				
Vehicles Parked over 4 Hours	0	0	0	0	2	1	5	0	0	0	0	0	0	0	6	0																													

Appendix C - St Georges On-Street Duration Summary Categorised by Street and Restriction - Friday

Zone/Street Name	Duration/Display Type																												Overall								
	Restricted (15 Minutes)				Restricted (30 Minutes)				Restricted (60 Minutes)				Restricted (90 Minutes)				Restricted (120 Minutes)				Restricted (16 Hours)				Restricted (24 Hours)					Totals							
	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled		Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled
St Georges																																					
Circular Road																																					
Vehicles Parked up to 1 Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	20	0	0	0	0	0	0	0	0	0	0	25	20	0	0	45
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	3	2	0	0	5
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
St Georges																																					
Hill Street																																					
Vehicles Parked up to 1 Hour	2	5	0	0	0	0	0	0	15	2	0	0	0	0	0	0	13	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	30	21	0	1	52
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0	25	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	4	1	0	34
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	5
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	4
St Georges																																					
Hope Street																																					
Vehicles Parked up to 1 Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	21	0	0	50
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	14	0	0	45
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	9	0	0	25
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3
St Georges																																					
Myrtle Street																																					
Vehicles Parked up to 1 Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	23	0	1	0	0	0	0	0	0	0	0	0	0	0	0	29	23	0	1	53
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	12	0	0	53
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	14
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
St Georges																																					
Upper Church Street																																					
Vehicles Parked up to 1 Hour	0	0	0	0	12	7	1	0	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	14	1	0	33
Vehicles Parked up to 1-2 Hours	0	0	0	0	4	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	7
Vehicles Parked up to 2-3 Hours	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
Overall (St Georges Zone)	2	5	0	0	17	9	1	0	26	9	4	0	0	0	0	0	245	127	3	4	0	0	0	0	0	0	0	0	0	0	0	0	290	150	8	4	452
Vehicles Parked up to 1 Hour	2	5	0	0	12	7	1	0	21	9	0	0	0	0	0	0	96	78	0	2	0	0	0	0	0	0	0	0	0	0	0	0	131	99	1	2	233
Vehicles Parked up to 1-2 Hours	0	0	0	0	4	2	0	0	5	0	1	0	0	0	0	0	100	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	109	34	1	0	144
Vehicles Parked up to 2-3 Hours	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	32	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	14	0	0	47
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	1	14
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	4	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4	3	6	1	14
Vehicles Parked up to 1 Hour	100%	100%	0%	0%	71%	78%	100%	0%	81%	100%	0%	0%	0%	0%	0%	0%	39%	61%	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	45%	66%	13%	50%	52%
Vehicles Parked up to 1-2 Hours	0%	0%	0%	0%	24%	22%	0%	0%	19%	0%	25%	0%	0%	0%	0%	0%	41%	25%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	38%	23%	13%	0%	32%
Vehicles Parked up to 2-3 Hours	0%	0%	0%	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	11%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	11%	9%	0%	0%	10%
Vehicles Parked up to 3-4 Hours	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	25%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	25%	3%
Vehicles Parked over 4 Hours	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	75%	0%	0%	0%	0%	0%	2%	2%	100%	25%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	2%	75%	25%	3%

Appendix C - St Georges On-Street Duration Summary Categorised by Street and Restriction - Saturday

Zone/Street Name	Duration/Display Type																												Overall															
	Restricted (15 Minutes)				Restricted (30 Minutes)				Restricted (60 Minutes)				Restricted (90 Minutes)				Restricted (120 Minutes)				Restricted (16 Hours)				Restricted (24 Hours)					Unrestricted				Totals										
	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled		Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled							
St Georges																																												
Circular Road																																												
Vehicles Parked up to 1 Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	5	0	0	6	5	0	0	11		
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1		
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	2		
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	5	1	0	0	6	
St Georges																																												
Hill Street																																												
Vehicles Parked up to 1 Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	9	0	0	3	9	0	0	12				
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	1	2	3	0	1	6				
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	0	0	0	5			
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	10	1	0	2	10	1	0	2	10	1	0	13	
St Georges																																												
Hope Street																																												
Vehicles Parked up to 1 Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	8	2	0	6	8	2	0	16					
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	11	2	0	5	11	2	0	18					
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	1	0	1	7	1	0	9						
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	2				
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15	3	0	1	15	3	0	1	15	3	0	19		
St Georges																																												
Myrtle Street																																												
Vehicles Parked up to 1 Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	25	0	0	5	25	0	0	30						
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	10	0	0	2	10	0	0	12						
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6	0	0	2	6	0	0	8							
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	1	4	0	0	5							
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1					
St Georges																																												
Upper Church Street																																												
Vehicles Parked up to 1 Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	6	0	0	4	6	0	0	10							
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	2						
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1						
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	1	0	1	7	1	0	9						
Overall (St Georges Zone)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	143	12	1	42	143	12	1	198				
Vehicles Parked up to 1 Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	53	2	0	24	53	2	0	79							
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	26	2	1	10	26	2	1	39								
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	21	1	0	3	21	1	0	25								
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	0	0	1	6	0	0	7									
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	37	7	0	4	37	7	0	48								
Vehicles Parked up to 1 Hour	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	57%	37%	17%	0%	57%	37%	17%	0%	40%							
Vehicles Parked up to 1-2 Hours	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	24%	18%	17%	100%	24%	18%	17%	100%	20%							
Vehicles Parked up to 2-3 Hours	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	15%	8%	0%	7%	15%	8%	0%	13%							
Vehicles Parked up to 3-4 Hours	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%	0%	2%	4%	0%	0%	4%								
Vehicles Parked over 4 Hours	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	26%	58%	0%	10%	26%	58%	0%	24%								

Appendix C - Windsor On-Street Duration Summary Categorised by Street and Restriction - Friday

Zone/Street Name	Duration/Display Type																												Overall								
	Restricted (15 Minutes)				Restricted (30 Minutes)				Restricted (60 Minutes)				Restricted (90 Minutes)				Restricted (120 Minutes)				Restricted (16 Hours)				Restricted (24 Hours)					Totals							
	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled		Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled
Windsor																																					
Auckland Grove																																					
Vehicles Parked up to 1 Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	3	0	0	0	0	0	0	0	0	0	5	0	3	0	8
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	5	0	8
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3
Windsor																																					
Richmond Grove																																					
Vehicles Parked up to 1 Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3	0	7
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	5
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	5
Windsor																																					
Sydney Street																																					
Vehicles Parked up to 1 Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	6	2	3	1	12
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
Windsor																																					
Windsor Road																																					
Vehicles Parked up to 1 Hour	0	0	0	0	21	13	1	1	0	0	0	0	0	0	0	0	17	6	3	4	0	0	0	0	0	0	0	0	0	0	0	0	38	19	4	5	66
Vehicles Parked up to 1-2 Hours	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2	2	0	10
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	4	0	7
Overall (Windsor Zone)	0	0	0	0	23	15	1	1	0	0	0	0	0	0	0	0	48	13	38	5	0	0	0	0	0	0	0	0	0	0	0	0	71	28	39	6	144
Vehicles Parked up to 1 Hour	0	0	0	0	21	13	1	1	0	0	0	0	0	0	0	0	30	10	12	5	0	0	0	0	0	0	0	0	0	0	0	0	51	23	13	6	93
Vehicles Parked up to 1-2 Hours	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	13	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	15	3	9	0	27
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4	0	6
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	13	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	13	0	18
Vehicles Parked up to 1 Hour	0%	0%	0%	0%	91%	87%	100%	100%	0%	0%	0%	0%	0%	0%	0%	0%	63%	77%	32%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	72%	82%	33%	100%	65%
Vehicles Parked up to 1-2 Hours	0%	0%	0%	0%	9%	13%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	27%	8%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	21%	11%	23%	0%	19%
Vehicles Parked up to 2-3 Hours	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	11%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	10%	0%	4%
Vehicles Parked up to 3-4 Hours	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Vehicles Parked over 4 Hours	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	15%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	7%	33%	0%	13%

Appendix C - Windsor On-Street Duration Summary Categorised by Street and Restriction - Saturday

Zone/Street Name	Duration/Display Type																												Overall												
	Restricted (15 Minutes)				Restricted (30 Minutes)				Restricted (60 Minutes)				Restricted (90 Minutes)				Restricted (120 Minutes)				Restricted (16 Hours)				Restricted (24 Hours)					Unrestricted				Totals							
	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled		Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled	Disc	Nothing	Permit	Disabled
Windsor																																									
Auckland Grove																																									
Vehicles Parked up to 1 Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	2	0	2	1	2	0	5
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2				
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	1	0	3	0	4				
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2				
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4	0	1	1	4	0	6				
Windsor																																									
Richmond Grove																																									
Vehicles Parked up to 1 Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	3	2	0	0	5				
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	1	1	0	3				
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	1	2	0	3				
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5	0	1	0	5	0	6				
Windsor																																									
Sydney Street																																									
Vehicles Parked up to 1 Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	1	0	4	2	1	0	7				
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	2	2	0	0	4				
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	1	1	2	0	4				
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	1	2	1	4				
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	0	2				
Windsor																																									
Windsor Road																																									
Vehicles Parked up to 1 Hour	0	0	0	0	16	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	8	5	4	33	19	9	5	66				
Vehicles Parked up to 1-2 Hours	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3	0	4	3	3	0	10				
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	1	1	2	0	4				
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	0	2				
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	4	0	2	1	4	0	7				
Overall (Windsor Zone)	0	0	0	0	18	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	25	42	5	57	37	46	6	146				
Vehicles Parked up to 1 Hour	0	0	0	0	16	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	13	8	4	42	24	12	5	83				
Vehicles Parked up to 1-2 Hours	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	6	0	7	6	6	0	19				
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	9	0	3	3	9	0	15				
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	5	1	1	1	5	1	8				
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	14	0	4	3	14	0	21				
Vehicles Parked up to 1 Hour	0%	0%	0%	0%	89%	92%	100%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	67%	52%	19%	80%	74%	65%	26%	83%	57%				
Vehicles Parked up to 1-2 Hours	0%	0%	0%	0%	11%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	20%	14%	0%	12%	16%	13%	0%	13%				
Vehicles Parked up to 2-3 Hours	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	12%	21%	0%	5%	8%	20%	0%	10%				
Vehicles Parked up to 3-4 Hours	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	4%	12%	20%	2%	3%	11%	17%	5%				
Vehicles Parked over 4 Hours	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	12%	33%	0%	7%	8%	30%	0%	14%				



Appendix D

Peak Accumulation Survey Results

Appendix D - Off-Street Accumulation Summary Categorised by Zone, Type and Levels - Friday Daytime

Ref.	Name/Location	Type	Surface/ Multi Level	Capacities					Parked					Usage	
				Overall	PA	PPA	PR	PNR	Overall	PA	PPA	PR	PNR	Overall	
Central Douglas															
CP85	Drumgold Street (M&S)	PA	Multi	300	300	0	0	0	287	287	0	0	0	96%	
CP94	Chester Street	PA/PNR	Multi	761	503	0	0	258	465	312	0	0	153	61%	
CP101	AIB IOM Bank	PNR	Multi	44	0	0	0	44	20	0	0	0	20	45%	
CP103	St Andrews House	PNR	Multi	24	0	0	0	24	20	0	0	0	20	83%	
CP84	Barclays	PNR	Surface	20	0	0	0	20	14	0	0	0	14	70%	
CP86	Victory House	PNR	Surface	20	0	0	0	20	16	0	0	0	16	80%	
CP88	Service Yard	PNR	Surface	10	0	0	0	10	5	0	0	0	5	50%	
CP89	TK Maxx	PNR	Surface	15	0	0	0	15	15	0	0	0	15	100%	
CP93	Shopping Centre Service Yard	PNR	Surface	20	0	0	0	20	11	0	0	0	11	55%	
CP95	Private	PNR	Surface	40	0	0	0	40	38	0	0	0	38	95%	
CP96	Private	PNR	Surface	18	0	0	0	18	14	0	0	0	14	78%	
CP98	Trident Trust	PNR	Surface	10	0	0	0	10	5	0	0	0	5	50%	
CP102	Old Court Chambers	PNR	Surface	22	0	0	0	22	12	0	0	0	12	55%	
CP87	Cowley Grove (Nelson St)	Contract	Surface	28	0	0	0	28	18	0	0	0	18	64%	
CP90	14 Athol St	Contract	Surface	30	0	0	0	30	17	0	0	0	17	57%	
CP91	Chapman Site (Market St)	Contract	Surface	25	0	0	0	25	11	0	0	0	11	44%	
CP92	Darwin Site (Market St)	Contract	Surface	24	0	0	0	24	12	0	0	0	12	50%	
CP104	IOM Courts (Stanley Mount)	Contract	Surface	24	0	0	0	24	12	0	0	0	12	50%	
CP105	Private (Mount Havelock)	Contract	Surface	8	0	0	0	8	5	0	0	0	5	63%	
CP106	Hexagon Site (Mount Havelock)	Contract	Surface	22	0	0	0	22	14	0	0	0	14	64%	
CP107	Private Site (Mount Havelock)	Contract	Surface	8	0	0	0	8	5	0	0	0	5	63%	
CP108	Private Site (Mount Havelock)	Contract	Surface	8	0	0	0	8	8	0	0	0	8	100%	
CP109	Private Site (Mount Havelock)	Contract	Surface	8	0	0	0	8	7	0	0	0	7	88%	
CP110	Private Site (Mount Havelock)	Contract	Surface	6	0	0	0	6	4	0	0	0	4	67%	
CP111	Private Site (Mount Havelock)	Contract	Surface	20	0	0	0	20	14	0	0	0	14	70%	
CP115	Fairbairn Private Bank (Albert St)	Contract	Surface	10	0	0	0	10	15	0	0	0	15	150%	
CP97	Underground Finch Rd	Contract	Multi	24	0	0	0	24	18	0	0	0	18	75%	
CP99	Creechurch Finch Rd	Contract	Multi	32	0	0	0	32	21	0	0	0	21	66%	
CP100	Contract (Finch Rd)	Contract	Multi	16	0	0	0	16	10	0	0	0	10	63%	
CP114	Contract (Off Tynwald St)	Contract	Multi	40	0	0	0	40	8	0	0	0	8	20%	
Derby															
CP29	National Tyres	PNR	Surface	15	0	0	0	15	12	0	0	0	12	80%	
CP30	Social Services	PNR	Surface	8	0	0	0	8	3	0	0	0	3	38%	
CP31	Hotel Bowling Green	PNR	Surface	30	0	0	0	30	17	0	0	0	17	57%	
CP32	Residential Home	PNR	Surface	8	0	0	0	8	10	0	0	0	10	125%	
CP117	Manx Museum	PNR	Surface	11	0	0	0	11	10	0	0	0	10	91%	
Douglas Head															
CP34	Camera Obscura	PA	Surface	8	8	0	0	0	2	2	0	0	0	25%	
CP35	Cairns	PNR	Multi	125	0	0	0	125	89	0	0	0	89	71%	
CP33	Reserved (South Quay)	PNR	Surface	6	0	0	0	6	4	0	0	0	4	67%	
CP36	Magnet Kitchen Depot	PNR	Surface	40	0	0	0	40	38	0	0	0	38	95%	
CP39	Manx Gas	PNR	Surface	12	0	0	0	12	6	0	0	0	6	50%	
CP40	Warehouse Yard	PNR	Surface	6	0	0	0	6	4	0	0	0	4	67%	
CP38	DOT River Bridge (South Quay)	Contract	Surface	8	0	0	0	8	5	0	0	0	5	63%	
CP41	DOT Contract Parking (South Quay)	Contract	Surface	49	0	0	0	49	27	0	0	0	27	55%	
CP42	Private (South Quay)	Contract	Surface	30	0	0	0	30	18	0	0	0	18	60%	
CP43	Contract Site (off the Arch)	Contract	Multi	68	0	0	0	68	66	0	0	0	66	97%	
Hutchinson															
CP16	Best Western Palace Hotel	PPA	Surface	98	0	98	0	0	86	0	86	0	0	88%	
CP17	Cinema	PPA	Surface	76	0	76	0	0	10	0	10	0	0	13%	
CP25	Tram Stables	PNR	Surface	6	0	0	0	6	10	0	0	0	10	167%	
CP13	Empress Terrace Underground	PR	Multi	50	0	0	50	0	15	0	0	15	0	30%	
CP20	Queens Apartments	PR	Multi	32	0	0	32	0	23	0	0	23	0	72%	
CP21	Beresford House	PR	Multi	17	0	0	17	0	7	0	0	7	0	41%	
CP24	Millennium Court	PR	Multi	50	0	0	50	0	15	0	0	15	0	30%	
CP26	Spectrum Apartments	PR	Multi	100	0	0	100	0	40	0	0	40	0	40%	
CP27	Esplanade Court	PR	Multi	8	0	0	8	0	5	0	0	5	0	63%	
CP12	Nose in bays (rear of Empress Terrace)	PR	Surface	6	0	0	6	0	3	0	0	3	0	50%	
CP18	Queens Apartments	PR	Surface	12	0	0	12	0	8	0	0	8	0	67%	
CP19	Palace Apartments (Rear)	PR	Surface	4	0	0	4	0	2	0	0	2	0	50%	
CP22	Piccadilly Court	PR	Surface	35	0	0	35	0	16	0	0	16	0	46%	
CP23	Century Court	PR	Surface	26	0	0	26	0	11	0	0	11	0	42%	
CP28	Villa Court Apartments	PR	Surface	23	0	0	23	0	3	0	0	3	0	13%	
CP15	Palace Health Club	Contract	Surface	25	0	0	0	25	21	0	0	0	21	84%	
Loch Promenade															
CP80	Sea Terminal West	PA	Surface	40	40	0	0	0	32	32	0	0	0	80%	
CP81	Sea Terminal North	PA	Surface	130	130	0	0	0	104	104	0	0	0	80%	
CP82	Bottleneck	PA	Surface	86	86	0	0	0	84	84	0	0	0	98%	
CP83	Private (Villiers Square)	PNR	Multi	15	0	0	0	15	15	0	0	0	15	100%	
Lower Douglas															
CP71/72	Shaws Brow	PA/PNR	Multi	703	299	0	0	404	561	290	0	0	271	80%	
CP112	Parade Street	PA	Surface	199	199	0	0	0	177	177	0	0	0	89%	
CP65	Lord Street	PA	Surface	154	154	0	0	0	156	156	0	0	0	101%	
CP44	Tongue	PA	Surface	40	40	0	0	0	40	40	0	0	0	100%	
CP63	Steam Railway	PA	Surface	98	98	0	0	0	65	65	0	0	0	66%	
CP58	Tesco West	PPA	Surface	297	0	297	0	0	292	0	292	0	0	98%	
CP59	Tesco East	PPA	Surface	34	0	34	0	0	13	0	13	0	0	38%	
CP79	Private (Peveril Buildings)	PNR	Multi	6	0	0	0	6	6	0	0	0	6	100%	
CP46	Clinches Courtyard	PNR	Surface	40	0	0	0	40	20	0	0	0	20	50%	
CP62	Spinal & Posture Clinic	PNR	Surface	20	0	0	0	20	14	0	0	0	14	70%	
CP64	Bus Depot	PNR	Surface	76	0	0	0	76	74	0	0	0	74	97%	
CP67	Police Vehicle Parking	PNR	Surface	25	0	0	0	25	17	0	0	0	17	68%	
CP78	Private (Behind Bank's on Athol St)	PNR	Surface	12	0	0	0	12	5	0	0	0	5	42%	
CP113	Steam Packet (Staff)	PNR	Surface	10	0	0	0	10	10	0	0	0	10	100%	
CP45	Contract (Off Bridge Rd)	Contract	Surface	32	0	0	0	32	15	0	0	0	15	47%	
CP60	Duluth (Lake Rd)	PPA/Contract	Surface	100	0	82	0	18	80	0	0	0	80	80%	
CP61	Contract Site (Off Banks Circus)	Contract	Surface	12	0	0	0	12	10	0	0	0	10	83%	
CP66	DOT (Off Walpole Avenue)	Contract	Surface	174	0	0	0	174	103	0	0	0	103	59%	
CP68	Six Kingdoms Services (Fort St)	Contract	Surface	12	0	0	0	12	10	0	0	0	10	83%	
CP118	Contract Site (Muckles Gate)	Contract	Surface	104	0	0	0	104	61	0	0	0	61	59%	
CP47	Lower Level Barclays/ Manx Telecom	Contract	Multi	23	0	0	0	23	17	0	0	0	17	74%	
CP48	Manx Telecom	Contract	Multi	13	0	0	0	13	0	0	0	0	0	0%	
CP49	Deloitte/ Hansard	Contract	Multi	9	0	0	0	9	4	0	0	0	4	44%	
CP50	Manx Electrical Authority	Contract	Multi	101	0	0	0	101	52	0	0	0	52	51%	
St Georges															
CP52	Analyst House	PNR	Multi	52	0	0	0	52	22	0	0	0	22	42%	
CP56	Barclays bank	PNR	Multi	20	0	0	0	20	20	0	0	0	20	100%	
CP76	Private (Off Myrtle St)	PNR	Multi	20	0	0	0	20	17	0	0	0	17	85%	
CP51	Aston International	PNR	Surface	6	0	0	0	6	4	0	0	0	4	67%	
CP57	IOM Advertising	PNR	Surface	30	0	0	0	30	22	0	0	0	22	73%	
CP77	Private (St George's Walk)	PNR	Surface	18	0	0	0	18	12	0	0	0	12	67%	
CP53	Contract Site (Peel Rd)	Contract	Surface	12	0	0	0	12	6	0	0	0	6	50%	
CP54	Contract Site (Peel Rd)	Contract	Surface	40	0	0	0	40	21	0	0	0	21	53%	
CP55	Hartford Homes (St George's St)	Contract	Surface	21	0	0	0	21	13	0	0	0	13	62%	
CP73	Chapman Site (Off Cumberland Terrace)	Contract	Surface	44	0	0	0	44	34	0	0	0	34	77%	
CP75	Douglas CP Ltd (Off Cumberland Terrace)	Contract	Surface	59	0	0	0	59	37	0	0	0	37	63%	
CP74	Contract off Cumberland Terrace	Contract	Multi	330	0	0	0	330	313	0	0	0	313	95%	
Windsor															
CP116	Ellan Vannin Nursing Home	PNR	Surface	13	0	0	0	13	5	0	0	0	5	38%	
Overall				5859	1857	587	363	3052	4270	1549	401	148	2174	73%	
Zone															
	Overall	PA	PPA	PR	PNR	Overall	PA	PPA	PR	PNR	Overall	PA	PPA	PR	PNR
Central Douglas	1637	803	0	0	834	1121	599	0	0	522	68%	75%	-	-	63%
Derby	72	0	0	0	72	52	0	0	0	52	72%	-	-	-	72%
Douglas Head	352	8	0	0	344	259	2	0	0	257	74%	25%	-	-	75%
Hutchinson	568	0	174	363	31	275	0	96	148	31	48%	-	55%	41%	100%
Loch Promenade	271	256	0	0	15	235	220	0	0	15	87%	86%	-	-	100%
Lower Douglas	2294	790	413	0	1091	1802	728	305	0	771	79%	92%	74%	-	71%
St Georges															

Appendix D - Off-Street Accumulation Summary Categorised by Zone, Type and Levels - Saturday Daytime

Ref.	Name/Location	Type	Surface/ Multi Level	Capacities					Parked					Usage	
				Overall	PA	PPA	PR	PNR	Overall	PA	PPA	PR	PNR		
Central Douglas															
CP85	Drumgold Street (M&S)	PA	Multi	300	300	0	0	0	296	296	0	0	0	99%	
CP94	Chester Street	PA/PNR	Multi	761	761	0	0	0	361	361	0	0	0	47%	
CP101	AIB IOM Bank	PNR	Multi	44	0	0	0	44	2	0	0	0	2	5%	
CP103	St Andrews House	PNR	Multi	CLOSED					CLOSED					-	
CP84	Barclays	PNR	Surface	20	0	0	0	20	8	0	0	0	8	40%	
CP86	Victory House	PNR	Surface	20	0	0	0	20	7	0	0	0	7	35%	
CP88	Service Yard	PNR	Surface	10	0	0	0	10	5	0	0	0	5	50%	
CP89	TK Maxx	PNR	Surface	15	0	0	0	15	14	0	0	0	14	93%	
CP93	Shopping Centre Service Yard	PNR	Surface	20	0	0	0	20	7	0	0	0	7	35%	
CP95	Private	PNR	Surface	40	0	0	0	40	7	0	0	0	7	18%	
CP96	Private	PNR	Surface	18	0	0	0	18	3	0	0	0	3	17%	
CP98	Trident Trust	PNR	Surface	10	0	0	0	10	1	0	0	0	1	10%	
CP102	Old Court Chambers	PNR	Surface	22	0	0	0	22	0	0	0	0	0	0%	
CP87	Cowley Grove (Nelson St)	Contract	Surface	28	0	0	0	28	3	0	0	0	3	11%	
CP90	14 Athol St	Contract	Surface	30	0	0	0	30	2	0	0	0	2	7%	
CP91	Chapman Site (Market St)	Contract	Surface	25	0	0	0	25	7	0	0	0	7	28%	
CP92	Darwin Site (Market St)	Contract	Surface	24	0	0	0	24	5	0	0	0	5	21%	
CP104	IOM Courts (Stanley Mount)	Contract	Surface	24	0	0	0	24	2	0	0	0	2	8%	
CP105	Private (Mount Havelock)	Contract	Surface	8	0	0	0	8	1	0	0	0	1	13%	
CP106	Hexagon Site (Mount Havelock)	Contract	Surface	22	0	0	0	22	3	0	0	0	3	14%	
CP107	Private Site (Mount Havelock)	Contract	Surface	8	0	0	0	8	2	0	0	0	2	25%	
CP108	Private Site (Mount Havelock)	Contract	Surface	8	0	0	0	8	2	0	0	0	2	25%	
CP109	Private Site (Mount Havelock)	Contract	Surface	8	0	0	0	8	3	0	0	0	3	38%	
CP110	Private Site (Mount Havelock)	Contract	Surface	6	0	0	0	6	0	0	0	0	0	0%	
CP111	Private Site (Mount Havelock)	Contract	Surface	20	0	0	0	20	3	0	0	0	3	15%	
CP115	Fairbairn Private Bank (Albert St)	Contract	Surface	10	0	0	0	10	3	0	0	0	3	30%	
CP97	Underground Finch Rd	Contract	Multi	24	0	0	0	24	12	0	0	0	12	50%	
CP99	Creechurch Finch Rd	Contract	Multi	32	0	0	0	32	2	0	0	0	2	6%	
CP100	Contract (Finch Rd)	Contract	Multi	16	0	0	0	16	1	0	0	0	1	6%	
CP114	Contract (Off Tynwald St)	Contract	Multi	40	0	0	0	40	12	0	0	0	12	30%	
Derby															
CP29	National Tyres	PNR	Surface	15	0	0	0	15	10	0	0	0	10	67%	
CP30	Social Services	PNR	Surface	8	0	0	0	8	1	0	0	0	1	13%	
CP31	Hotel Bowling Green	PNR	Surface	30	0	0	0	30	12	0	0	0	12	40%	
CP32	Residential Home	PNR	Surface	8	0	0	0	8	7	0	0	0	7	88%	
CP117	Manx Museum	PNR	Surface	11	0	0	0	11	9	0	0	0	9	82%	
Douglas Head															
CP34	Camera Obscura	PA	Surface	8	8	0	0	0	2	2	0	0	0	25%	
CP35	Cairns	PNR	Multi	CLOSED					CLOSED					-	
CP33	Reserved (South Quay)	PNR	Surface	6	0	0	0	6	0	0	0	0	0	0%	
CP36	Magnet Kitchen Depot	PNR	Surface	40	0	0	0	40	21	0	0	0	21	53%	
CP39	Manx Gas	PNR	Surface	12	0	0	0	12	3	0	0	0	3	25%	
CP40	Warehouse Yard	PNR	Surface	6	0	0	0	6	2	0	0	0	2	33%	
CP38	DOT River Bridge (South Quay)	Contract	Surface	8	0	0	0	8	2	0	0	0	2	25%	
CP41	DOT Contract Parking (South Quay)	Contract	Surface	49	0	0	0	49	5	0	0	0	5	10%	
CP42	Private (South Quay)	Contract	Surface	30	0	0	0	30	18	0	0	0	18	60%	
CP43	Contract Site (off the Arch)	Contract	Multi	68	0	0	0	68	3	0	0	0	3	4%	
Hutchinson															
CP16	Best Western Palace Hotel	PPA	Surface	98	0	98	0	0	69	0	69	0	0	70%	
CP17	Cinema	PPA	Surface	76	0	76	0	0	14	0	14	0	0	18%	
CP25	Tram Stables	PNR	Surface	6	0	0	0	6	5	0	0	0	5	83%	
CP13	Empress Terrace Underground	PR	Multi	50	0	0	50	0	20	0	0	20	0	40%	
CP20	Queens Apartments	PR	Multi	32	0	0	32	0	32	0	0	32	0	100%	
CP21	Beresford House	PR	Multi	17	0	0	17	0	8	0	0	8	0	47%	
CP24	Millennium Court	PR	Multi	50	0	0	50	0	20	0	0	20	0	40%	
CP26	Spectrum Apartments	PR	Multi	100	0	0	100	0	50	0	0	50	0	50%	
CP27	Esplanade Court	PR	Multi	8	0	0	8	0	6	0	0	6	0	75%	
CP12	Nose in bays (rear of Empress Terrace)	PR	Surface	6	0	0	6	0	5	0	0	5	0	83%	
CP18	Queens Apartments	PR	Surface	12	0	0	12	0	8	0	0	8	0	67%	
CP19	Palace Apartments (Rear)	PR	Surface	4	0	0	4	0	2	0	0	2	0	50%	
CP22	Piccadilly Court	PR	Surface	35	0	0	35	0	22	0	0	22	0	63%	
CP23	Century Court	PR	Surface	26	0	0	26	0	12	0	0	12	0	46%	
CP28	Villa Court Apartments	PR	Surface	23	0	0	23	0	6	0	0	6	0	26%	
CP15	Palace Health Club	Contract	Surface	25	0	0	0	25	14	0	0	0	14	56%	
Loch Promenade															
CP80	Sea Terminal West	PA	Surface	40	40	0	0	0	23	23	0	0	0	58%	
CP81	Sea Terminal North	PA	Surface	130	130	0	0	0	69	69	0	0	0	53%	
CP82	Bottleneck	PA	Surface	86	86	0	0	0	67	67	0	0	0	78%	
CP83	Private (Villiers Square)	PNR	Multi	CLOSED					CLOSED					-	
Lower Douglas															
CP71/72	Shaws Brow	PA/PNR	Multi	703	299	0	0	404	174	135	0	0	39	25%	
CP112	Parade Street	PA	Surface	40	40	0	0	0	9	9	0	0	0	23%	
CP65	Lord Street	PA	Surface	154	154	0	0	0	124	124	0	0	0	81%	
CP44	Tongue	PA	Surface	56	56	0	0	0	17	17	0	0	0	30%	
CP63	Steam Railway	PA	Surface	98	98	0	0	0	59	59	0	0	0	60%	
CP58	Tesco West	PPA	Surface	297	0	297	0	0	283	0	283	0	0	95%	
CP59	Tesco East	PPA	Surface	34	0	34	0	0	20	0	20	0	0	59%	
CP79	Private (Peperil Buildings)	PNR	Multi	CLOSED					CLOSED					-	
CP46	Clinches Courtyard	PNR	Surface	40	0	0	0	40	0	0	0	0	0	0%	
CP62	Spinal & Posture Clinic	PNR	Surface	20	0	0	0	20	0	0	0	0	0	0%	
CP64	Bus Depot	PNR	Surface	76	0	0	0	76	41	0	0	0	41	54%	
CP67	Police Vehicle Parking	PNR	Surface	25	0	0	0	25	14	0	0	0	14	56%	
CP78	Private (Behind Bank's on Athol St)	PNR	Surface	12	0	0	0	12	2	0	0	0	2	17%	
CP113	Steam Packet (Staff)	PNR	Surface	10	0	0	0	10	9	0	0	0	9	90%	
CP45	Contract (Off Bridge Rd)	Contract	Surface	32	0	0	0	32	14	0	0	0	14	44%	
CP60	Duluth (Lake Rd)	PPA/Contract	Surface	100	0	82	0	18	3	0	0	0	3	3%	
CP61	Contract Site (Off Banks Circus)	Contract	Surface	12	0	0	0	12	7	0	0	0	7	58%	
CP66	DOT (Off Walpole Avenue)	Contract	Surface	174	0	0	0	174	32	0	0	0	32	18%	
CP68	Six Kingdoms Services (Fort St)	Contract	Surface	12	0	0	0	12	2	0	0	0	2	17%	
CP118	Contract Site (Muckles Gate)	Contract	Surface	104	0	0	0	104	28	0	0	0	28	27%	
CP47	Lower Level Barclays/ Manx Telecom	Contract	Multi	23	0	0	0	23	10	0	0	0	10	43%	
CP48	Manx Telecom	Contract	Multi	13	0	0	0	13	1	0	0	0	1	8%	
CP49	Deloitte/ Hansard	Contract	Multi	9	0	0	0	9	0	0	0	0	0	0%	
CP50	Manx Electrical Authority	Contract	Multi	101	0	0	0	101	13	0	0	0	13	13%	
St Georges															
CP52	Analyst House	PNR	Multi	CLOSED					CLOSED					-	
CP56	Barclays bank	PNR	Multi	20	0	0	0	20	5	0	0	0	5	25%	
CP76	Private (Off Myrtle St)	PNR	Multi	20	0	0	0	20	3	0	0	0	3	15%	
CP51	Aston International	PNR	Surface	6	0	0	0	6	3	0	0	0	3	50%	
CP57	IOM Advertising	PNR	Surface	30	0	0	0	30	8	0	0	0	8	27%	
CP77	Private (St George's Walk)	PNR	Surface	18	0	0	0	18	7	0	0	0	7	39%	
CP53	Contract Site (Peel Rd)	Contract	Surface	12	0	0	0	12	0	0	0	0	0	0%	
CP54	Contract Site (Peel Rd)	Contract	Surface	40	0	0	0	40	3	0	0	0	3	8%	
CP55	Hartford Homes (St George's St)	Contract	Surface	21	0	0	0	21	2	0	0	0	2	10%	
CP73	Chapman Site (Off Cumberland Terrace)	Contract	Surface	44	0	0	0	44	6	0	0	0	6	14%	
CP75	Douglas CP Ltd (Off Cumberland Terrace)	Contract	Surface	59	0	0	0	59	2	0	0	0	2	3%	
CP74	Contract off Cumberland Terrace	Contract	Multi	330											

