

Peel Town Centre Parking Study and Parking Policy Development Options

Isle of Man Government – Department of Infrastructure

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LIST OF CONTENTS	PAGE
1 INTRODUCTION.....	7
1.1 Overview	7
1.2 Previous Studies	7
1.3 Study Objectives	7
1.4 Existing Parking Regulations	8
1.5 Existing Parking Standards	9
1.6 Report structure	10
2 EXISTING PARKING SITUATION AND SURVEY RESULTS	11
2.1 Introduction	11
2.2 Existing Parking Supply	11
2.3 Duration Surveys.....	16
2.4 Peak Accumulation Surveys.....	20
2.5 Automatic Traffic Counts.....	23
2.6 Existing Situation Summary	25
3 STREET AUDIT	26
3.1 Introduction	26
3.2 Footpath Condition	26
3.3 Furniture and Clutter.....	27
3.4 Crossing Facilities	28
3.5 Signage	28
3.6 Lighting.....	29
3.7 Carriageway Markings	29
3.8 Loading Bays.....	30
3.9 Cycle Facilities	30
3.10 Street Audit Summary.....	31
4 CONSULTATION.....	32

4.1	Introduction	32
4.2	Key Stakeholders	32
4.3	On Street Surveys	33
4.1	Outcomes of Consultation Process	41
4.2	Conclusion.....	41
5	FUTURE PARKING DEMAND.....	42
5.1	Introduction	42
5.2	Parking Demand Based on Demographic Changes.....	42
5.3	Future Parking Supply	43
5.4	Future Parking Demand	44
5.5	Supply and Demand Assessment	45
6	STRATEGY OPTIONS.....	48
6.1	Introduction	48
6.2	Common Improvements	48
6.3	Improved Parking Enforcement	48
6.4	Review of all TROs	49
6.5	Improved maintenance	49
6.6	Parking Standards.....	49
6.7	Disabled Parking	50
6.8	Parking Options.....	51
6.9	Future Provision.....	51
7	RECOMMENDATIONS	55
7.1	Introduction	55
7.2	Short Term 0-5 Years	55
7.3	Medium Term 5-10 years.....	57
7.4	Long Term More than 10 years.....	58
7.5	Conclusions.....	59

APPENDIX A – DETAILED PARKING RESULTS	60
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APPENDIX B – CONSULTATION MEETINGS/RESPONSES	61
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APPENDIX C – ON-STREET QUESTIONNAIRE	62
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LIST OF FIGURES

Figure 1 Peel Town Centre Study Area

Figure 2 Peel Town Centre Waiting Restrictions

Figure 3 On Street Parking Supply

Figure 4 Off Street Parking Supply

Figure 5 Duration Survey Locations

Figure 6 On Street Restricted Parking Duration

Figure 7 On Street Un-restricted Parking Duration

Figure 8 On Street Illegal Parking Events

Figure 9 Off Street Public Owned Parking Duration

Figure 10 Accumulation Survey Locations

Figure 11 Weekday Site Occupancy

Figure 12 Saturday Site Occupancy

Figure 13 Weeknight Site Occupancy

Figure 14 Automatic Traffic Count Locations

Figure 15 Gender of Respondents

Figure 16 Age of Respondents

Figure 17 Origin of Respondents

Figure 18 Mode of Transport

Figure 19 Origin and Mode of Transport

Figure 20 Mode of Transport in Peel

Figure 21 Journey Purpose

Figure 22 Parking Location

Figure 23 Willingness to Pay for Parking

Figure 24 Public On street (Restricted) Parking Supply and demand

Figure 25 Public On street (Unrestricted) Parking Supply and demand

Figure 26 Publicly Available Off Street Parking Supply and Demand

Figure 27 Private Publicly Available Off Street Parking Supply and Demand

LIST OF TABLES

Table 1 Isle of Man Parking Standards

Table 2 Number of On Street Parking Spaces Categorised by Restrictions

Table 3 Number of Off Street Parking Spaces Categorised by Type

Table 4 Number of Vehicles Over Staying (11am-12pm)

Table 5 Peak Parking Accumulation Categorised by Type

Table 6 12 Hour Automatic Traffic Counts

Table 7 Top 10 Origins of Respondents

Table 8 Issues with Parking in Peel Town

Table 9 Solutions to Parking Issues

Table 10 Demographic Changes and Growth Factors

Table 11 Future Car Parking Demand

Table 12 Future Car Parking Supply

Table 13 Recommended Changes to Parking Standards

Table 14 Revenue Predictions

1 INTRODUCTION

1.1 OVERVIEW

1.1.1 Amey/TPi was commissioned in September 2011 to undertake a parking and public transport study for Peel 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 in for a 15-year design horizon up to 2026. 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 Peel Town. This report presents the findings of all three stages of the study.

1.1.2 The study was informed by:

- A previous report regarding parking and proposals for a multi-storey car park;
- On-Street surveys of people in the Peel area;
- Consultation with stakeholders;
- Detailed on and off-street parking surveys in the town;
- Automatic traffic counts; and
- Site visits.

1.2 PREVIOUS STUDIES

1.2.1 In 2002 Peel Town Commissioners undertook a study in-house to consider issues surrounding the provision of adequate parking provision within the town. The report put forward a simple business case for various options to form the basis for further discussion on the subject.

1.2.2 The recommendations made by the study included:

- Provision of a two or three storey parking facility;
- Provision of more comprehensive public transport; and
- Introduction of more regular enforcement.

1.3 STUDY OBJECTIVES

1.3.1 This report responds to a number of objectives as set out in the current study brief which are 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 Peel.

1.3.2 The Department of Infrastructure established a study area within which car parking should be considered, shown in Figure 1.

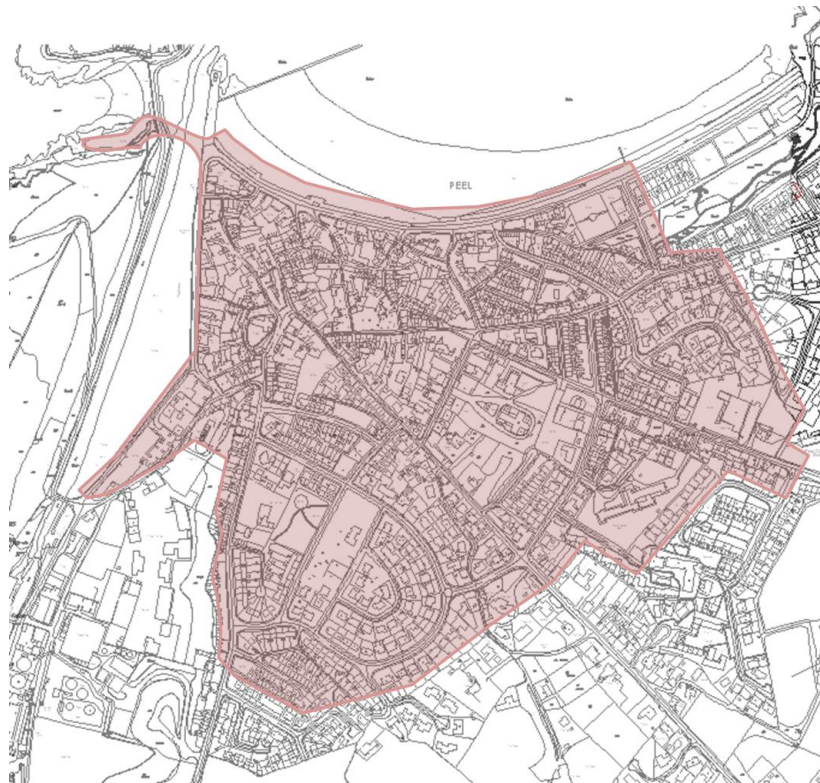


Figure 1 Peel Town Centre Study Area

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 Peel town centre is one. 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 Douglas, Police Stations and local Commissioners' Offices throughout the Island.

1.4.2 In the Disc Zone, parking areas are available for parking 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.

1.4.3 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. There are currently no charges for parking in Peel.

1.4.4 Figure 2 shows the areas which are currently subject to waiting time restrictions.

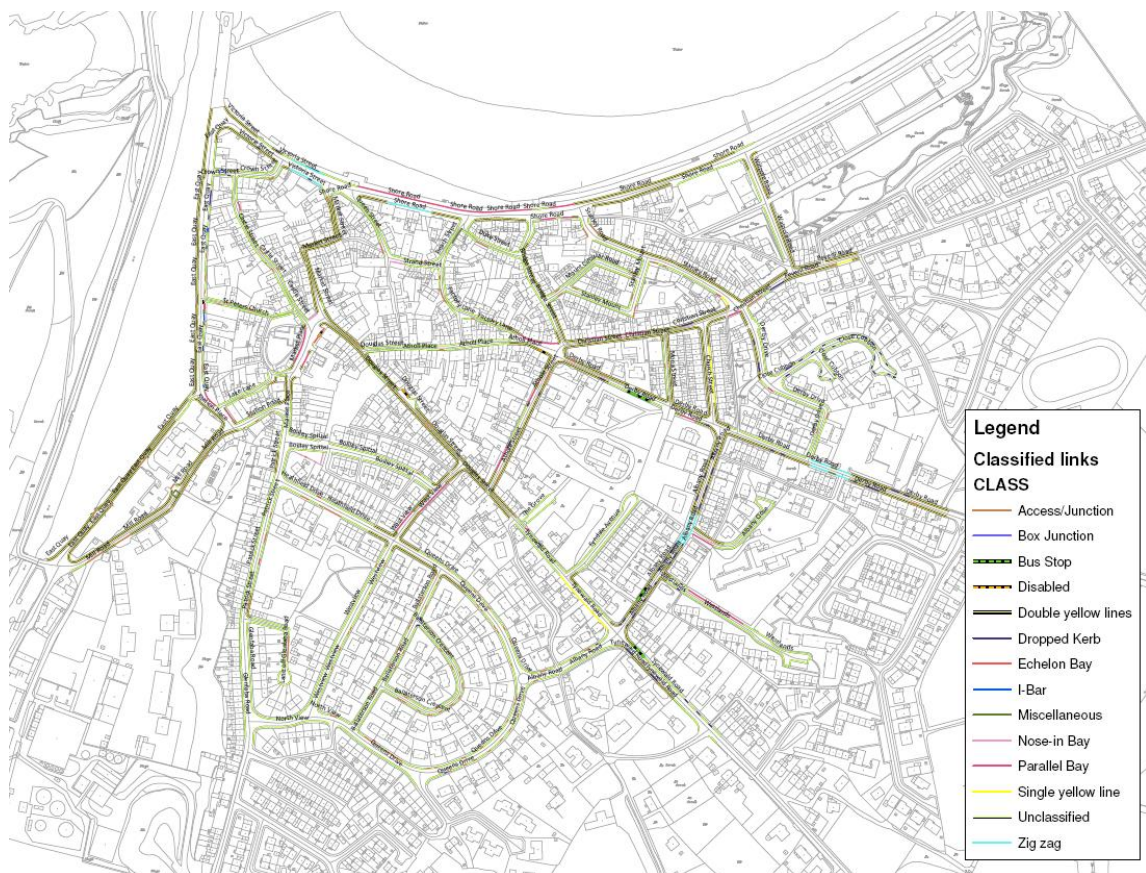


Figure 2 Peel Town Centre Waiting Restrictions

1.5 EXISTING PARKING STANDARDS

1.5.1 Existing parking standards for Peel are the same as 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 and for how long? Surveys of the existing situation were undertaken in Peel Town during November 2011. These investigated the parking characteristics for different parts of the town centre on a typical Friday and Saturday, which are 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. 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 shows the number of on street parking spaces, their location is shown at Figure 3. In the table the spaces are categorised by the type of restrictions in force along each length of kerb as follows:



Key

- Unrestricted On Street
- Restricted On Street



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Figure 3 – On Street Parking Supply

- Restricted (15-minutes);
- Restricted (20 minutes);
- Restricted (30 minutes);
- Restricted (2-hours);
- Unrestricted; and
- Disabled bays.

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 5m length for a single car.

Table 2: Number of On-Street Parking Spaces Categorized by Restrictions						
Street Name	Number of Spaces					
	Restricted (15 Minutes)	Restricted (20 Minutes)	Restricted (30 Minutes)	Restricted (2 Hours)	Unrestricted	Disabled Bays
Albany Close	0	0	0	0	38	0
Albany Road	0	0	0	0	32	0
Atholl Street	0	0	0	9	7	0
Atholl Place	0	0	8	0	0	2
Ballaterson Crescent	0	0	0	0	48	0
Ballaterson Road	0	0	0	0	48	0
Beach Street	0	0	0	0	3	0
Boilley Spittal	0	0	0	0	60	0
Bridge Street	0	0	0	0	16	0
Castle Street	0	2	0	0	4	0
Christian Street	0	0	3	9	2	0
Church Street	0	0	0	0	0	0
Close Cubbon	0	0	0	0	43	0
Crown Street	0	0	0	0	10	0
Derby Drive	0	0	0	0	57	0
Derby Road	0	0	0	1	24	0
Douglas Street	1	0	0	0	0	1
Duke Street	0	0	0	0	0	0
East Quay	0	0	0	0	30	0
Lyndale Avenue	0	0	0	0	40	0
Factory Lane	0	0	0	0	0	0
Glenfaba Road	0	0	0	0	46	0
Heathfield Drive	0	0	0	0	32	0
Lake Lane	0	0	0	0	0	0
Lane off Glenfaba Road	0	0	0	0	4	0
Market Place	0	0	0	18	3	2
Market Street	0	0	0	0	3	0
Mill Road	0	0	0	0	3	0

Mona Street	0	0	0	9	0	0
Mount Circular Road	0	0	0	0	17	0
North View	0	0	0	0	32	0
Patrick Street	0	0	0	0	51	0
Peeveril Road	0	0	0	0	0	0
Queen Street	0	0	0	0	6	0
Queens Drive	0	0	0	0	101	0
Shore Road	0	0	0	0	75	0
St Peters Church	0	0	0	0	0	0
Stanley Mount	0	0	0	0	20	0
Stanley Road	0	0	0	0	25	0
Station Place	0	0	0	0	6	0
Station Road	0	0	0	0	15	0
Strand Street	0	0	0	0	5	0
The Grove	0	0	0	0	7	0
Tynewald Road	0	0	0	0	45	0
Victoria Street	0	0	0	0	10	0
Walpole Road	0	0	0	0	17	0
West View	0	0	0	0	13	0
Westlands	0	0	0	0	39	0
Westview	0	0	0	0	59	0
Total	1	2	11	46	1096	5

2.2.3 Table 2 shows that in the Peel Study Area there is 1 on-street 15-minute restricted space, 2 20-minute restricted spaces, 11 30-minute restricted spaces and 46 2-hour restricted spaces and 5 on-street disabled parking spaces. It should be noted that there are no designated loading bays within the town.

Off-Street Supply

2.2.4 Off-street car parks may be controlled by the local authority 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.
 - 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 definition does not include staff and visitor parking at leisure and retail venues.

2.2.5 In Peel, there are 8 public off-street car parks providing between them 358 parking spaces. In addition there is 1 private publicly available car park (74 spaces), and 2 private non residential car parks providing 48 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.

Table 3: Number of Off-Street Parking Spaces Categorised by Type					
Ref.	Name/Location	Type	Maximum Stay	Number of Spaces	
				Standard	Disabled
1	Car Park off Victoria Road	PA	None	24	0
2	Car Park off Douglas Street	PA	None	103	7
3	Car Park off Queen Street	PA	18 Hours	5	1
4	Car Park off Victoria Road	PA	None	24	2
5	Victoria Road Car Park	PA	None	64	1
6	Christian Street Car Park	PA	18 Hours	15	0
7	Car Park off Derby Road	PA	None	62	0
11	House of Manannan	PA	None	47	3

12	Fenella Beach Car Park	PA	None	60	0
Sub Total				404	14
8	Shoprite Car Park	PPA	None	69	5
Sub Total				473	19
9	Lancaster Funeral Directors	PNR	None	10	0
10	Health Centre Car Park	PNR	None	36	2
Total				519	21

2.2.6 The total number of off-street spaces is likely to be an under estimate since some PNR spaces will be under buildings or hidden behind high walls and not visible from a ground survey.

2.2.7 From Tables 2 and 3 it can be seen that the total number of publicly/private publicly available parking spaces available to the public in Peel Town Centre is 1653 of which 24 are reserved for drivers who are disabled.

Limited Waiting

2.2.8 In only two of the public off-street car parks (21 spaces) restrictions limiting the length of time vehicles may be parked are in force which corresponds to 5% of those available.

Unlimited Waiting

2.2.9 In seven of the central area public off-street car parks there is no limit to the time vehicles may stay. These car parks account for 95% or 397 of the public off-street spaces. There is also a private publicly available car park for Shoprite with no known restrictions (74 spaces).

Disabled Parking

2.2.10 14 spaces are reserved for disabled motorists within the publicly available off-street car parks. Of these 14 spaces, 1 space is in a limited waiting car park and disabled motorists are not exempt from these time restrictions, 13 are in unlimited waiting car parks. 5 spaces are also available in private publicly available car parks, whilst 2 spaces are available in private non residential car parks.

Parking Surveys

2.2.11 Parking surveys were undertaken by a team of enumerators on a Friday and Saturday during November 2011. These surveys were designed to record the parking



Key

- Private Publicly Available & Private Non-Residential
- Publicly Available



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Figure 4 – Off Street Parking Supply

characteristics of vehicles during peak parking conditions. Usually, Saturday is a 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.

2.3 DURATION SURVEYS

- 2.3.1 30 minute beat surveys were undertaken within the current zoned areas, at all publicly owned off-street car parks and at a sample of streets outside of this area. The areas surveyed are shown in Figure 5.
- 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.

On-Street Duration

- 2.3.3 Detailed results are shown in Appendix A. Figures 6 and 7 show the duration of stay for on-street restricted and unrestricted spaces respectively. The most important finding from the duration surveys are the proportion of vehicles overstaying the time limit. In the restricted areas over 30% of vehicles were parked over 2-hours in limited waiting areas during the day on both Fridays and Saturdays. These long stay vehicles significantly reduce the short term space available for people engaged in shopping and personal business.



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Figure 5– Duration Survey Locations

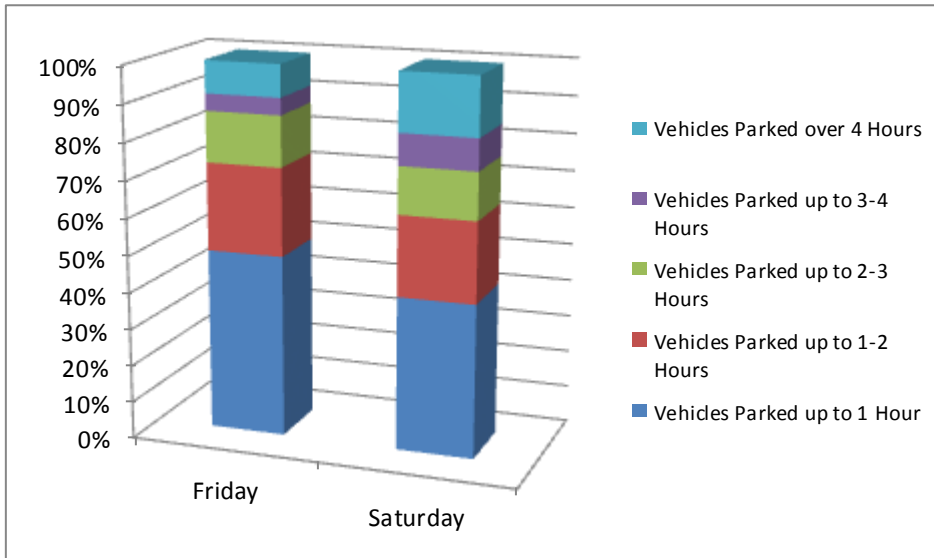


Figure 6 On-Street Restricted Parking - Duration (30 Min Beats)

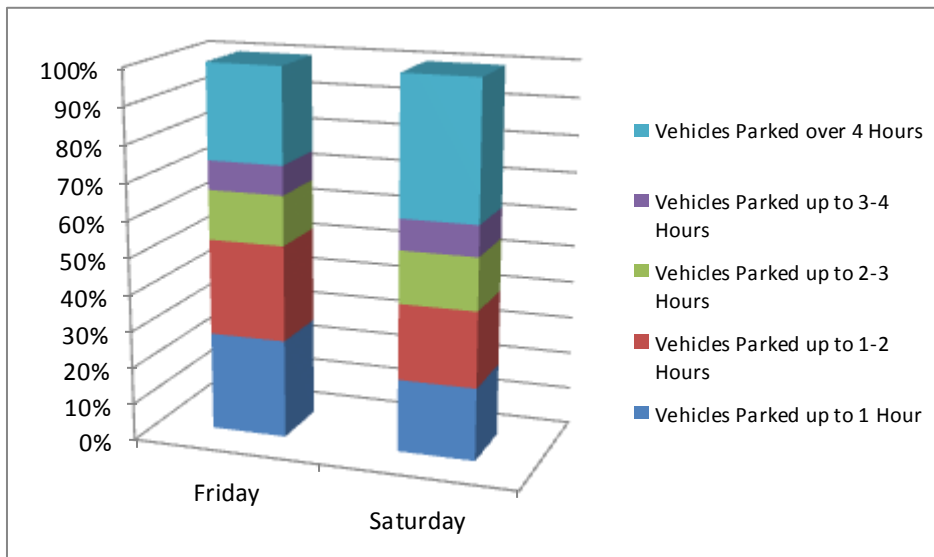


Figure 7 On-Street Un-restricted Parking - Duration (30 Min Beats)

2.3.4 Duration of stay in unrestricted streets is shown for comparative purposes because by definition there is no illegal parking. From the survey results (shown in Figure 7 it can be seen that approximately 60% 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.

Illegal Parking

2.3.5 Figure 8 shows, in absolute terms, the number of vehicles parked on sections of carriageway where parking is not permitted along with details of their duration. Detailed analysis showed that the parking acts were predominantly motorists parking on double yellow lines. This is likely to be a function of the lengths of this type of restriction in comparison to others.

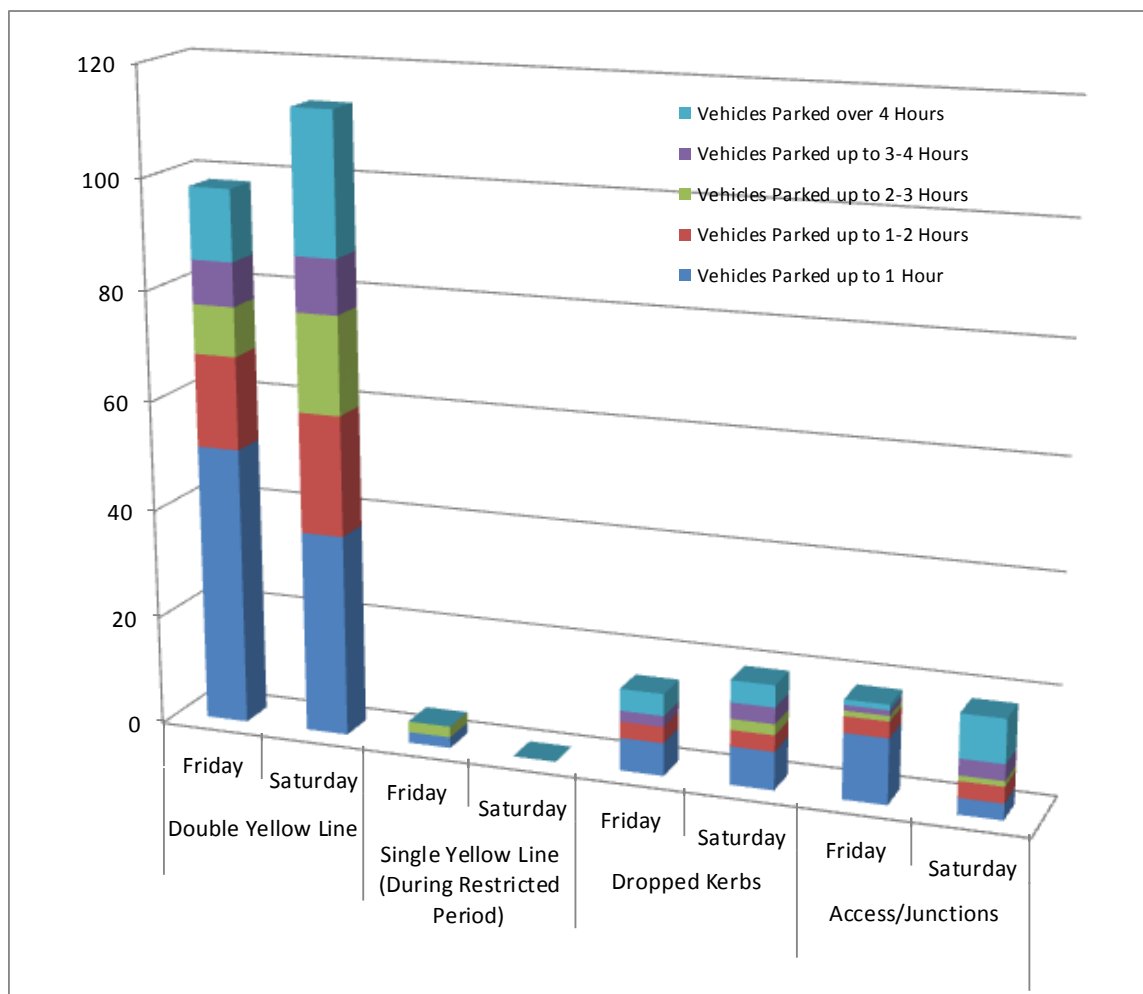


Figure 8 On-Street Illegal Parking Events

2.3.6 It can be seen from these results that there are around 150 vehicles parking illegally within Peel Town throughout the day. Furthermore, the analysis shows that of these around 40% are staying for over an hour on a Friday with around 71% on a Saturday.

Over Staying

2.3.7 Table 4 shows the number of vehicles over staying the time limit in Peel Town between 11am and 12pm which is when daytime peak demand tends to occur.

Table 4: Number of Vehicles Over Staying the Time Limit in Peel (11am-12pm)						
Day	Over Staying Parking Events					
	Up to 1 Hour	1-2 Hours	2-3 Hours	3-4 Hours	4 Hours+	Total
Friday	9	4	2	0	7	22
Saturday	10	1	3	3	18	35

2.3.8 It can be seen from Table 4 that on a Saturday there are currently 35 (58% of capacity) vehicles parked within Peel Town between the hours of 11am-12pm for longer than the current restrictions allow. Some 18 of these vehicles are parked in excess of 4 hours.

Off-Street Duration

2.3.9 Duration of stay in publicly owned car parks has been assessed and is shown for comparing with on-street parking durations. From the survey results (shown in Figure 9 it can be seen that like on-street unrestricted parking, approximately 60% of all vehicles parked off-street stayed for 3 hours or less. A more detailed analysis of the results also suggests that some residents use the off-street car parks to park their cars. Around 6% of vehicles parked in off-street car parks have durations in excess of 12 hours on a Friday with this proportion rising to 17% on a Saturday.

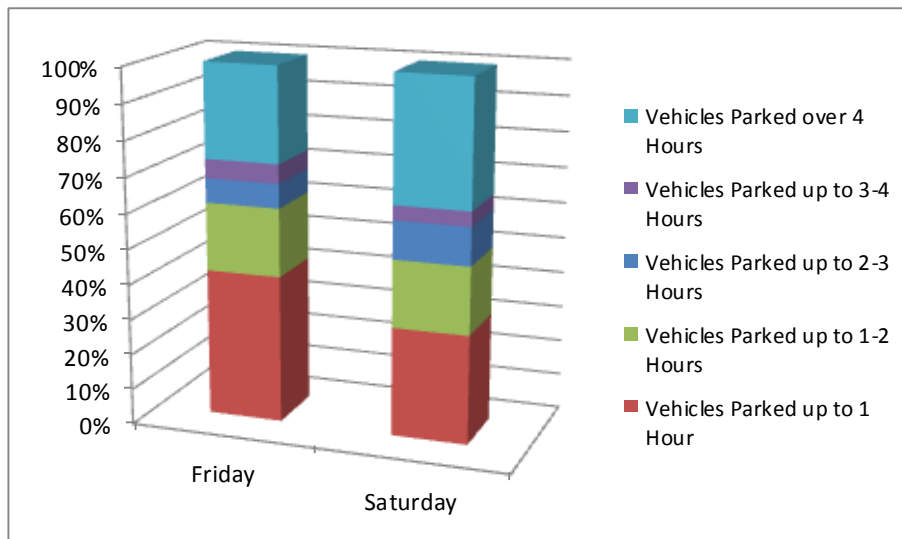


Figure 9 Off-Street Publicly Owned - Duration (30 Min Beats)

2.4 PEAK ACCUMULATION SURVEYS

2.4.1 Peak accumulation during the day occurs in virtually all central urban areas between 1100-1200hrs. Peel also has a large resident population within the town centre who commute outside of Peel daily for employment. Therefore, accumulation surveys were undertaken between 1100-1200 and 2200-2300. Conducting the accumulation surveys at these times determines the maximum normal daily demand. The areas surveyed are shown in Figure 10.



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Figure 10– Accumulation Survey Locations

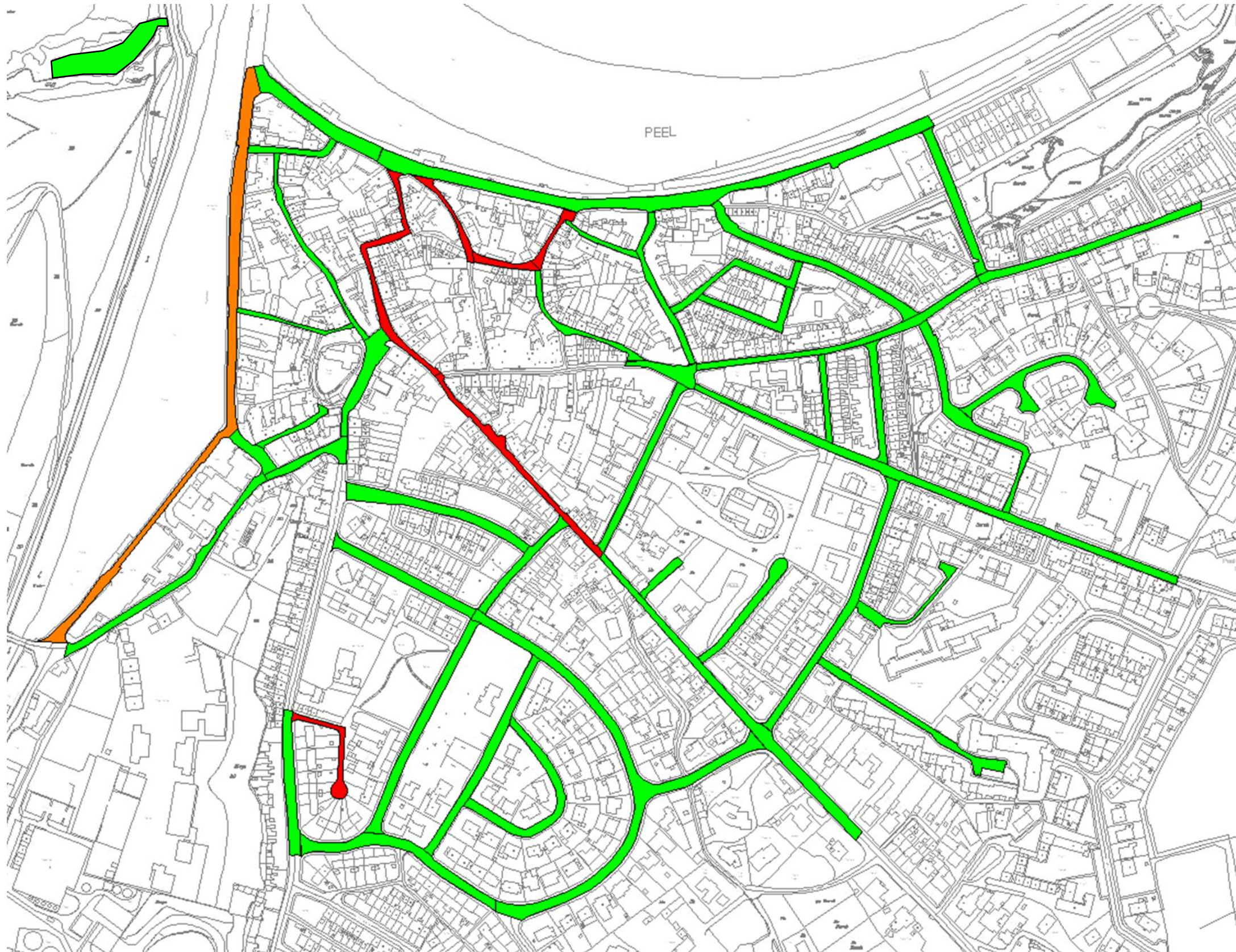
2.4.2 Peak parking accumulation is the maximum number of vehicles parked within the study area on a particular day. For the purposes of the peak parking strategy, this is taken for a peak weekday, a weeknight and a Saturday. The peak weekday for Peel occurs on a Friday. For a town such as Peel, the normal 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.

2.4.3 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 Peel Town. Individual site occupancy for the different survey periods is shown in Figures 11-13, the occupancies are highlighted in the figures depending on identified ranges, as follows:

- 0% to – 84% - Green;
- 85% to 99% - Amber; and
- >100% - Red.



Key

-  0-84% Occupancy
-  85-99% Occupancy
-  100%+ Occupancy

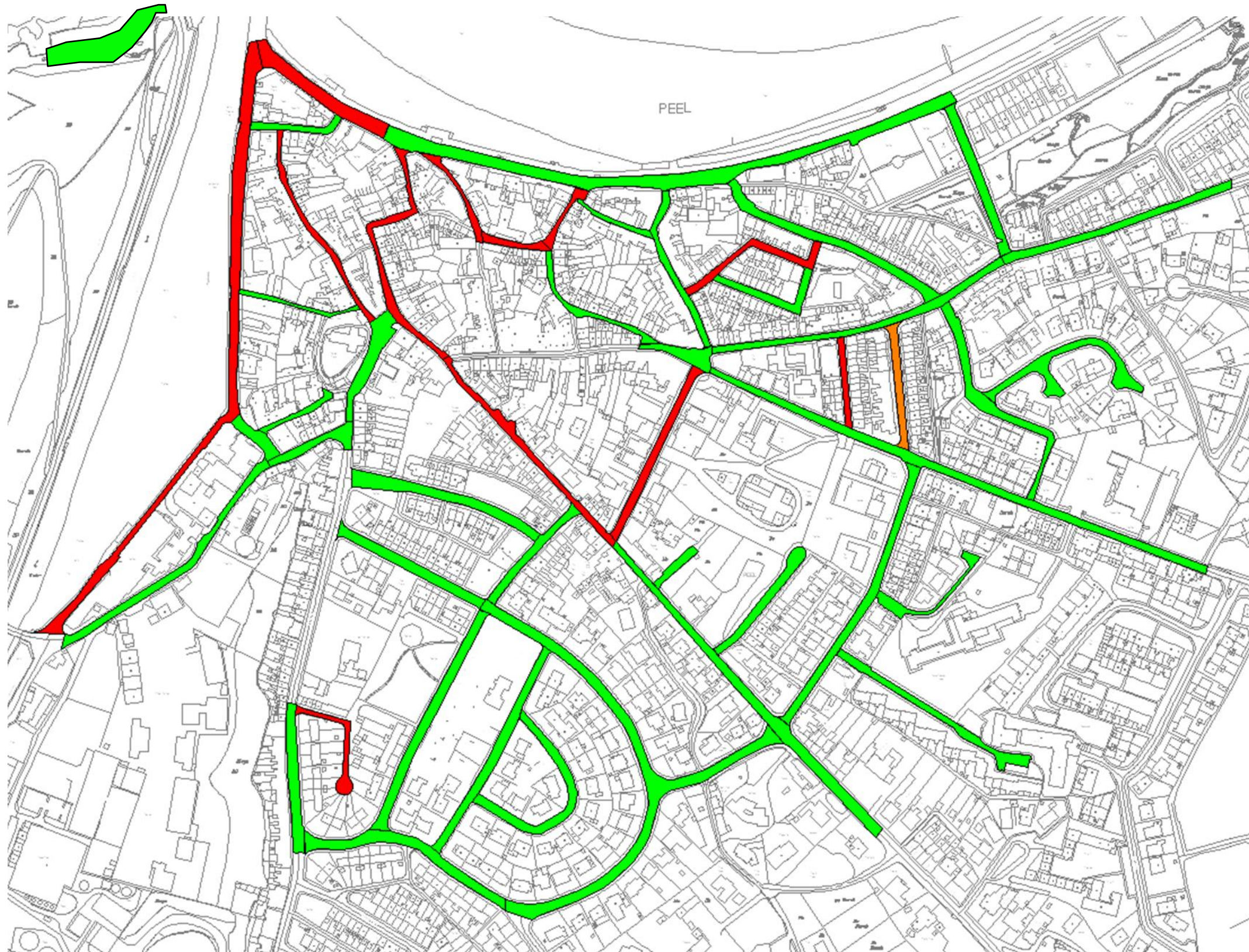


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Figure 11 - Weekday day Parking Accumulation



Key

-  0-84% Occupancy
-  85-99% Occupancy
-  100%+ Occupancy

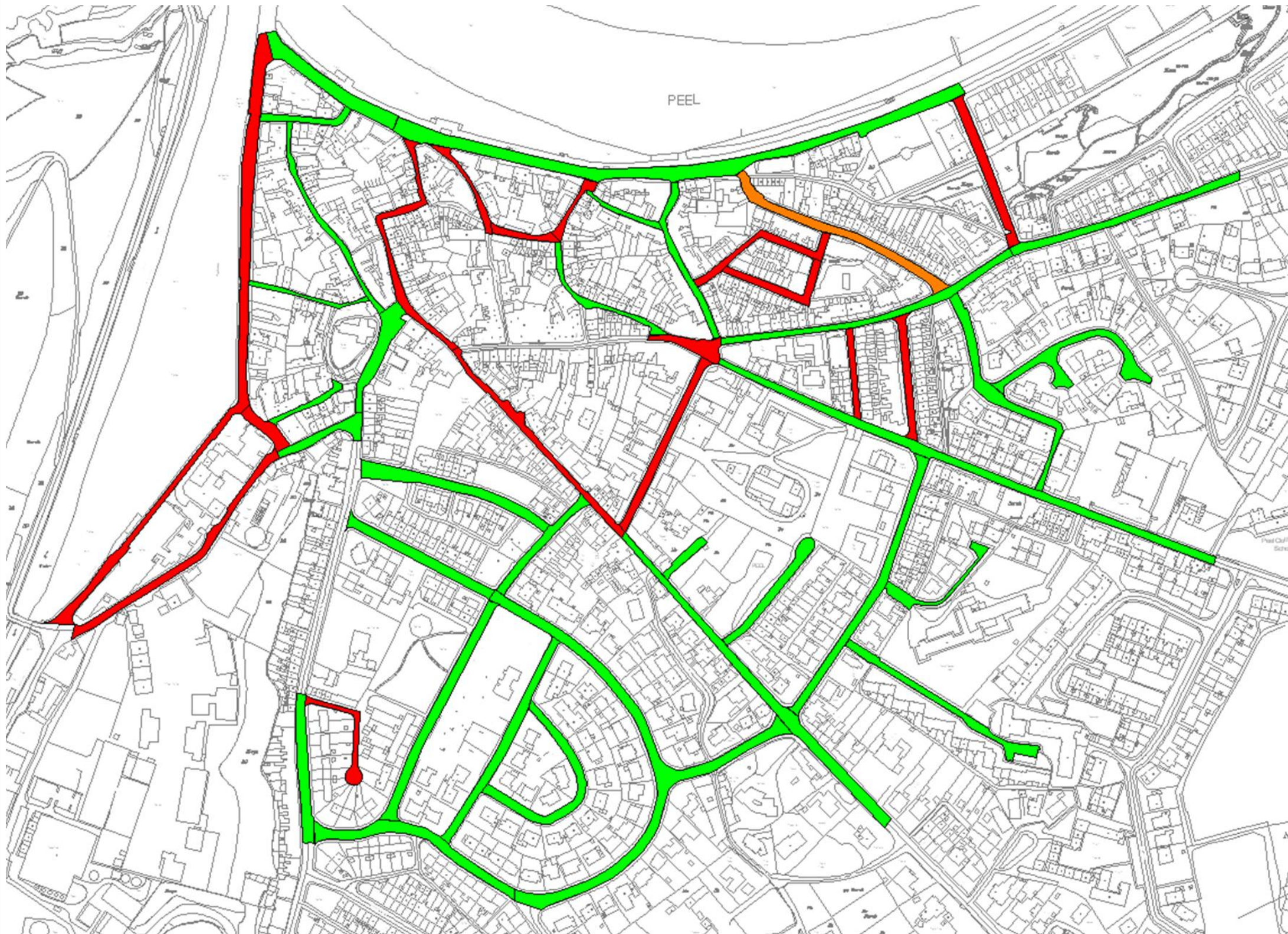


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Figure 12 - Saturday day Parking Accumulation



Key

-  0-84% Occupancy
-  85-99% Occupancy
-  100%+ Occupancy



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Figure 13 - Weekday Night Parking Accumulation

Table 5: Peak Parking Accumulation in the Peel Study Area Categorised by Type			
Category	Friday Weekday		
	Spaces	Parked	Usage
Public On-Street (Restricted)	65	46	71%
Public On-Street (Unrestricted)	1096	386	35%
Publicly Available Off Street	418	262	63%
Private Publicly Available Off Street	74	53	72%
Private Residential Off Street	-	-	-
Private Non Residential Off Street	48	44	92%
All Categories Combined	1701	791	47%
Category	Saturday		
	Spaces	Parked	Usage
Public On-Street (Restricted)	65	55	85%
Public On-Street (Unrestricted)	1105	498	45%
Publicly Available Off Street	418	297	71%
Private Publicly Available Off Street	74	79	107%
Private Residential Off Street	-	-	-
Private Non Residential Off Street	48	15	31%
All Categories Combined	1710	944	57%
Category	Weeknight		
	Spaces	Parked	Usage
Public On-Street (Restricted)	65	53	82%
Public On-Street (Unrestricted)	1105	566	51%
Publicly Available Off Street	418	312	75%
Private Publicly Available Off Street	74	31	42%
Private Residential Off Street	-	-	-
Private Non Residential Off Street	48	11	23%
All Categories Combined	1710	973	59%

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. Thus, there is currently a small amount of spare capacity in most areas on a weekday. This is not the case at night or at a weekend. However when the majority of areas are at full utilisation with the exception of the unrestricted on-street areas where there is a relatively large amount of spare capacity. However, this generally occurs in residential streets located furthest away from the town centre towards the edge of the study area.

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:

- A27 Glenfaba Road;
- A1 Tynwald Road;
- A20 Derby Road; and
- A4 Peveril Road.

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



Figure 14 Automatic Traffic Count Locations



Table 6: 12 Hour Automatic Traffic Counts (0700-1900) - Total Vehicles												
Day	A27 Glenfaba Road			A1 Tynwald Road			A20 Derby Road			A4 Peveril Road		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Monday	800	787	1587	2148	2161	4309	1272	1161	2433	984	1263	2247
Tuesday	851	841	1692	2168	2218	4386	1233	1113	2346	1050	1382	2432
Wednesday	915	914	1829	2144	2257	4401	1222	1122	2344	920	1470	2390
Thursday	941	885	1826	2389	2300	4689	1307	1241	2548	936	1413	2349
Friday	969	943	1912	2513	2399	4912	1396	1311	2707	1041	1474	2515
Average Weekday	895	874	1769	2272	2267	4539	1286	1190	2476	986	1400	2386
Saturday	894	886	1780	2093	2023	4116	1257	1162	2419	820	1337	2157
Sunday	739	754	1493	1626	1553	3179	952	912	1864	715	1088	1803

2.5.4 Table 6 shows that generally Friday is the peak day, in terms of traffic flows for all four count sites.

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 Peel Town, namely:

- There is a high proportion of vehicles on-street parked for longer than the current restrictions allow;
- There are a high number of illegal parking acts;
- Existing parking enforcement is poor;
- There is inefficient use of parking supply: some areas are consistently full, whilst others consistently have spaces available; and
- Resident parking accounts for a high proportion of the off-street parking demand.

3 STREET AUDIT

3.1 INTRODUCTION

3.1.1 It is very important that the environment in the town is safe and provides a positive image. 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.

3.1.2 The 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 widespread problems and issues rather than to provide a detailed specification of improvements to be addressed.

3.1.3 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:

- Footpath condition;
- Street furniture and clutter;
- Crossing facilities;
- Signage;
- Lighting; and
- Cycle facilities.

3.2 FOOTPATH CONDITION

3.2.1 The condition and consistency of footpath surfaces varies throughout the town. The promenade is generally in a good state of repair, however, there are instances of ponding. There are a variety of different types of paving in the town centre, which from an aesthetic point of view leads to a lack of continuity. The promenade has completely different paving to both the town centre and East Quay, in particular outside the Tyni restaurant development.

3.2.2 Some footpaths are extremely narrow (Market St, Douglas St) and pedestrians are forced to walk in the carriageway if they have buggies or mobility aids. This is primarily due to the



historic nature of the town and its narrow winding roads.

- 3.2.3 In terms of tactile paving/dropped kerbs some facilities are only on one side of the carriageway but not on the other, Shore Rd (opposite Stanley Rd) is one example. It also appears that some of the tactile paving/ dropped kerbs have been installed without too much thought about pedestrian desire lines. From site observations, a high number of pedestrians used the Isle of Man bank on the corner of Atholl St and Derby Rd and then Michael Street. Although the bank has supplied ramps for those using wheelchairs or pushchairs, there are no dropped kerbs enabling people to access Michael St. Indeed, the Google Streetview tool illustrates an elderly lady outside Elaine’s Flowers on Atholl Place in the road as opposed to the footpath attempting to cross towards the Isle of Man bank.



- 3.2.4 The provision of dropped kerbs is also poor along East Quay, especially as a footpath is only available on one side of the carriageway. East Quay is an important access route for pedestrians in the town wishing to travel from Shore Rd to the attractions of Leece Museum and the House of Manannan.

3.3 FURNITURE AND CLUTTER

- 3.3.1 The town is not badly affected by street clutter as signs are few and far between and vendors generally do keep their ‘A-board’ shop signs from the centre of footpaths. There are exceptions (notably on Walpole Rd) where numerous signs appear on the footpath. These obstructions could pose a hazard to blind or partially sighted pedestrians, people in wheelchairs and people with pushchairs.



- 3.3.2 There are a number of seats located around the town, many of these on the promenade affording good views of the seafront and Peel castle. These seats are set back from the footpath ensuring that they do not impede pedestrians, wheelchair or pushchair users.



3.4 CROSSING FACILITIES

3.4.1 Peel is a small, town with narrow streets where traffic speeds are generally low. There are 4 formal crossings in the town; two located on Shore Rd, one on Derby Rd (near Shop Rite) and the other on Albany Rd

3.4.2 No crossings exist at the Market Place car park which can be a busy area with a high turnover of traffic and pedestrians.

3.4.3 No crossing point is available at Atholl Place which could potentially be a dangerous location due to the interaction between pedestrians and vehicles. Derby Rd, Atholl Rd, Christian St and Michael St all intersect at Atholl Place and although some are one way, pedestrian facilities are poor.



3.5 SIGNAGE

3.5.1 It was apparent that within the town there is a lack of clear directional signs and information for pedestrians. The signing that does exist does not direct visitors to the key attractors such as the House of Manannan and Leece Museum. A finger post is located at the Market Place junction with Douglas St pointing out visitor attractions but this is not replicated in other areas of the town.

3.5.2 Another attractor that needs more emphasis is the Promenade. Although to locals, it might be obvious where the promenade is located, this would not be the case for visitors. The town is small and it would not take long to find the way to the promenade but it would be beneficial to have a specific connector route between the town centre (Michael St) and the promenade. Aside from making it more attractive for visitors, it could also open up further retail opportunities. It is also important for those with disabilities or the elderly as some routes between the promenade and Michael St would not be suitable due to inadequate pedestrian facilities, steep gradients or poor lighting.

3.5.3 Signage for traffic is good with drivers being made aware of how to get to the town centre and town centre car parks before entering the heart of the town. Traffic entering the town from the south or east is encouraged to use the wider Queens Drive, Heathfield Drive to access the town from the south west where parking is more readily available.

3.5.4 A sign at the western end of Michael St indicates that no vehicles are to access the street between 11am -1.30pm (Monday to Friday) and 10am – 4.30pm (Saturday). The sign also indicates that no waiting is allowed on the street at any time. Site observations indicated that both of these restrictions were flouted on more than one occasion.

3.5.5 A difference in street signs was observed a round the town. Not only were they different in terms of design but also in terms of what information they provided. Some signs gave the street name in both English and Manx Gaelic whilst others were just in English.



3.6 LIGHTING

3.6.1 Street lighting in the town is generally adequate and in keeping with the historical nature of the town.

3.6.2 Lighting at the main car parks in the town, notably opposite the town hall on Derby Rd and Market Place is generally poor and non existent in the case of the car park off Shore Rd. Lighting at these key town centre parking locations should be improved for safety and security reasons.

3.7 CARRIAGEWAY MARKINGS

3.7.1 Carriageway markings in the town should be improved, in particular at junctions where stop lines have faded. There are also numerous direction signs on the carriageway which have worn away.

3.7.2 Double yellow lines are utilised throughout the town and should be re-examined to ensure that they are required for traffic control. Traffic management has recently changed at the Christian St/ Church St junction giving



priority for traffic travelling from Church St to Christian St/ Peveril Rd. Double yellow lines have been introduced outside the fish and chip shop to deter people parking outside as it is particularly hazardous due to the change in traffic priority. Unfortunately, the lack of enforcement in the town means that these double yellow lines are constantly ignored and traffic travelling towards the town from the east is forced to move into the oncoming lane to pass the illegal parking. Traffic from Church Street (eastbound) drives blindly around the corner of Christian Street and could potentially meet with traffic head on, due to the illegally parked vehicles obstructing the main traffic movement.

3.8 LOADING BAYS

- 3.8.1 Double yellow lines located around the town make it difficult for delivery drivers to load/ unload legally. The site audit indicated that a shortage of loading/ unloading areas exists in the town. It was noted that the town commissioners had set up a formal area on Douglas Street (using some Market Place car park spaces) whereby deliveries can be made between the hours of 11am-1pm and 3-4.30pm (Monday to Friday). At all remaining times, these spaces are designated for disabled parking.



3.9 CYCLE FACILITIES

- 3.9.1 Other than a small number of Sheffield stands at the corner of Shore Rd/ East Quay on the promenade there is nowhere clearly sign posted, convenient and secure to leave a bicycle. The town centre is not as suitable for cycling due to gradients, narrowness of the streets and high numbers of pedestrians.
- 3.9.2 Peel does form part of Cycle Route 4 on the island which takes cyclists from Peel via St John to Kirkpatrick and back to Peel. A sign does exist at the start of the route (outside the house of Manannan).



3.10 STREET AUDIT SUMMARY

3.10.1 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.

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

- Improved signing;
 - A relatively small investment can make a significant difference;
 - 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 “suitable” and not only discrete sections;
- Improved cyclist facilities.
 - The facility should be visible, safe and convenient e.g. at the front entrance to key attractors.

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 In view of the timescale and scope of the study it was decided to undertake the following:
- A meeting with the Peel town commissioners;
 - A meeting with Shoprite; and
 - Random interviews to establish local concerns and possible improvements.
- 4.1.3 This perception of problems by groups living, working or operating in Peel, together with the survey results can be used to identify and quantify the perceived problems associated with transport in the town.
- 4.1.4 The following sections detail 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:
- Peel Town Commissioners;
 - Peter Leadley - Peel Town Clerk;
 - Tim Crookall - Peel MHK;
 - Rodney Christopher - Director of Property;
 - Derek Sewell - Highways;
 - Shoprite
- 4.2.2 Discussions were held between the Consultants and key stakeholders during November 2011, with the Amey team setting out their role, the purpose of the study and aims and objectives of the consultation process. Unfortunately, no comments have been received from either Highways or the MHK for Peel.

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 Peel. In addition a number of options to alleviate the problems were considered and discussed. The notes of the Consultation Meetings and responses received are given in Appendix B.

4.3 ON STREET SURVEYS

4.3.1 On In total 318 on-street street interviews were conducted in and around Peel on Thursday 10th and Friday 11th November 2011. The survey questionnaire is given in Appendix C.

Gender & Age

4.3.2 It can be seen from Figure 15 that 51% of those interviewed in Peel were male with 49% female. Figure 16 indicates that 75% of respondents were in the age range 18-65 with 5% under 18 and the remaining 20% aged over 65.

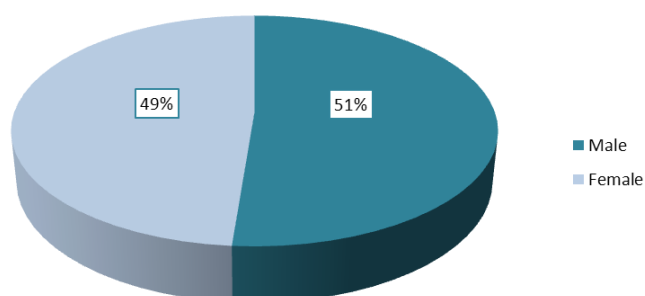


Figure 15 Gender of Respondents

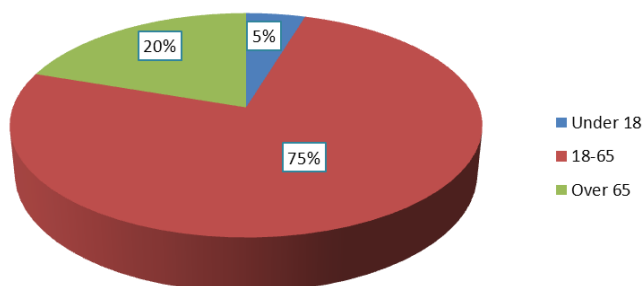


Figure 16 Age Range of Respondents

Geographical Information

4.3.3 The survey asked a number of questions of the general public concerning where they travelled from, which mode of transport they used and the purpose of their journey. It can be seen from Figure 17 that those who took part in the survey came from all corners of the island but with the majority coming from Peel or Douglas. A number of visitors from the UK and Northern Ireland also took part in the survey; however, their journey origin has not been mapped.

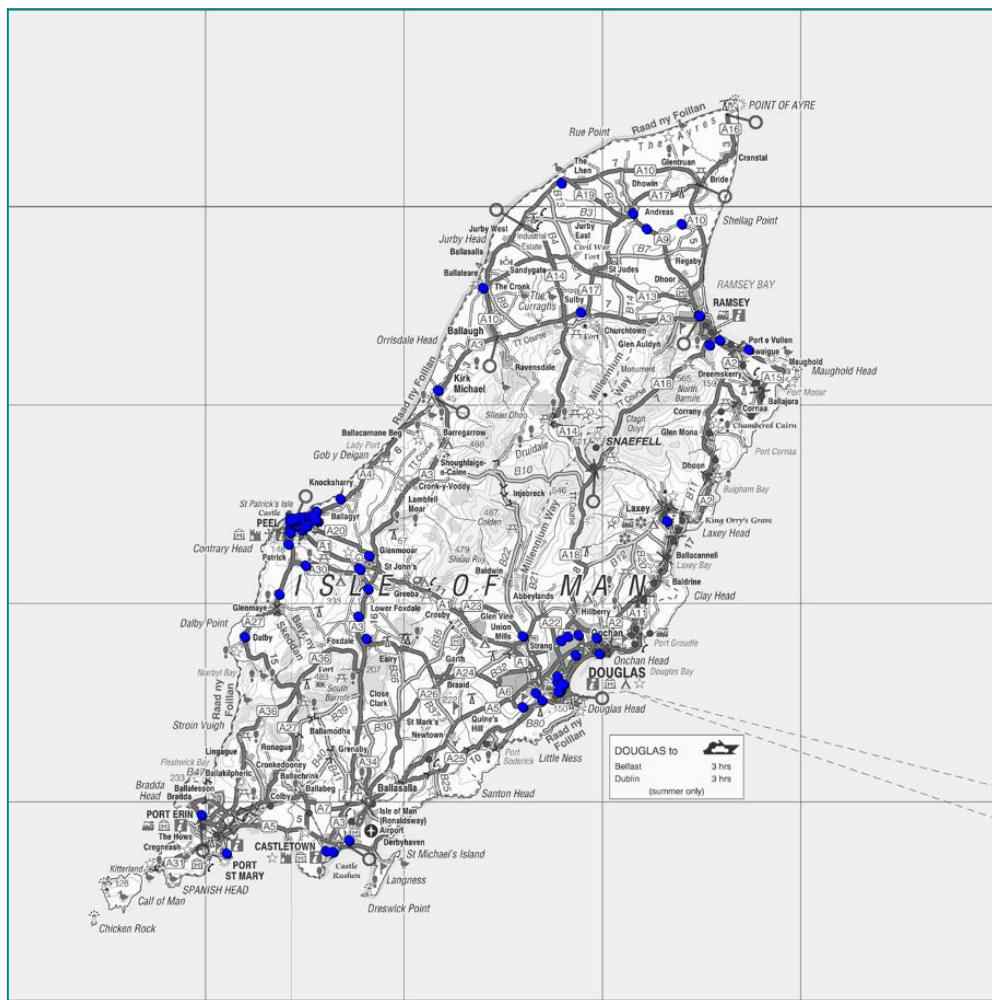


Figure 17 Origin of Respondents in Peel

4.3.4 The most popular origin amongst respondents was unsurprisingly Peel with 125 people citing the postcode IM5 1AB as their journey starting location. The 10 most popular postcodes of respondents can be seen in Table 7.

Table 7: Top 10 Origins of Respondents		
Origin Postcode	Origin Description	Frequency
IM5 1AB	Peel	125
IM4 1AD	South Douglas	16
IM5 1AD	Peel	16
IM1 1AE	Douglas	10
IM9 1AB	Castletown	10
IM6 1AB	Kirk Michael	8
IM3 1AB	Onchan	6
IM7 1AD	Ramsey	6
IM2 1AE	Douglas	5
IM4 1AF	South Douglas	4

Mode of Transport

4.3.5 Respondents were asked to indicate the mode of transport they had used used to travel to Peel. It can be seen from Figure 18 that 50% of respondents arrived by car whilst 39% walked. Only 5% used Public Transport with a further 3% cycling. The remaining 3% of respondents cited “other” as their form of transport. The most commonly cited “other” was coach travel.

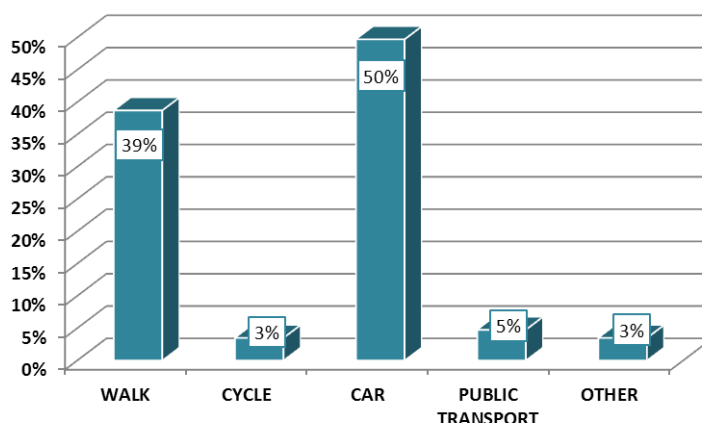


Figure 18 Mode of Transport

4.3.6 Figure 19 gives a graphical illustration of where the respondents originated and the mode of transport used to make the journey.

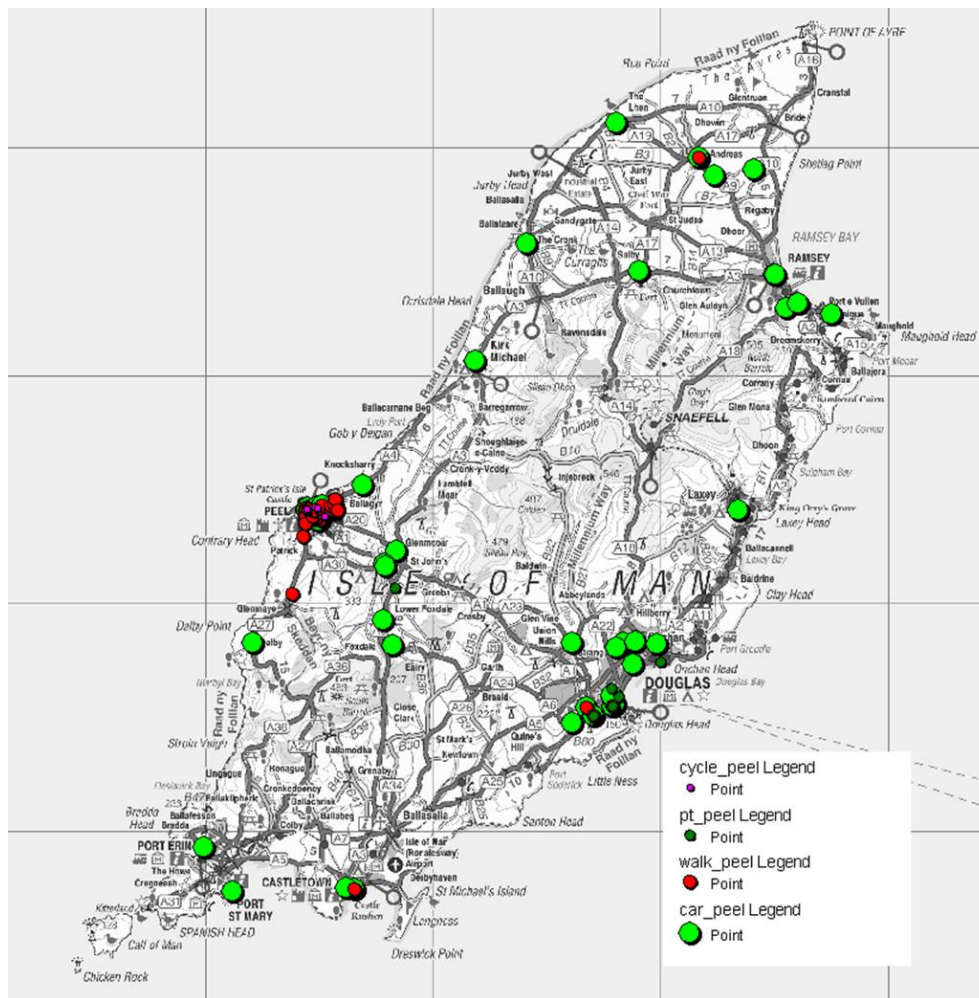


Figure 19 Origin and Mode Transport

4.3.7 It can be seen that a high percentage of those journeys originating in Peel were made on foot, with car being the predominant mode of transport used for journeys outside the town. Public Transport, as Figure 18 illustrates is not widely used on the island, Castletown, Douglas and Ramsey do however afford some Public Transport provision to and from Peel.

4.3.8 The graphical analysis has also been applied at a more local level looking at Peel in greater detail. Figure 20 indicates the journeys that originated in Peel and how they travelled to the town centre. A surprising number of car journeys can be observed originating in the town although there are a number of instances of people walking to and from the town.

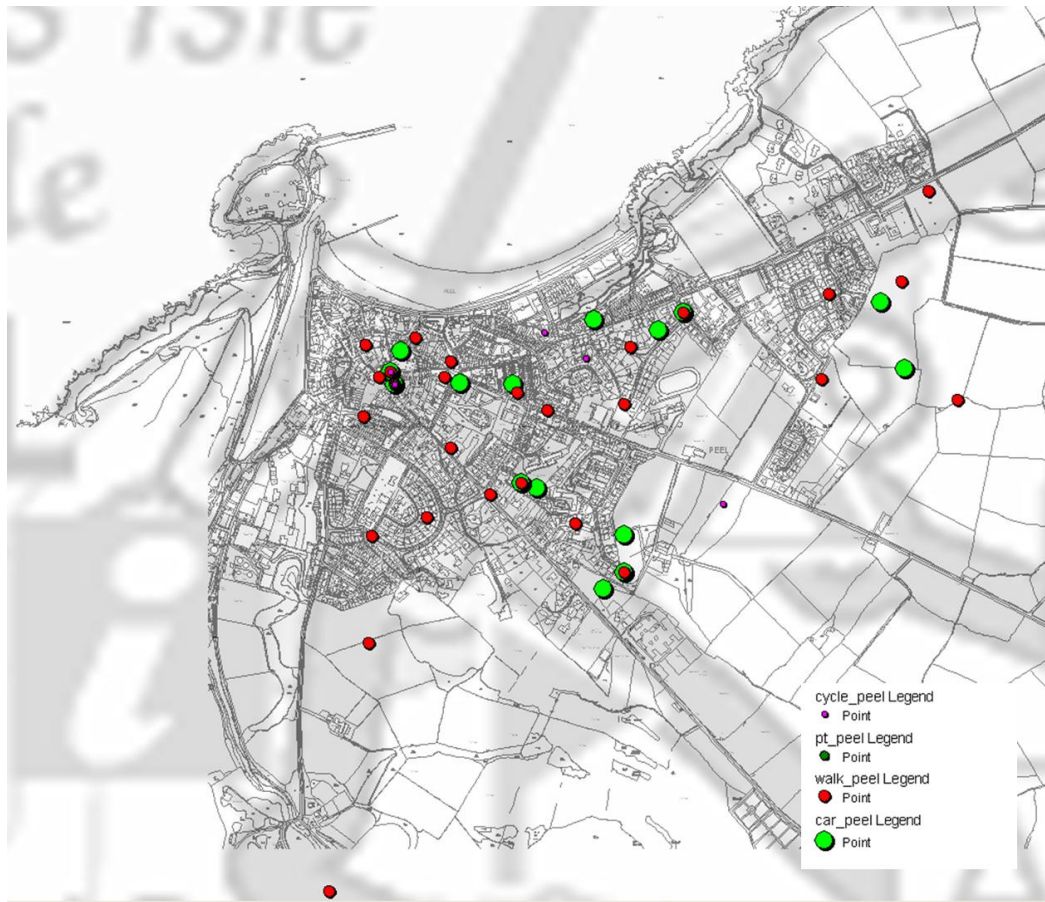


Figure 20 Mode of Transport in Peel

Journey Purpose

4.3.9 Respondents were also asked why they were visiting Peel on the days of the surveys. Figure 21 shows the journey purpose of visitors to Peel Town.

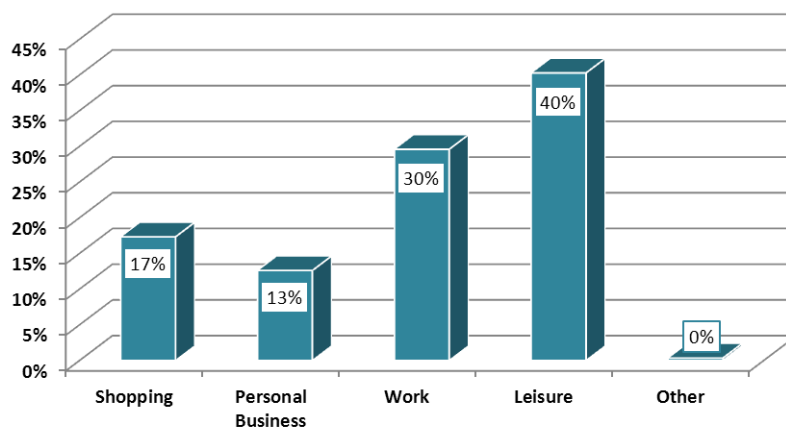


Figure 21 Journey Purpose

4.3.10 Some 40% of respondents accessed the town for leisure opportunities with a further 30% visiting the town for work commitments. 17% indicated a visit to the town was necessary for the shopping facilities with 13% on personal business.

Parking Location

4.3.11 A majority of respondents taking part in the survey from outside Peel arrived in the town by private car. It is important to understand how visitors park in the town and where they park. Respondents could choose from the following options when asked where they park:

- On Street;
- In a commissioners Car Park;
- In a publicly available car park (eg Supermarket);
- In a privately owned space (not available to general public; and
- Other.

4.3.12 Figure 22 shows the location visitors park when accessing Peel town centre.

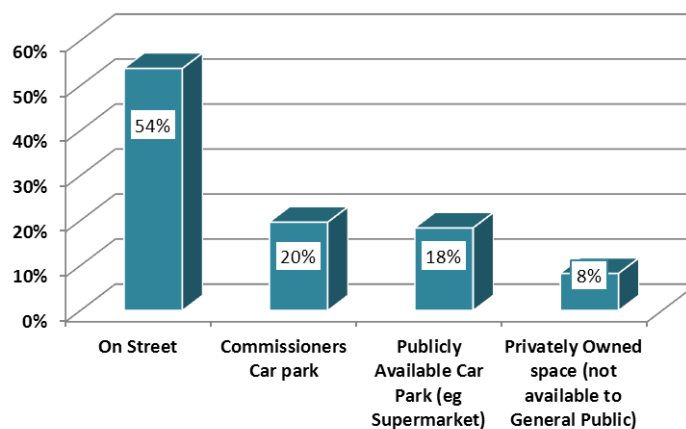


Figure 22 Parking Location

4.3.13 Some 54% of respondents indicated that they park on street when visiting Peel. 38% park either in a Commissioners car park or in publicly available car parks with the remaining 8% parking in a privately owned space.

Parking Charging

4.3.14 A question was also asked about parking charges in the town. Respondents were asked how much they would be willing to pay for parking within Peel Town. Figure 23 illustrates the responses.

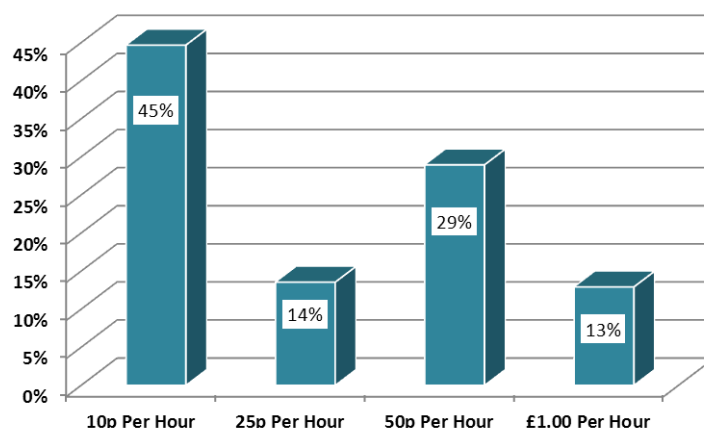


Figure 23 How Much Respondents Would be Willing to Pay for Parking

4.3.15 Unsurprisingly, the majority of respondents (45%) indicated that they would be willing to pay the lowest amount offered to them as part of the survey (10p per hour) should paid parking be introduced. 68% of the respondents were Peel residents.

4.3.16 Some 29% of respondents would be willing to pay 50p per hour in Peel whilst 13% would accept a fee of £1.00 per hour. Of those willing to pay £1.00, 25% were residents of Peel.

Issues and Possible Solutions

4.3.17 Getting feedback from people who use the town and its parking facilities is an important part of the study. Each person visiting the town will have different expectations and reasons for visiting and although it would be impossible to cater for all, it is important to be aware of similar problems and issues experienced whilst parking in the town.

4.3.18 Table 8 outlines the issues experienced by those visiting the town.

Table 8: Issues with Parking in Peel Town	
Issue	Frequency
Not enough Spaces	95
No Issues	85
Illegal Parking/ Lack of enforcement	23
Congestion	11
Not enough residential spaces	7
Commercial Vehicles	5
Not enough Disabled parking	4

Limited parking near shops	3
No Cycle Parking	2
Need for more short stay	2
Too much disabled parking	1
Lack of Visitor Parking	1
Not enough Pay & Display	1
No Parent & Child spaces	1
Dangerous parking	1
Not enough Speed humps	1

4.3.19 By far the most prevalent problem experienced by those parking in the town is a perceived lack of parking spaces. 23 respondents indicated that the lack of enforcement and or illegal parking is problem in the town whilst 11 remarked that congestion was an issue. A lack of disabled parking was highlighted by 4 respondents whilst the abundance of commercial vehicles parking in the town was an issue for 5 people. A lack of residential car parking spaces was cited by 7 respondents.

4.3.20 However, 85 respondents (over a quarter) indicated that they experience no issues when parking in the town. 39% of these respondents were Peel residents.

4.3.21 Aside from asking what problems visitors to Peel experience, respondents were also given the opportunity to suggest possible solutions to the problems they face.

4.3.22 Table 9 outlines the potential solutions to the perceived issues that exist on the town.

Table 9: Solutions to Parking Issues	
Solution	Frequency
More/ Better Parking - Multi- storey/ Underground Parking	65
Enforcement	19
Restricted Parking (Disk Parking, Time Limits etc)	12
Extend 1 way system	3
Reduce vehicles in town	3
More people to walk/ use PT	2
Flats/ houses to have more than 1 allocated space	2
Introduce Park & Ride for events the town	1
Improve signage	1
Designated spaces	1
Free parking passes for Peel residents	1

4.3.23 The introduction of more/ better parking featured prominently in the suggestions mentioned by respondents to the survey. The introduction of a multi storey and/ or

underground parking facility were suggested as measures that could improve parking issues in Peel. Two other potential solutions featured prominently in the results of the survey, namely better enforcement and restricted parking.

4.3.24 Other potential solutions mentioned included introducing a park and ride system for events hosted in the town, improving signage and encouraging people to walk more or use public transport.

4.1 OUTCOMES OF CONSULTATION PROCESS

4.1.1 The following represents a summary of the key issues arising from the consultation process:

- There is a perception that there is not enough car parking spaces in the town centre;
- There is no real enforcement of the parking restrictions in the town and for any parking strategy to be successful effective enforcement is essential;
- There is a perception that there is a shortage of residential car parking spaces in the town; and
- There is a willingness for the majority of people to pay for parking within the town centre.

4.2 CONCLUSION

4.2.1 An overall conclusion was that most aspects of the consultation process formed a very strong link in the progression of the study. The comments from the consultation process proved extremely beneficial and have been incorporated in the development of options.

5 FUTURE PARKING DEMAND

5.1 INTRODUCTION

5.1.1 This section estimates the potential future level (up to the year 2026) of parking demand and supply. The starting point for any assessment of possible future options is the existing demand and supply increased to take account of anticipated demographic and development changes. Since the household is the most common unit of travel for shopping and leisure trips which are attracted to the town centre, demographic change needs to take account of the predicted increase in the number of households in Peel Town.

5.2 PARKING DEMAND BASED ON DEMOGRAPHIC CHANGES

5.2.1 Isle of Man Government Officers have provided indications of household numbers, namely:

- Households at the 2001 census;
- Households at the 2006 census;
- Housing completions since the 2001 census;
- Houses under construction at 2009;
- Approvals not yet built at 2009; and
- Future housing predictions for zones lands.

5.2.2 The estimated change in households along with the resulting growth factors from 2011 is shown in Table 10.

Table 10: Demographic Changes and Growth Factors in Peel Town		
Increase in Households 2011-2026	1258	Growth Factor from 2011
Already Built by 2011	548	-
2011-2016 Estimate	236	1.114
2016-2021 Estimate	237	1.229
2021-2026 Estimate	237	1.343

5.2.3 Parking demand based on demographic changes can thus be estimated by applying these combined factors to the existing demand found from the peak accumulation surveys. Table 11 shows the results.

Table 11: Future Car Parking Demand Based on Demographic Change				
Category	Friday Weekday			
	2011	2016	2021	2026
Public On-Street (Restricted)	46	51	57	62
Public On-Street (Unrestricted)	386	430	474	518
Publicly Available Off Street	262	292	322	352
Private Publicly Available Off Street	53	59	65	71
All Categories Combined	747	832	918	1003
Category	Saturday			
	2011	2016	2021	2026
Public On-Street (Restricted)	55	61	68	74
Public On-Street (Unrestricted)	498	555	612	669
Publicly Available Off Street	297	331	365	399
Private Publicly Available Off Street	79	88	97	106
All Categories Combined	929	1035	1142	1248
Category	Weeknight			
	2011	2016	2021	2026
Public On-Street (Restricted)	53	59	65	71
Public On-Street (Unrestricted)	566	631	696	760
Publicly Available Off Street	312	348	383	419
Private Publicly Available Off Street	31	35	38	42
All Categories Combined	962	1072	1182	1292

5.3 FUTURE PARKING SUPPLY

5.3.1 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 (shown in Table 12).

Table 12: Future Car Parking Supply in the Peel Study Area				
Category	Friday Weekday			
	2011	2016	2021	2026
Public On-Street (Restricted)	65	65	65	65
Public On-Street (Unrestricted)	1096	1096	1096	1096
Publicly Available Off Street	418	451	451	451
Private Publicly Available Off Street	74	122	122	122
All Categories Combined	1653	1734	1734	1734
Category	Saturday			
	2011	2016	2021	2026
Public On-Street (Restricted)	65	65	65	65
Public On-Street (Unrestricted)	1105	1105	1105	1105
Publicly Available Off Street	418	451	451	451
Private Publicly Available Off Street	74	122	122	122
All Categories Combined	1662	1743	1743	1743
Category	Weeknight			
	2011	2016	2021	2026
Public On-Street (Restricted)	65	65	65	65
Public On-Street (Unrestricted)	1105	1105	1105	1105
Publicly Available Off Street	418	451	451	451
Private Publicly Available Off Street	74	122	122	122
All Categories Combined	1662	1743	1743	1743

5.4 FUTURE PARKING DEMAND

- 5.4.1 From Table 11 it can be seen that parking demand on a weeknight represents peak demand for parking in Peel. Since the forecast demand is estimated from growth factors (which may or may not occur), we anticipate a future peak demand for parking spaces in the study area to be around 1300 at 2026. Using a peak occupancy of 0.85 to minimise unnecessary traffic circulation (IHT Parking Strategies & Management), the future provision in 2026 to cater for peak demand should be 1550 spaces.
- 5.4.2 Currently there are just under 1700 (Table 12) parking spaces which are publicly available in Peel Town Centre. It is predicted that by 2026 there will be just under 1700 available spaces in the Town against a demand for 1550 spaces.

5.5 SUPPLY AND DEMAND ASSESSMENT

5.5.1 The following graphs illustrate the likely future supply and demand situation for parking within the Peel Town 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 24 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 begin to outstrip optimum occupancy supply levels by 2016. This implies problems occurring in and around these areas due to insufficient parking with negative effects on road network performance and the urban environment.

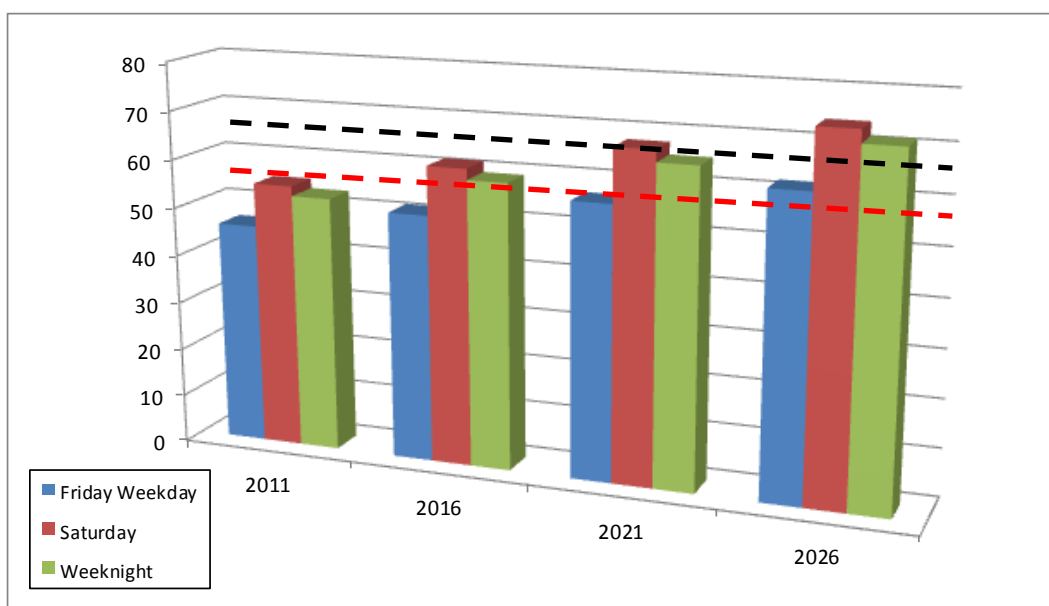


Figure 24 Public On-Street (Restricted) Parking Supply and Demand

Public On-Street (Unrestricted) Parking Supply and Demand

5.5.3 Figure 25 shows the predicted parking demand of the public on-street parking areas which currently have no waiting time restrictions in place. This limited analysis shows that it is unlikely that there would be problems with demand outstripping supply for parking in these areas.

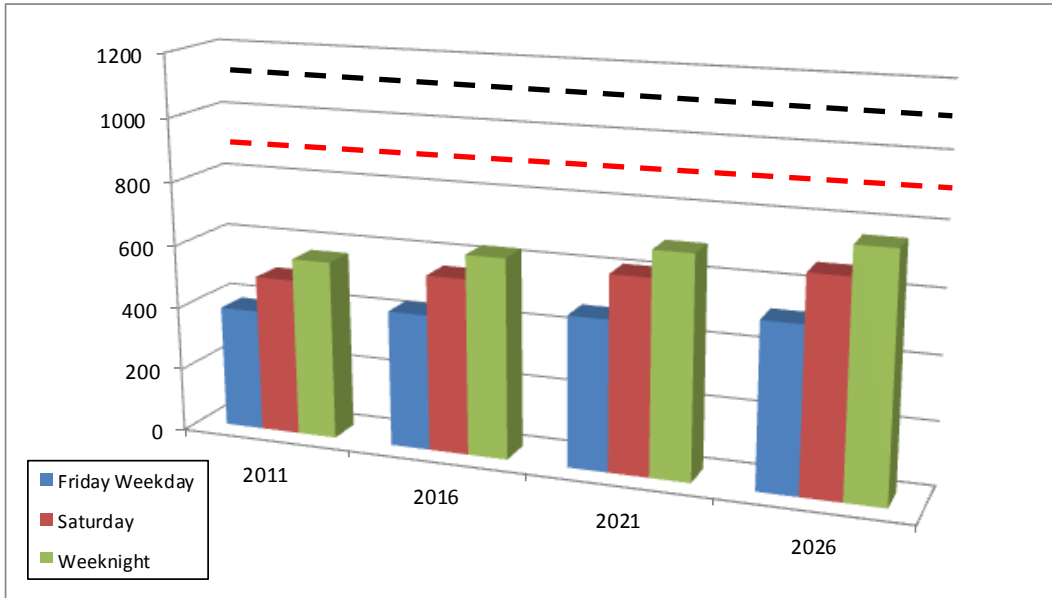


Figure 25 Public On-Street (Unrestricted) Parking Supply and Demand

Publicly Available Off Street Parking Supply and Demand

5.5.4 Figure 26 shows the predicted parking demand of the publicly available off-street parking areas. It shows that demand would reach and outstrip optimum supply levels by approximately 2016. This implies problems occurring in and around these areas due to insufficient parking with negative effects on road network performance and the urban environment.

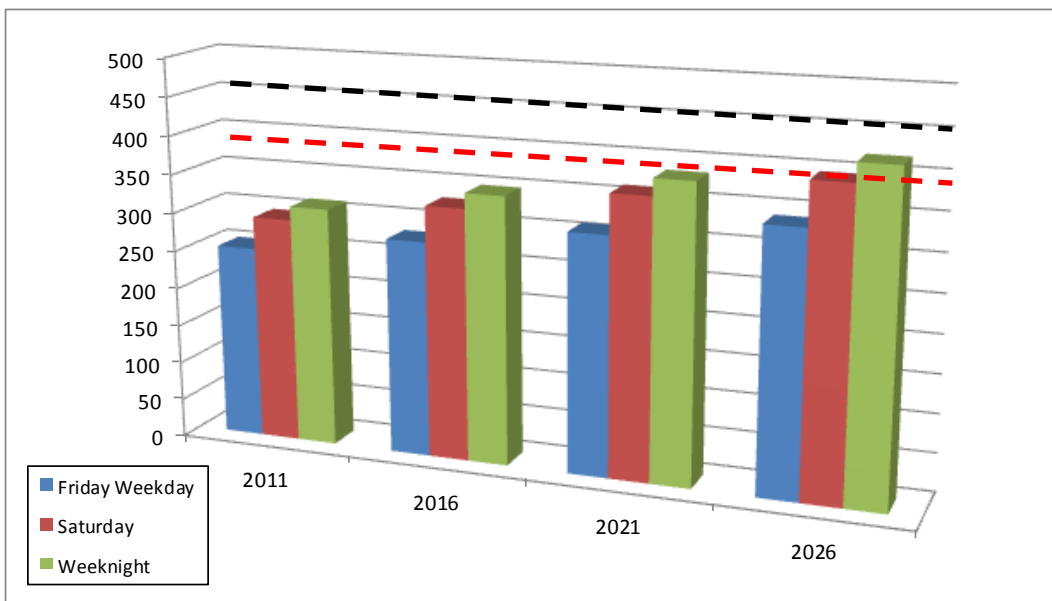


Figure 26 Publicly Available Off Street Parking Supply and Demand

Private Publicly Available Off Street Parking Supply and Demand

5.5.5 Figure 27 shows the predicted parking demand of the private publicly available off-street parking areas. This analysis shows that it is unlikely that there would be problems with demand outstripping supply for parking in these areas.

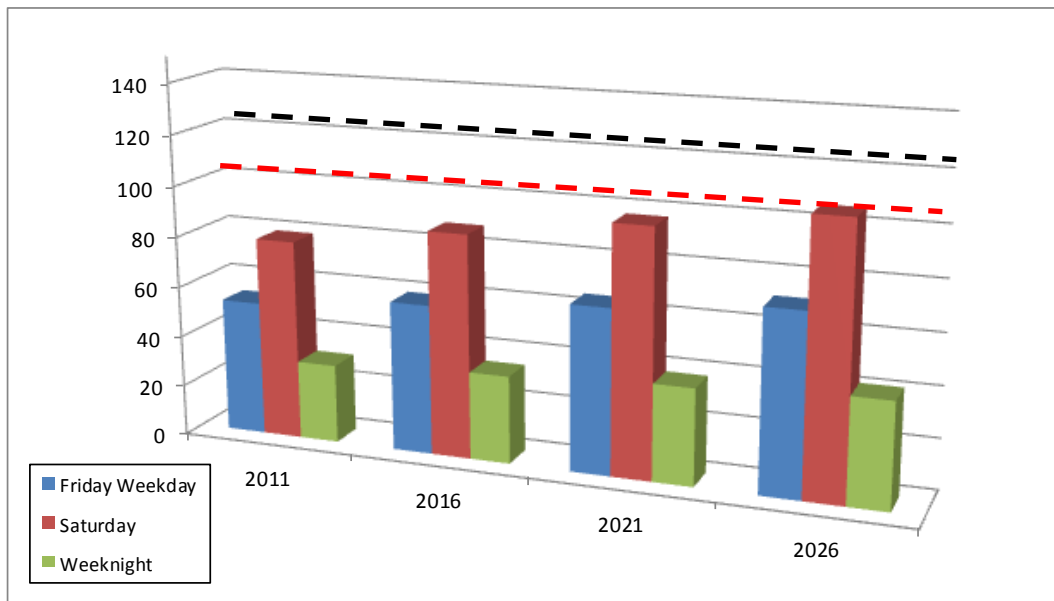


Figure 27 Private Publicly Available Off Street Parking Supply and Demand

5.5.6 A general conclusion that may be drawn from this analysis is that, whilst there is clearly parking pressure, the issue is more one of the management of the parking supply rather than its capacity as such. Though the demand and supply graphs have shown very limited capacity in some areas, others (such as nearby residential streets) offer substantial spare capacity.

6 STRATEGY OPTIONS

6.1 INTRODUCTION

- 6.1.1 This chapter outlines the options which could be implemented to improve the management of parking and the pedestrian/cyclist and public transport environment.
- 6.1.2 The options considered cover future parking provision, parking control, traffic regulation and infrastructure improvements.
- 6.1.3 The options discussed in this chapter are then developed into a recommended Parking Strategy, outlined in Chapter 7.

6.2 COMMON IMPROVEMENTS

- 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;
- Review of all Traffic Regulation Orders (TRO's);
- Improved maintenance;
- Changes to parking standards; and
- Disabled parking provision.

6.3 IMPROVED PARKING ENFORCEMENT

- 6.3.1 The prime aim of enhancing enforcement in Peel would be to achieve the following objectives:
- To encourage a high 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.
- 6.3.2 The benefits of enhanced parking enforcement for Peel are significant traffic management improvements; improved road safety; and a greater availability of parking spaces (including disabled spaces) which will improve town centre vehicle 'turnover' and may improve trading conditions. Increasing the availability of spaces in the town centre does not necessarily mean physically establishing new spaces but to ensure that the people are parking in the correct places for an appropriate time.

6.3.3 However, In the face of effective parking enforcement displacement of parking can be expected from the town centre. Between the hours of 11am-12pm on a Saturday there are currently around 35 vehicles parked within Peel Town for longer than the current restrictions allow and some 75 vehicles parked illegally on double yellow lines, at accesses/junctions or across dropped kerbs. The introduction of improved enforcement could mean that by 2026 around 150 vehicles could be displaced from the town centre. It is likely that these vehicles will end up in nearby residential streets which may prevent the residents who have no off-street facility (forecourt, drive, garage etc) finding a parking space reasonably close to their home.

6.4 REVIEW OF ALL TROs

6.4.1 Throughout the study it has become apparent that there is concern about safety problems caused by illegal or inconsiderate parking in the town.

6.4.2 It was felt that many of these could be resolved by a town wide review of Traffic Regulation Orders (TRO's) to consider:

- Existing (TRO's) – to see if they remain relevant for the current level and patterns of trip making; and
- New or Revisions to TRO's to reflect current traffic and travel demands, deter unsafe parking and safety issues arising by better enforcement.

6.5 IMPROVED MAINTENANCE

6.5.1 The use of a balance of measures should be adopted in Peel 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.

6.5.2 It was recognised through site visits, consultation and highlighted in Chapter 3 that the conditions for walking and cycling in Peel are in need of improvement, particularly to provide consistency of dropped kerbs, carriageway marking, tactile paving and paving type.

6.6 PARKING STANDARDS

6.6.1 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.

6.6.2 Recommended changes to the Isle of Man Parking Standards for Peel are shown in Table 13.

Table 13: Recommended Changes to Isle of Man Parking Standards for Peel	
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

6.6.3 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.

6.7 DISABLED PARKING

6.7.1 Many disabled people will have limited mobility range, and will require specially designated parking bays closer 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

6.7.2 Currently there are 5 disabled spaces provided on-street. Demand for on-street disabled parking bays was high throughout the duration of the survey with the 5 disabled bays being in use for the majority of the period surveyed.

6.7.3 Whilst there are no guidelines for the number of on-street disabled bays that should be provided, surveys have revealed that those provided in the town are at capacity and there should be an increase the number of on-street disabled parking spaces.

Off-Street Disabled Parking Provision

6.7.4 An assessment of the number of disabled parking places in public off-street car parks against guidance contained within UK guideline TA 05/95 reveals a shortfall of around 4 disabled parking spaces in the off-street car parks.

6.7.5 Additional bays should be provided to bring disabled parking provision more in line with the guidelines. It is not necessary for each individual car park to have additional disabled provision as long as the overall level is increased. An assessment should be carried out locally to decide which car parks are 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.

6.8 PARKING OPTIONS

6.8.1 The key issues to be considered in developing a future parking strategy are:

- What level of demand should be accommodated;
- Should parking be charged; and
- How and at what level should enforcement be provided.

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

6.9 FUTURE PROVISION

6.9.1 For each option it has been assumed that the unconstrained demand would be accommodated. This is a reasonable assumption for a town the size of Peel since demand management through parking restraint is not considered a viable option due to the effect on the economic viability of the town.

6.9.2 The most practicable options to cater for the increased demand are:

- Do nothing – use current spare capacity; and
- Develop additional car parks in the form of either:
 - Surface car parks;
 - Conventional multi-story car park; or
 - Steel demountable structure.

6.9.3 Each option is considered further below.

Do Nothing – Use Current Spare Capacity

6.9.4 From the analysis contained in Chapter 5 it can be seen that in absolute terms the parking demand in 2026 for the Town Centre can be satisfied by existing supply. However the increased demand and displaced parking could only be accommodated in existing residential areas where there is currently spare capacity.

6.9.5 This option assumes that residents in those streets where increased parking occurs do not object because of the reduced opportunities to park outside their properties.

Develop Additional Car Parks

6.9.6 Additional car parks may need to be developed if there is significant local pressure to any displaced parking into residential streets surrounding the town centre. This option assumes the introduction of residents parking schemes in areas close to the town centre where in the future there may be intrusion by parked vehicles not belonging to residents. This parking would be likely to be generated by shoppers or commuters and may prevent the residents who have no off-street facility (forecourt, drive, garage etc) finding a parking space reasonably close to their home. The options to provide additional car parks are discussed below.

Additional Surface Car Parks

6.9.7 The only currently available site within the town is the area at the House of Manannan site which is currently used for boat parking which could be opened up to accommodate some 50 additional spaces. This would cover some of the vehicles likely to be displaced by enforcement but would not cater for all the predicted displacement (some 150 vehicles at 2026, Para 6.3.3). Boat parking could be accommodated on the other side of the river.

Build a Conventional Multi-Storey Car Park

6.9.8 The most difficult aspect of determining the size of a multi-storey car park is how large it should be and what are the site constraints. Assuming enforcement of time limits (47 spaces) and illegal parking (100 spaces) is effective and future demand at publicly available off-street car parks above ideal capacity (30 spaces) is catered for some 177 additional spaces will need to be provided by 2026.

6.9.9 Using a peak occupancy of 0.85 to minimise unnecessary traffic circulation within the car park, the future provision in 2026 should be 210 spaces.

6.9.10 A conventional reinforced concrete multi-storey car park to accommodate around 200-300 vehicles will cost the order of £3.5 million - £4 million at current prices.

Build a Demountable Steel Structure

6.9.11 This type of car park is becoming increasingly common where ground level and up to two decks of parking are provided. They are significantly cheaper to construct than reinforced concrete, but are usually only two decks. In the case of Peel a steel demountable structure could be provided above an existing surface car park such as Douglas Street or the House of Manannan.

6.9.12 The cost of this type of car park to accommodate 200-300 vehicles would be approximately £2 million. This figure does not include any necessary strengthening of the development structure underneath to carry the deck or architectural cladding which may be desirable.

Parking Charges

6.9.13 Whichever strategy is adopted, improved enforcement should be implemented to ensure the maximum availability of short term parking in the town centre. This would require significantly increased use of traffic wardens which will inevitably cost more than the present level.

6.9.14 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 enforcement.

6.9.15 We have therefore produced options covering charges which might be considered, to cover on and off-street parking.

6.9.16 Table 14 outlines the revenue predictions for each of the charging options.

Table 14: Revenue Predictions				
Pricing Structure	Year			
	2011	2016	2021	2026
Option 1 10p per Hr On and Off-Street	£118,000	£131,000	£145,000	£158,000
Option 2 20p per Hr On-Street and 10p per Hr Off- Street	£134,000	£149,000	£164,000	£180,000

7 RECOMMENDATIONS

7.1 INTRODUCTION

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

- What is likely to be the future parking demand;
- What did the people of Peel feel about the future;
- How would any changes in Peel 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 Peel to be maintained and enhanced.

7.1.2 In considering these five issues we suggest that one; ‘how would any changes in Peel affect other towns in the Isle of Man’ is important, but should not affect our judgement as to what is best for Peel. 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 Peel.

7.1.3 The recommendations constitute a Short, Medium and Long Term Plan to cover the period from the present day to some time after 2026.

7.2 SHORT TERM 0-5 YEARS

Recommendations

7.2.1 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

7.2.2 During the next five years consideration should be given to opening up the House of Manannan car park to full capacity and also plan for a single deck steel framed demountable structure above the existing Douglas Street Car Park.

- 7.2.3 This type of structure is becoming more common, particularly on mainland UK and can be clad in lightweight panels to improve aesthetics if required. The charge for parking should be at least 10p/hr.
- 7.2.4 At the end of the period peak accumulation surveys should be undertaken to establish whether the situation has changed.

Parking Charging

- 7.2.5 Introduce a 10p/hr charge for parking in restricted streets and off-street car parks, using pay and display meters. All residents and visitors would pay the charge.
- 7.2.6 From our opinion surveys over 60% of the people questioned would be prepared to pay 10p/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.

Enforcement

- 7.2.7 We estimate that this charge could raise up to £118,000 per year (2011) which should be used to substantially increase the level of enforcement. Currently there is a significant proportion of drivers overstaying the current on-street restrictions, some by a very considerable time. This reduces the number of short term spaces available and means anyone who only wants to make a short visit to a shop or a bank is inconvenienced.
- 7.2.8 If full time enforcement is not possible we recommend patrols should be frequent and irregular. Currently drivers seem to be well aware when enforcement will take place and act accordingly.

Cycling

- 7.2.9 Additional cycle stands, preferably of the 'Sheffield' type should be provided at key locations throughout the town centre. It is unrealistic to believe that it is possible to persuade large numbers of people to cycle to the town centre, but the provision of cycle stands in convenient locations will encourage more people to cycle and every mode shift from car is a benefit.

7.2.10 Cycle stands should be prominently located, preferably where they can be seen from some distance. This improves the sense of security felt by cyclists and further encourages the use of this mode.

Disabled Spaces

7.2.11 Additional disabled spaces should be provided to bring disabled parking provision more in line with accepted guidelines. It is not necessary for each individual car park to have additional disabled provision as long as the overall level is increased. An assessment should be carried out locally to decide which car parks are most suitable based on accessibility, location in relation to attractors, proximity to other car parks, usage (from surveys) and future plans for car parks.

Maintenance

7.2.12 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.

7.2.13 Single yellow lines should be used where the whole road capacity needs to be available, for instance during peak periods or where loading takes place.

7.2.14 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, advance stop lines for cyclists at signals, pedestrian signs (with distances) and crossing facilities to key attractions, additional seating, particularly on the Promenade, improved street lighting and better consistency of footway paving.

7.3 MEDIUM TERM 5-10 YEARS

7.3.1 After approximately 5 years a new peak accumulation survey should be undertaken to ascertain whether parking demand has increased significantly; in particular whether vehicles parked in predominantly residential areas are proving a problem. If this occurs the Town Commissioners are likely to be receiving complaints from residents and can take action.

7.3.2 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.

7.3.3 If the expected growth and enhanced viability of Peel town centre is realised, parking demand is likely to increase and further measures are likely to be required. In this medium term period (5-10 years) we therefore RECOMMEND:

- Increase charges in the restricted streets from 10p/hr to 20p/hr;
- At this stage it is likely to become necessary to introduce further restrictions in the nearer residential areas. Concurrently a revised residents parking scheme should be introduced to permit drivers to park close to where they live. A charge should be made to cover administrative costs of a residents parking scheme and our recommendation is that it should not be less than £50 a year. (A residents permit would not allow drivers to park in the metered streets without paying);
- We cannot see that a conventional reinforced concrete multi-storey car park would ever be justified in Peel. As far as we are aware no town of this size is currently considering such a facility, and the current cost of a 200-300 (para 6.9.10) space car park could be in excess of £4 million. It is unlikely that a developer or the local authority could afford this amount unless the economic climate changed considerably;

A single deck structure could be constructed on the Douglas Street car park early in the 5-10 year period. It is likely that it would have to be a purpose built design and bespoke for the site due to site layout issues; and

If the peak demand increases or cannot be reasonably accommodated on the currently available overspill areas, consideration should be given to constructing a further deck on the Douglas Street car park.

7.4 LONG TERM MORE THAN 10 YEARS

7.4.1 Again, subject to a peak parking demand survey a single deck could be provided above the existing House of Manannan Car Park. This is likely to satisfy demand to 2026 unless unexpected expansion of the town occurs.

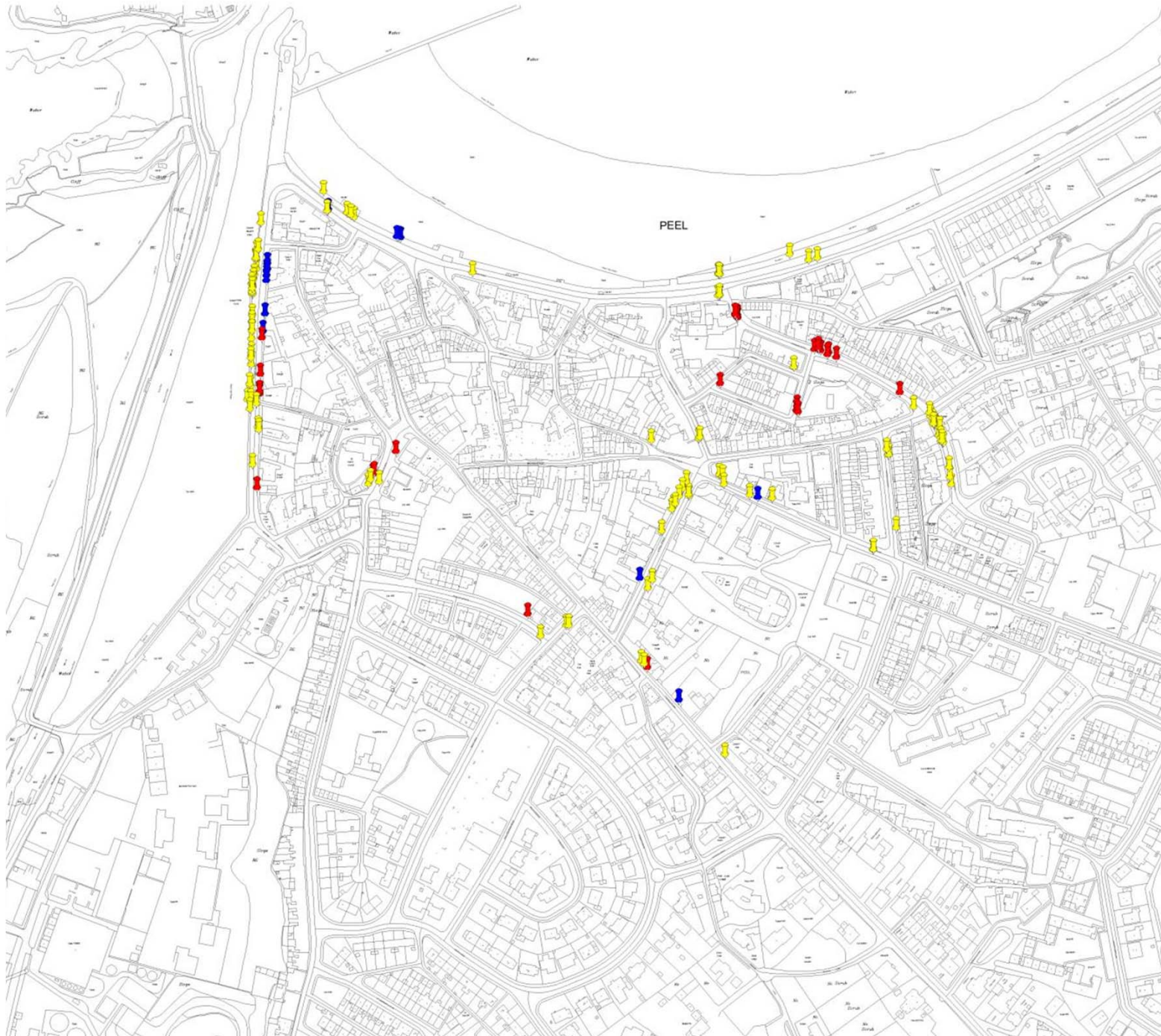
7.4.2 We do not recommend any higher structure (ground floor plus possibly two parking decks) in Peel since the scale of structure would be inappropriate due to the towns conservation area.

7.5 CONCLUSIONS




- 7.5.1 By implementing these recommendations we believe parking demand in Peel Town Centre can be accommodated up to 2026. 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.
- 7.5.2 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 – DETAILED PARKING RESULTS



Key

-  Double Yellow
-  Access/ Junction
-  Dropped Kerbs

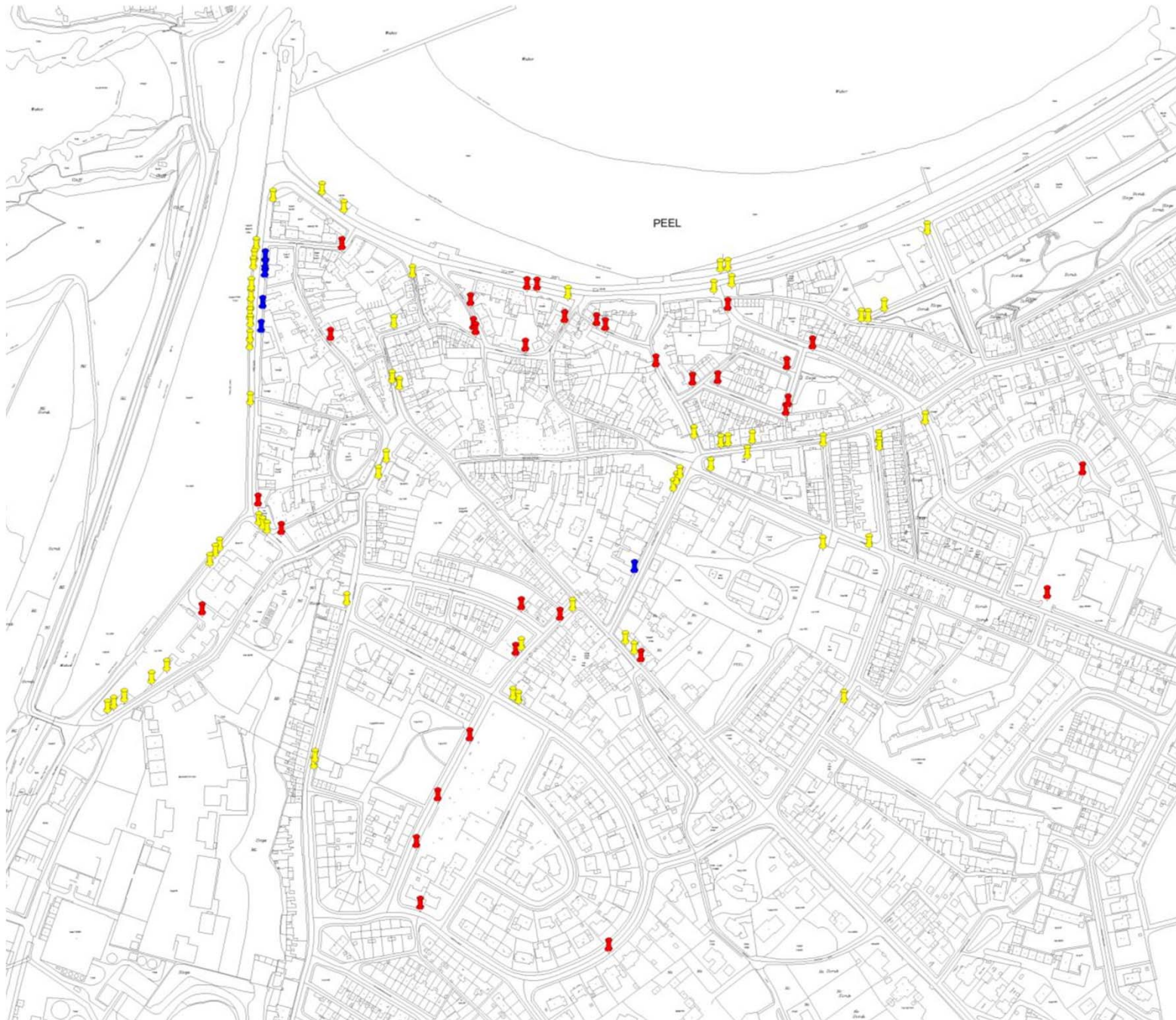


Client :
Isle of Man Government






Project Name :
Peel Parking Study

Drawing Title:
APPENDIX A – WEEKDAY (DAY) ILLEGAL
PARKING EVENTS



Key

-  Double Yellow
-  Access/ Junction
-  Dropped Kerbs

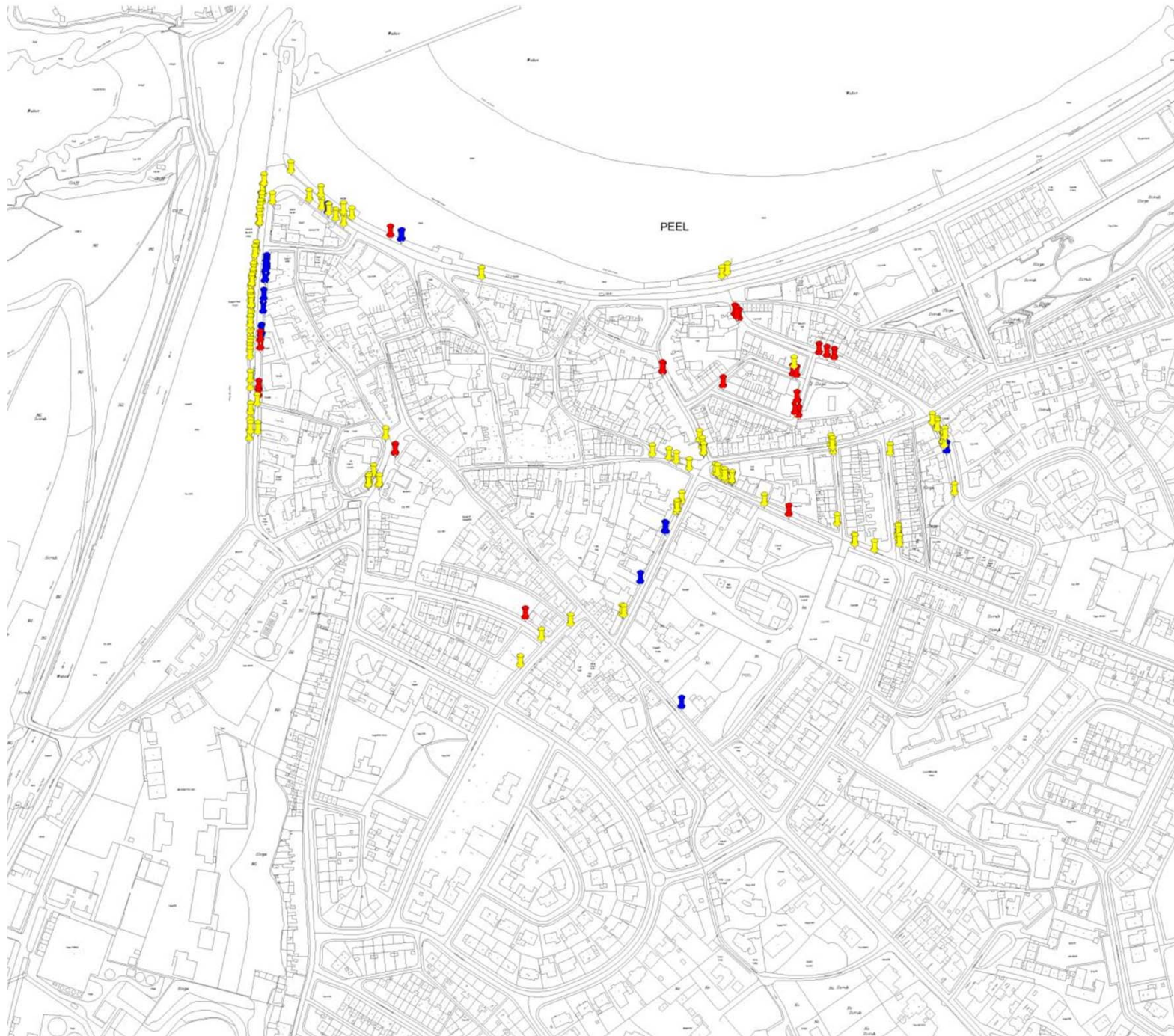


Client :
Isle of Man Government






Project Name :
Peel Parking Study

Drawing Title:
**APPENDIX A – WEEKDAY (NIGHT) ILLEGAL
PARKING EVENTS**



Key

-  Double Yellow
-  Access/ Junction
-  Dropped Kerbs

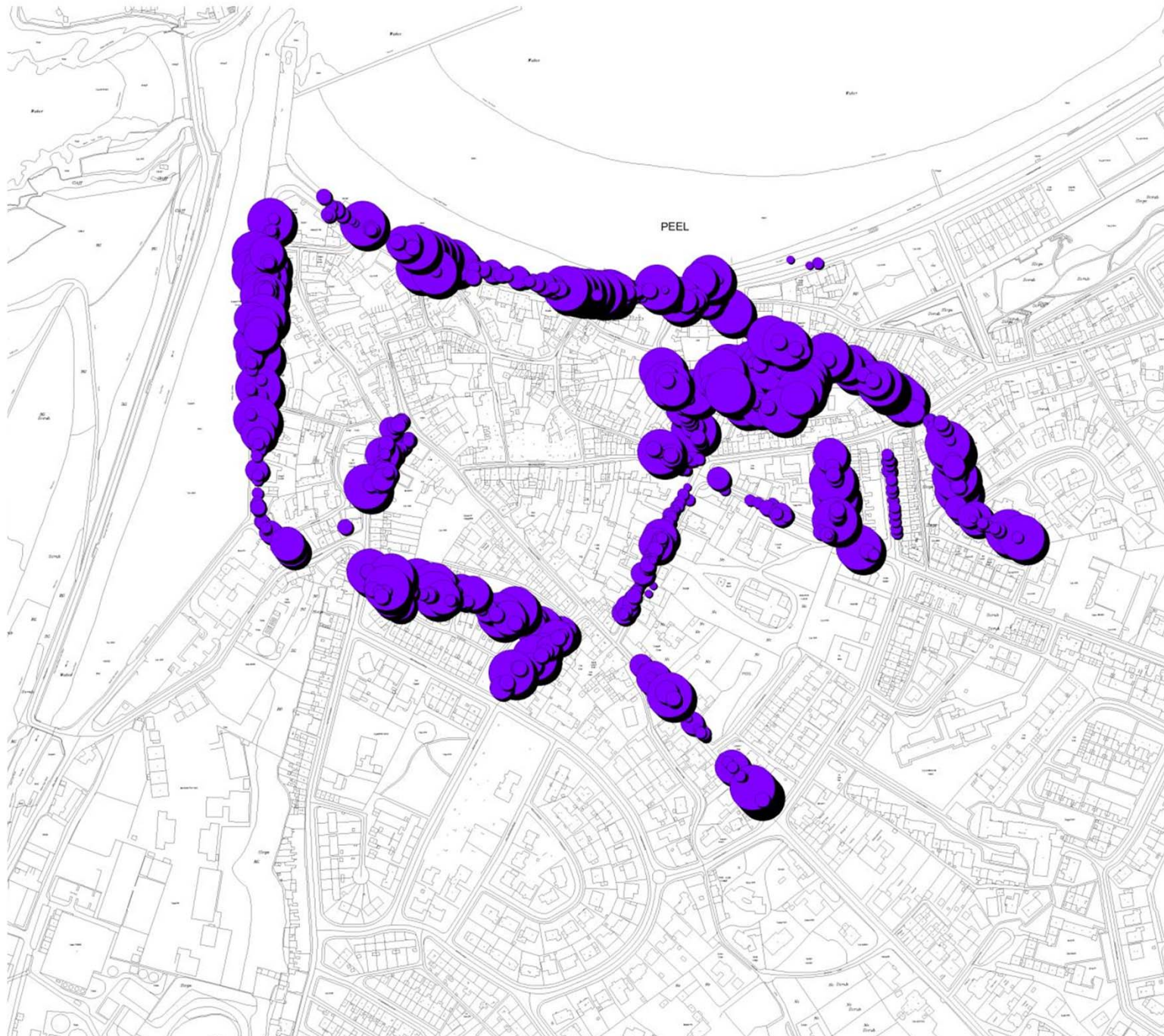


Client :
Isle of Man Government








Project Name :
Peel Parking Study

Drawing Title:
APPENDIX A – SATURDAY (DAY) ILLEGAL
PARKING EVENTS



Key (in hours)

-  10 to 12
-  7 to 10
-  5 to 7
-  2 to 5
-  1 to 2
- 0 to 1



Client :
Isle of Man Government









Project Name :
Peel Parking Study

Drawing Title:
APPENDIX A – FRIDAY 0700 – 0900
Duration of Stay (in hours)



Key (in hours)

-  10 to 12
-  7 to 10
-  5 to 7
-  2 to 5
-  1 to 2
-  0 to 1



Client :
Isle of Man Government




Project Name :
Peel Parking Study

Drawing Title:
APPENDIX A – SATURDAY 0700 – 0900
Duration of Stay (in hours)



Key

 Parking Events



Client :
Isle of Man Government



Project Name :
Peel Parking Study

Drawing Title:
APPENDIX A – FRIDAY (Day) Accumulation



Key

● Parking Events



Client :
Isle of Man Government



Project Name :
Peel Parking Study

Drawing Title:
APPENDIX A – FRIDAY (Night)
Accumulation



Key

● Parking Events



Client :
Isle of Man Government



Project Name :
Peel Parking Study

Drawing Title:
APPENDIX A – SATURDAY (Day)
Accumulation



APPENDIX B – CONSULTATION MEETINGS/RESPONSES

Peel Town Clerk Meeting November 4th 10am

Present;

PL Peter Leadley - Peel Town Commissioners

HW Huw Williams – TPI/ Amey

An informal meeting was held with Peter Leadley to discuss the future demand for parking in Peel.

PL stated that there were approx 2,200 dwellings in Peel at present (2,419 including commercial properties).

PL advised to check the Isle of Man planning portal to check any further residential and commercial information that might be available.

PL mentioned that planners had suggested that a total of 1,000 additional dwellings would be built in the West of Isle of Man up to 2016 (not just Peel).

Developments

Ballawattleworth (near the Highwayman pub) has become one of the largest developments in Peel. Aside from a vast residential development it also includes a dental practice, gym and other small retail units.

The Government own the fishyards in Peel and are planning to revamp the area to include food outlets.

The Government have also looked at improving the sewerage works but this has been blocked until 2015 at the earliest.

Traffic Management

HW asked about the traffic management for Christian St/ Church St due to the issues he had observed outside the fish & chip shop.

PL stated that the Traffic Management had been changed recently in favour of giving Church St the priority. (Phase 1 Traffic Management scheme – Derek Sewell/ Mike Barnes @ the DOI).

Due to the change in Traffic Management, Church St residents are given permit parking for the town hall car park (behind police station).

Phase 2 of the Traffic Management Plan is to introduce Chevron parking in the town.

Town Regeneration

PL felt that the regeneration plan for the town would provide better access between Michael St and the promenade. Street lighting has also been looked at.

Questionnaires have already been circulated around the town asking question about traffic. (Derek Sewell should be contacted, Highways Division for further info).

PL confirmed that the town commissioners own the land at the eastern end of East Quay and are planning to turn the area into an amenity area with park benches and a picnic area.

The bottom end of Douglas St would be turned into a permanent loading/unloading zone and bollards would be purchased to make it permanent.

PL asked whether or not there was a potential for additional parking in the town on the West Quay? The introduction of the footbridge means that the parking is now in close proximity to the town.

HW raised accident data and PL suggested contacting Kevin Almond or Mike Barnes at the DOI.

End of meeting

Peel – Shoprite Meeting November 4th 12.30pm

Present;

RG Rodger Gimbert - Peel Town Commissioners/ Shoprite

CG – Carol Glover - Shoprite

HW Huw Williams – TPI/ Amey

RG confirmed that planning permission had been granted for 144 dwellings in Peel and there were a total of 296 (inclusive of the 144) currently in the process.

RG and CG confirmed that a 'land swap' would take place at Shoprite whereby Shoprite would give land to the commissioners in exchange for land at the east of the store which is currently owned by the commissioners.

The land swap will facilitate an expansion of the existing Shoprite store.

In terms of parking at the Shoprite store – there currently isn't much enforcement in place.

RG suggested that the existing Doctor's surgery adjacent to the site is up for sale.

RG and CG expressed concerns that the parking surveys in Peel would not reflect accurately existing parking supply and demand. The surveys should not take account of what happens at Shoprite as it is private land.

HW did state that the surveys at Shoprite would only take place to find out the peak accumulation and registration plates would not be counted. The same level of detail would not take place as the rest of the town.

RG and CG confirmed that the surveys could go ahead but they asked that the information for Shoprite be omitted from the final report.

End of meeting

Peel Town Commissioners Meeting (November 3rd) 7pm

Present;

NC Neil Cushing - Peel Town Commissioners
PL Peter Leadley - Peel Town Commissioners
EB Eric Beale - Peel Town Commissioners
RH Ray Harmer - Peel Town Commissioners
DL David Lace - Peel Town Commissioners
TB Thelma Birkett - Peel Town Commissioners
JOH Jackie O'Halloran - Peel Town Commissioners
HW Huw Williams – TPi/ Amey

NC introduced HW

HW thanked the commissioners for allowing him to meet with them and apologised that Wayne Garside couldn't attend as initially intended.

HW introduced himself and the Peel Parking Study project to the commissioners.

HW suggested that although TPi/ Amey would be producing a report for the project, it was very important that the Commissioners take ownership of the study as they have all the local knowledge and insider information.

HW asked the commissioners for their views on parking in the town and anything else that may affect people getting from their cars to key areas in the town (lighting, footpaths etc).

The commissioners suggested that the town experiences bad parking problems with the majority of cars parked in the main car parks being local people who have nowhere to park. A large proportion of these people will live in Peel but work in Douglas meaning that cars leave the car parks in the morning but return in the PM. The commissioners believe that these people also leave their cars parked in the car parks over the weekend meaning that visitors struggle to find a space.

The commissioners believe that parking is the key to the regeneration of the town. If the parking is fixed, people will continue to visit. A regeneration plan for the town has been looked at (available on the commissioners website).

The town has grown generically and is not built for cars due to the narrowness of streets. Many of the residents will have more than 2 cars which clearly exacerbates the problem of parking in the town (especially for those living near the town centre).

The commissioners believe that there would be strong resistance to any parking charges being introduced in the town although some did agree that this was the way forward as towns and cities throughout Europe already

impose parking charges. They also acknowledge that if they want to address and introduce parking controls, they have to be able to fund these somehow.

The commissioners are strongly in favour of introducing a multi storey car park in the town although appreciate that it needs to be sensitively designed due to Peel's historic character.

The commissioners have looked at introducing multi story parking previously but the funding has never been made available by the Isle of Man Government.

Appears to be a preference to do something with the Market Place car park in terms of making it a multi storey.

The triangle behind Douglas St, Athol St, Patrick St has the potential to be developed.

Other sites were also mentioned such as adding a deck on Derby Rd, blasting out further into the sea and on the other side of the harbour across Fernella bridge.

The summer months are a problem for Peel as the number of visitors increases and the majority of visitors head towards the promenade area.

The key for parking in the town is getting the correct people parking in the correct places.

RH raised a valid question about double yellow lines in the town and whether they were all required?

Discussions then turned to future developments and a figure of 296 residential dwellings was raised (to possibly be built within the next 4 years).

PL also raised the fact that Shoprite is due to be extended and a land swap will ensue whereby the town will gain extra spaces (see notes from meeting with Rodger Gimbert & Carol Glover).

NC asked if we could include in the questionnaire a question about where local people surveyed live. The reason behind is that he believes people who currently live in the town centre and park in the key car parks will be most against any charging for the town. (HW to act on this)

At the end of the meeting, HW asked a question about PT in the town. The commissioners commented that there is currently no service for the town and all bus stops serve island-wide services. There was a belief that a local service could be well used as the current parking situation can prove difficult.

At the end of the meeting HW thanked the commissioners for their time and re-iterated that the Parking study was their study and they should take ownership of the study.



APPENDIX C – ON-STREET QUESTIONNAIRE

A. For On-Street Surveys

1 Where did you start your journey? (address/postcode)

2 How did you get to Peel Town Centre?

- | | | | |
|----------------------------|--------------------------|------------------|--------------------------|
| Walk | <input type="checkbox"/> | Cycle | <input type="checkbox"/> |
| Car | <input type="checkbox"/> | Public Transport | <input type="checkbox"/> |
| Other, eg mobility scooter | <input type="checkbox"/> | | |

2a If you came by car, where did you park?

- | | |
|--|--------------------------|
| On Street | <input type="checkbox"/> |
| In a Commissioners car park | <input type="checkbox"/> |
| In a publicly available car park, e.g. supermarket | <input type="checkbox"/> |
| In a privately owned space not available to the general public | <input type="checkbox"/> |

3 Do you have problems parking in Peel Town Centre? (what are issues/ solutions)
Issue:

Solution:

4 If the Council had to introduce parking charges what is the maximum charge you would pay?

- | | | | |
|--------------|--------------------------|----------------|--------------------------|
| 10p per hour | <input type="checkbox"/> | 50p per hour | <input type="checkbox"/> |
| 25p per hour | <input type="checkbox"/> | £1.00 per hour | <input type="checkbox"/> |

5 What is the purpose of your visit to Peel Town Centre?

- | | | | |
|------------------------|--------------------------|---------|--------------------------|
| Shopping | <input type="checkbox"/> | Work | <input type="checkbox"/> |
| Personal Business | <input type="checkbox"/> | Leisure | <input type="checkbox"/> |
| Other (please specify) | <input type="checkbox"/> | | |

To be completed by Interviewer

Gender: Male Female

Approximate Age: Under 18 18-65 Over 65