ISLE OF MAN GOVERNMENT
DEPARTMENT OF INFRASTRUCTURE

PARKING STUDY, PUBLIC TRANSPORT AUDIT AND PARKING POLICY DEVELOPMENT OPTIONS FOR RAMSEY TOWN CENTRE

Department Ref No T005

Final Report

January 2011

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THE TRANSPORTATION CONSULTANCY

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DEPARTMENT OF INFRASTRUCTURE

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FINAL REPORT

JANUARY 2011

PREPARED BY:

Transportation Planning (International) Ltd
Crystal Court
Aston Cross
Rocky Lane
Birmingham
B6 5RH

Tel No: 0121 333 3433
Fax No. 0121 359 3200
E-mail: info@tpi-world.com

TPi

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Project Manager	Wayne Garside

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ISLE OF MAN GOVERNMENT **JANUARY 2011**
DEPARTMENT OF INFRASTRUCTURE

PARKING STUDY, PUBLIC TRANSPORT AUDIT AND PARKING POLICY DEVELOPMENT OPTIONS FOR RAMSEY TOWN CENTRE

FINAL REPORT

Contents

Tables

Figures

Appendices

1.0 INTRODUCTION

Introduction

1.1 Transportation Planning (International) Limited was commissioned in August 2010 to undertake a parking and public transport study for Ramsey 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 the period up to 2025. Stage two of the study aimed at auditing the public transport network and make 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 Ramsey Town. This report presents the findings of all three stages of the study.

1.2 The study was informed by:

- Previous reports regarding parking and proposals for a transport interchange;
- On-Street surveys of people in the Ramsey area;
- Consultation with stakeholders;
- Detailed on and off-street parking surveys in the town;
- Automatic traffic counts; and
- Site visits.

Previous Studies

1.3 Parking in Ramsey has been the subject of two previous studies. So far the recommendations of these studies have not been progressed, namely:

- Report on Car Parking in Ramsey Town Centre (February 2003); and
- Proposed Transport Interchange & Multi Storey Car Park, Ramsey (February 2005).

Report on Car Parking in Ramsey Town Centre (February 2003)

1.4 Ramsey 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.

1.5 The recommendations made by the study included:

- Obtain financial support and progress the development of a multi-storey parking facility;
- Seek support for development of the Plaza/MER site; and
- Introduce effective enforcement in disc zone areas;

Proposed Transport Interchange & Multi Storey Car Park, Ramsey (February 2005)

1.6 Savage& Chadwick were commissioned to examine the feasibility of providing a transport interchange and multi-storey car park on the former Plaza Cinema Site.

1.7 The proposed scheme envisaged a 327 space multi-storey car park built over five levels incorporating a transport interchange facility at ground level with adjacent parking for 14 buses.

1.8 The study concluded that the scheme was feasible subject to a detailed traffic and transport study.

Study Objectives

1.9 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;
- Develop options for a Parking Management Policy in Ramsey;
- Determine the optimum number of spaces required for the proposed transport interchange;
- Determine the impact on all existing public transport routes with respect to the new proposed interchange;
- Determine user patterns for trips of desire, and trips of necessity; and
- Review the existing services (timetables / bus stop facilities / public information / routes) and recommend improvements to services where necessary.

1.10 The Department of Infrastructure established a study area within which car parking should be surveyed. This is shown in **Figure 1.1**.

Existing Parking Regulations

1.11 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 Ramsey Town 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.

1.12 In the Disc Zone, on and off street 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.

1.13 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 is currently no charge for parking in Ramsey.

1.14 **Figure 1.2** shows the areas which are currently subject to waiting time restrictions.

Existing Parking Standards

1.15 Existing parking standards for Ramsey 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 1.1.

Ramsey Parking Study – Study Area

Figure 1.1

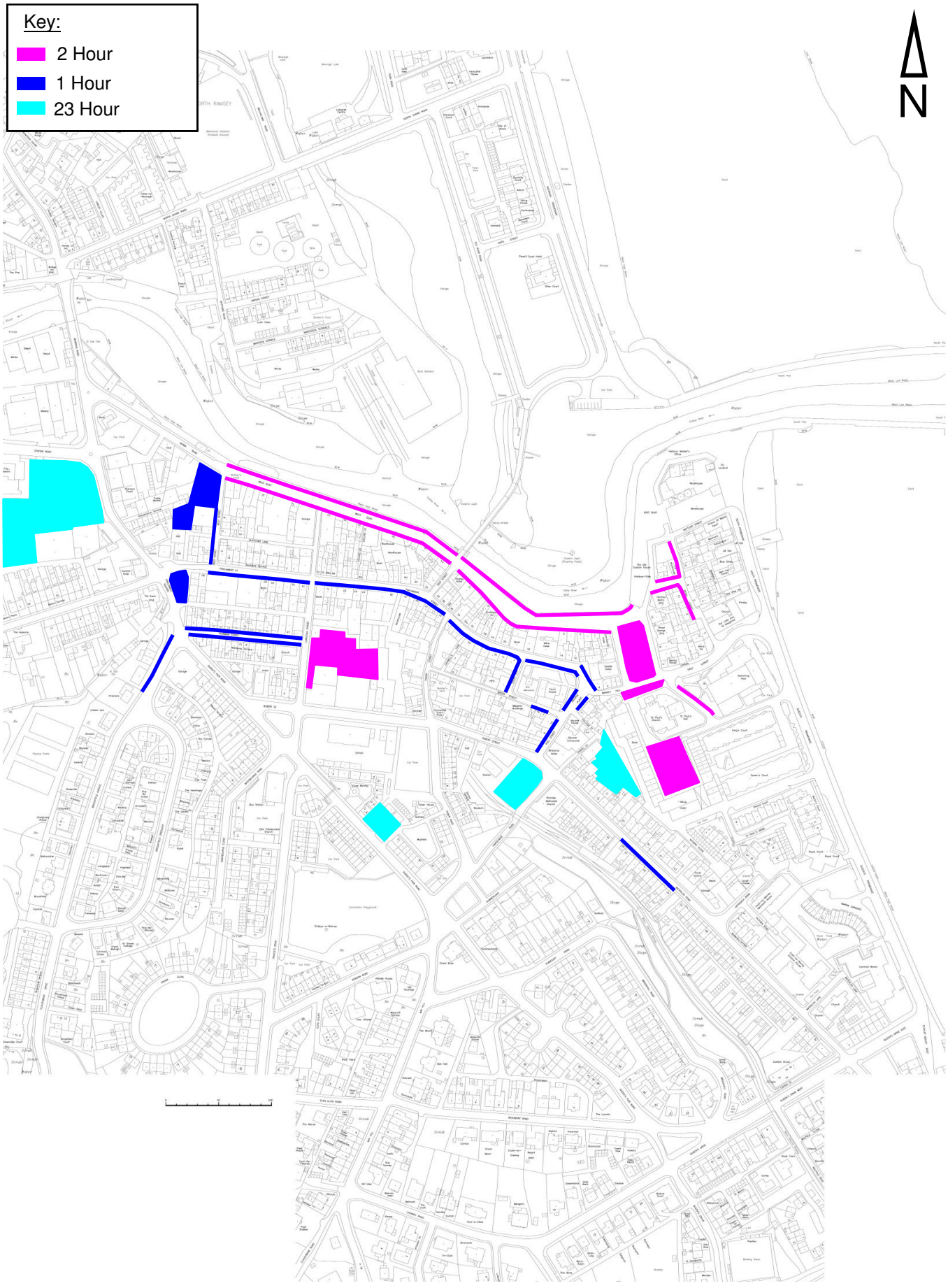


Table 1.1 Isle of Man Parking Standards

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.

Report structure

1.16 The results of the parking accumulation and duration surveys are shown in Chapter 2. Chapter 3 discusses the outcomes of the public transport 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; improving the urban environment and improving the public transport network are considered in Chapter 6.

2.0 EXISTING PARKING SITUATION AND SURVEY RESULTS

Introduction

2.1 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 Ramsey Town during August and September 2010. These investigated the parking characteristics for different parts of the town centre during school term and non-term periods.

2.2 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.

2.3 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.

2.4 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.

Existing Parking Supply

On-Street Supply

2.5 Table 2.1 shows the number of on street parking spaces, their location is shown at **Figure 2.1.** In the table the spaces are categorised by the type of restrictions in force along each length of kerb as follows:

- Restricted (1 Hour);
- Restricted (2 Hour);
- Unrestricted;
- Disabled bays; and
- Loading bays.

2.6 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.

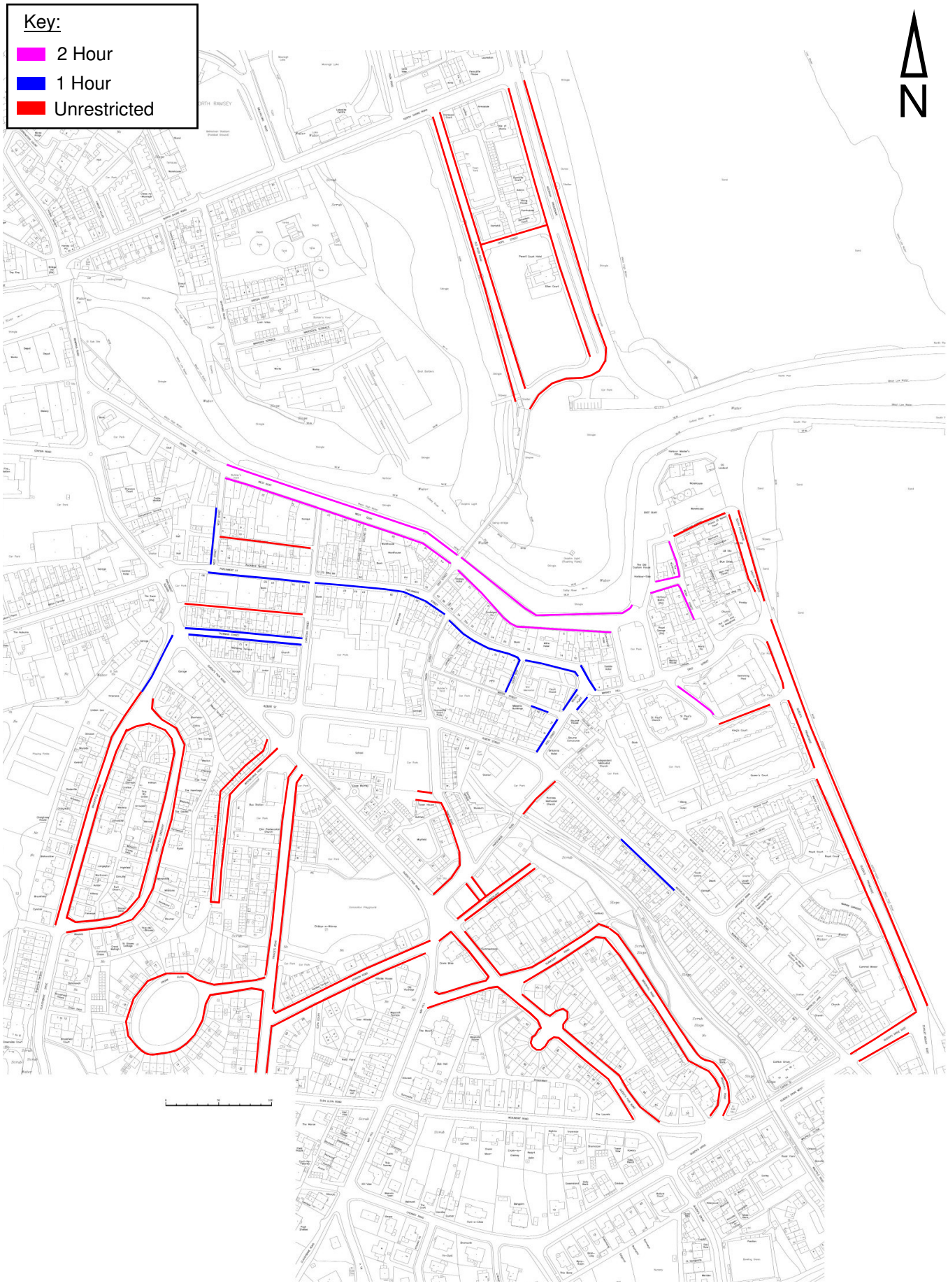


Table 2.1 Number of On-Street Parking Spaces in the Ramsey Town Study Area Categorised by Restrictions

Street Name	*Number of Spaces*				
	Restricted (1 Hour)	*Restricted (2 Hour)*	*Unrestricted*	*Disabled Bays*	*Loading Bays*
West Quay	0	118	0	1	0
Mona Street	0	20	0	0	0
Queens Court	0	8	0	0	0
Market Street	0	10	0	2	0
Bourne Place	4	0	0	0	0
Parliament Street	44	0	0	6	0
Peel Street	5	0	0	0	0
Water Street	2	0	0	0	0
Court Row	2	0	0	2	0
West Street	6	0	0	0	0
Taubman Street	38	0	0	0	0
Brookfield Avenue	8	0	0	0	0
Parsonage Road	0	0	9	0	0
Waterloo Road	0	0	11	0	0
Queens Promenade	0	0	98	0	0
Queens Drive East	0	0	20	0	0
Queens Court	0	0	14	0	0
Santon Terrace	0	0	16	0	0
Mooragh Promenade	0	0	110	0	0
Old River Road	0	0	50	0	0
Hope Street	0	0	7	0	0
Summerland	0	0	23	0	0
Seamount Road	0	0	40	0	0
Queens Pier Road	0	0	70	0	0
Brookhill Road	0	0	60	0	0
Approach Road	0	0	19	1	0
Princes Road	0	0	90	0	0
Brookfield Avenue	0	0	80	0	0
South Promenade	0	0	29	0	0
Neptune Street	0	0	10	0	0
Cronk Elfin	0	0	70	0	0
Vernon Road	0	0	50	0	0
Westbourne Road	0	0	44	0	0
Alleyway off West Street	0	0	10	0	0
Alleyway off Parliament Square	0	0	10	0	0
Total	**109**	**156**	**940**	**12**	**0**

2.7 Table 2.1 shows that in the Ramsey Study Area there are 109 on-street 1-hour restricted spaces, 156 2-hour restricted spaces and 12 on-street disabled parking spaces. It should be noted that there are no designated loading bays with the town.

Off-Street

2.8 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 will is classed as private publicly available off-street parking, but may be time limited.

- Private Residential (PR)

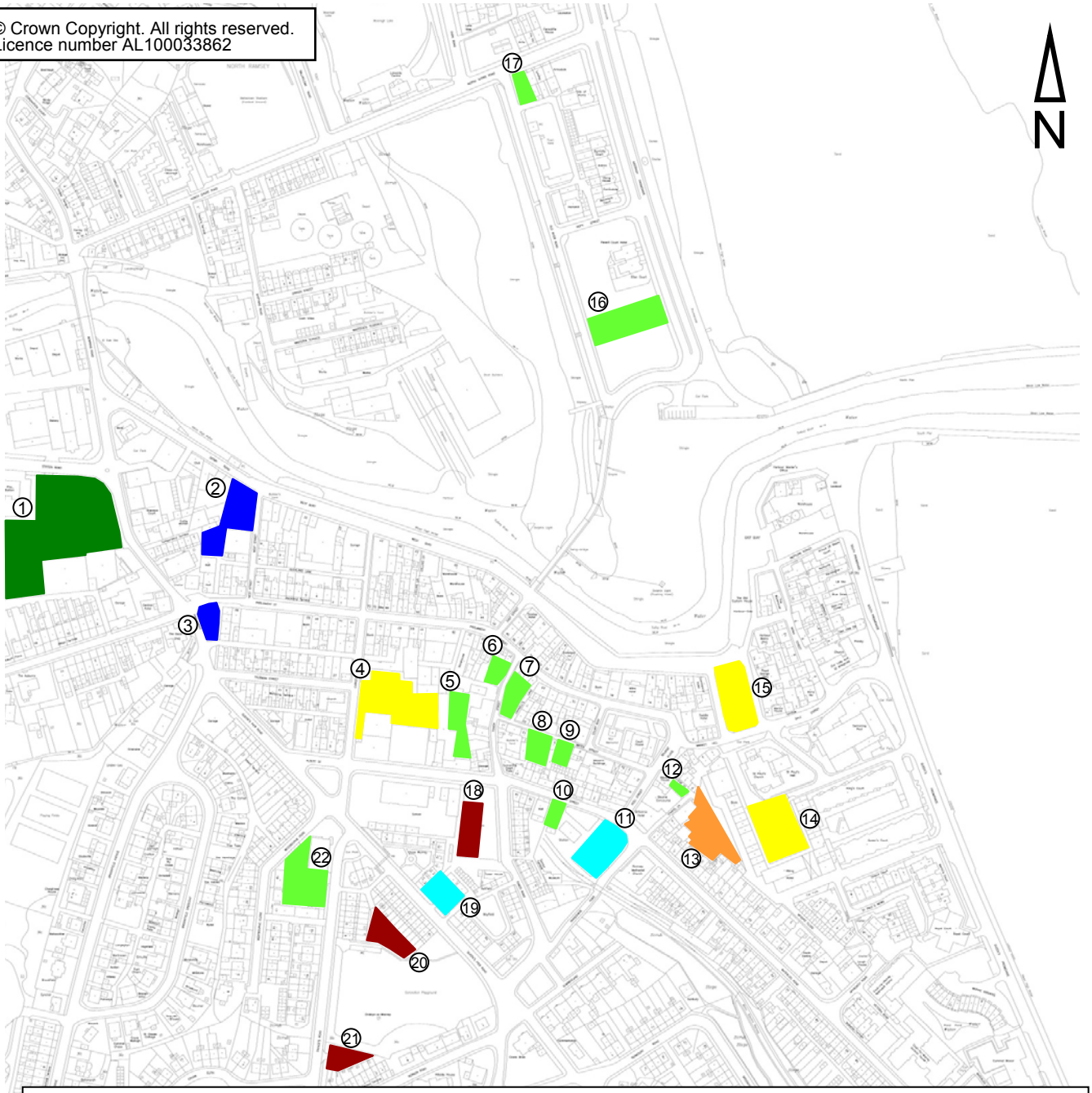
  - Private residential parking places specifically serve residential developments, providing areas in which only residents and their visitors may park. This category of parking is comprised of car parks attached to blocks of flats and includes off-street parking in the form of driveways or private garages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

2.9 In Ramsey, there are 13 public off-street car parks providing between them 534 parking spaces. In addition there are 2 private publicly available car parks (142 spaces), 1 private residential car park (22 spaces) and 7 private non residential car parks providing 132 spaces. **Figure 2.2** shows the location of the off-street car parks which fall into each category in the study area and Table 2.2 gives details for each.



1.Shoprite	- Officially Station Road Car Park owned by Ramsey Town Commissioners [RTC] - PUBLIC
2.Town Hall/Library	- RTC - PUBLIC
3.Parliament Square	- Public highway - Department of Infrastructure [DoI] - PUBLIC
4.Co-op	- Y2K investments Limited - owners of the Mall complex - PRIVATE
5.City Plumbing Supplies	- BPD Limited - PRIVATE
6.Deanwood Estate Agents	- Stanley Properties Limited - PRIVATE
7.Tower Street	- DoI - PUBLIC
8.Water Street	- RTC - PUBLIC
9.Dalrymple Associates	- Recently purchased - PRIVATE
10.Citizens Advice	- Department of Community, Culture and Leisure [DCCL] - PUBLIC
11.Manx Electric Railway	- RTC- PUBLIC
12.Chapel Lane	- RTC leased to Ealingham Properties + others - PUBLIC
13.College Street	- Part RTC some spaces on annual lease part St Pauls Properties - MIXED
14.St Pauls Square	- St Pauls Properties- PRIVATE
15.Market Place	- Public highway – [DoI] - PUBLIC
16.Swimming Pool	- Northern Swimming Pool Board - PUBLIC
17.Old River Road	- RTC - PUBLIC
18.Tower Road	- Associated with public sector housing RTC - PUBLIC
19.Mayfield	- RTC - PUBLIC
20.Princes Road (1)	- Public highway – Department of Infrastructure [DoI] - PUBLIC
21.Princes Road (2)	- RTC associated with private housing- PUBLIC
22.Bus Station	- DCCL - PUBLIC

Table 2.2 Number of Off-Street Parking Spaces in the Ramsey Town Study Area Categorised by Type

Ref.	*Name*	*Type*	*Maximum Stay*	*Number of Spaces*	
				Standard	*Disabled*
18	Market Place	PA	2 Hours	61	0
42	Town Hall/Library	PA	1 Hour	27	2
45	Parliament Square	PA	1 Hour	10	0
311	MER Station	PA	23 Hours	44	0
312	Mayfield	PA	23 Hours	26	0
41	Shoprite	PA	23 Hours	195	11
22	College Street	PA	23 Hours	24	0
114	Ramsey Swimming Pool	PA	None	53	3
115	Old River Road	PA	None	10	0
317	Bus Station	PA	None	14	0
323	Citizens Advice	PA	None	10	0
313	Co-operative Supermarket	PPA	2 Hours	70	2
21	St Pauls Square	PPA	2 Hours	70	0
			Sub Total	**614**	**18**
316	Tower Road	PR	None	22	0
314	Princes Road (1)	PR	None	14	0
315	Princes Road (2)	PR	None	30	0
24	Chapel Lane	PR	None	5	0
320	Tower Street	PNR	None	20	0
321	Water Street	PNR	None	19	0
216	College Street	PNR	None	37	0
318	City Plumbing Supplies	PNR	None	25	0
319	Deanswood Estate Agents	PNR	None	10	0
322	Dalrymple Associates	PNR	None	16	0
			Total	**812**	**18**

2.10 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. However it can be seen from Table 2.2 that the number of off-street space is of the same order of magnitude as the on-street.

2.11 From Tables 2.1 and 2.2 it can be seen that the total number of parking spaces available to the public in Ramsey Town Centre is 1849 of which 30 are reserved for drivers who are disabled.

Limited Waiting

2.12 In seven of the public off-street car parks (400 spaces) restrictions limiting the length of time vehicles may be parked are in force which corresponds to 75% of those available. There are also two private publicly available car parks where waiting restrictions are in place, namely: St Pauls Square (70 spaces) and the Co-operative Supermarket (72 spaces).

Unlimited Waiting

2.13 In six of the central area public off-street car parks there is no limit to the time vehicles may stay. These car parks account for 25% or 134 of the public off-street spaces.

Disabled Parking

2.14 18 spaces are reserved for disabled motorists within the public off-street car parks. 15 are in limited waiting car parks and disabled motorists are not exempt from these time restrictions, three are in unlimited waiting car parks.

Parking Surveys

2.15 Parking surveys were undertaken by a team of enumerators on a Friday and Saturday during August and September 2010. These surveys were designed to record the parking characteristics of vehicles during school term and non-term periods.

2.16 Survey design established that surveys should be undertaken at four different duration levels, namely:

Duration Surveys

- 30 Minute Duration Beats
  - Areas which are within the existing permit parking zone and subject to limited waiting restriction. These areas are shown in **Figure 2.3**
- Hourly Duration Beats
  - Areas which are just outside the permit parking zone which are not to limited waiting restriction. These areas are shown in **Figure 2.3**
- 2 Hourly Duration Beats
  - Primarily residential streets that may experience additional parking demand as a result of nearby trip attractors. These areas are shown in **Figure 2.3**

Accumulation Surveys

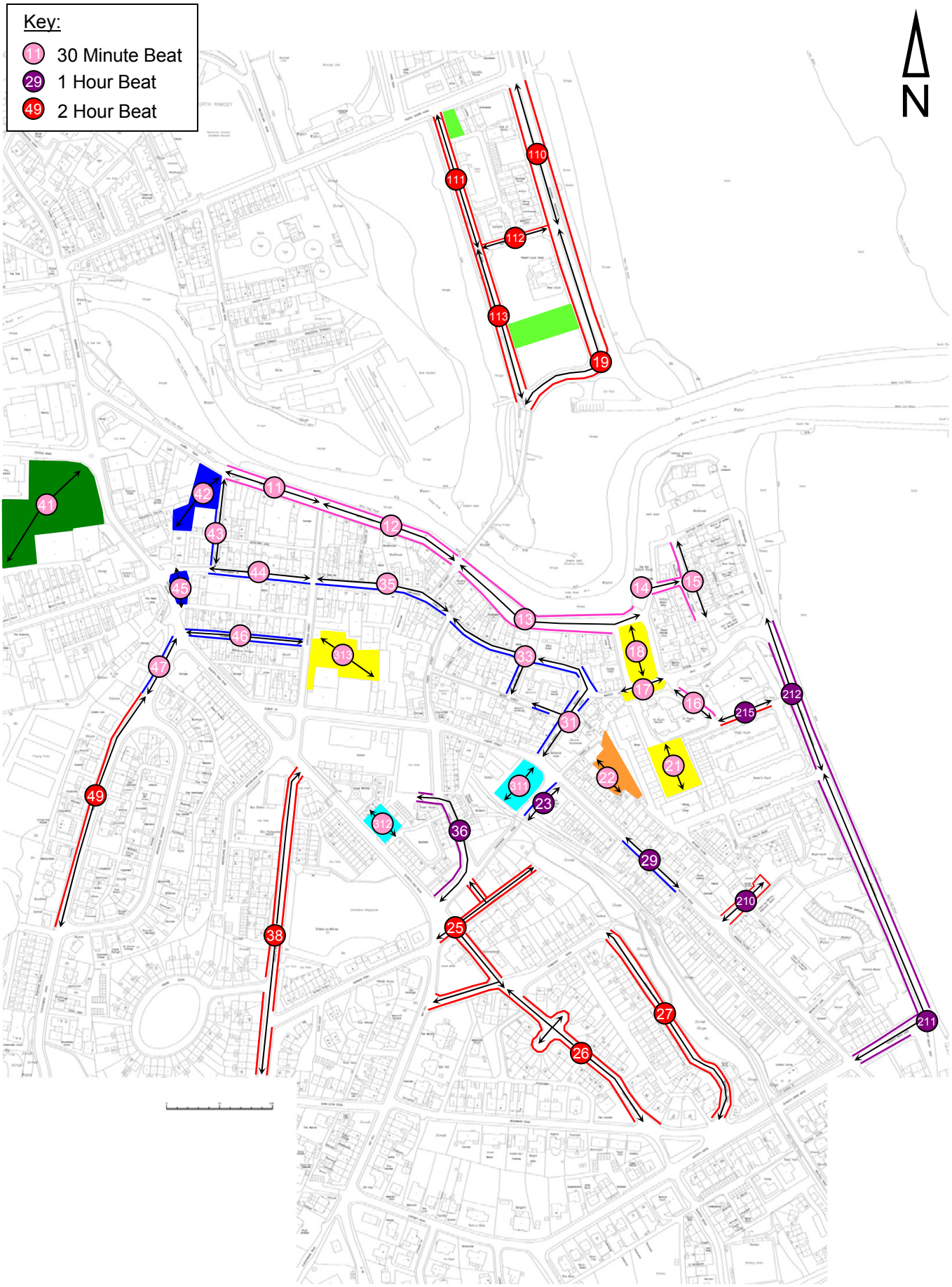
Peak accumulation occurs in virtually all central urban areas between 1100-1200hrs or 1500-1600hrs. This has been demonstrated in a large number of parking surveys and was adopted for Ramsey to determine the maximum normal daily demand. The results are shown in Table 2.3.

Duration Surveys

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

2.18 Detailed results of each type of survey are shown in **Appendix A**. **Figures 2.4** to **2.7** show the duration of stay for each type of restriction. The most important finding from the duration surveys are the degree of vehicles overstaying the time limit. In the areas restricted to 1hr parking 40% of vehicles were illegally parked during the day for both Fridays and Saturdays in August and September. These illegally parked vehicles significantly reduce the short term space available for people engaged in shopping and personal business.

2.19 Parking duration in the streets restricted to a 2 hour time limit shows that drivers observe the time limit more rigorously than 1hour restricted areas with generally only some 20% of vehicles overstaying the time limit.



2.20 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 Figures 2.6 and 2.7) 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.

Figure 2.4 On-Street 1 Hour Restricted Parking - Duration (30 Min Beats)

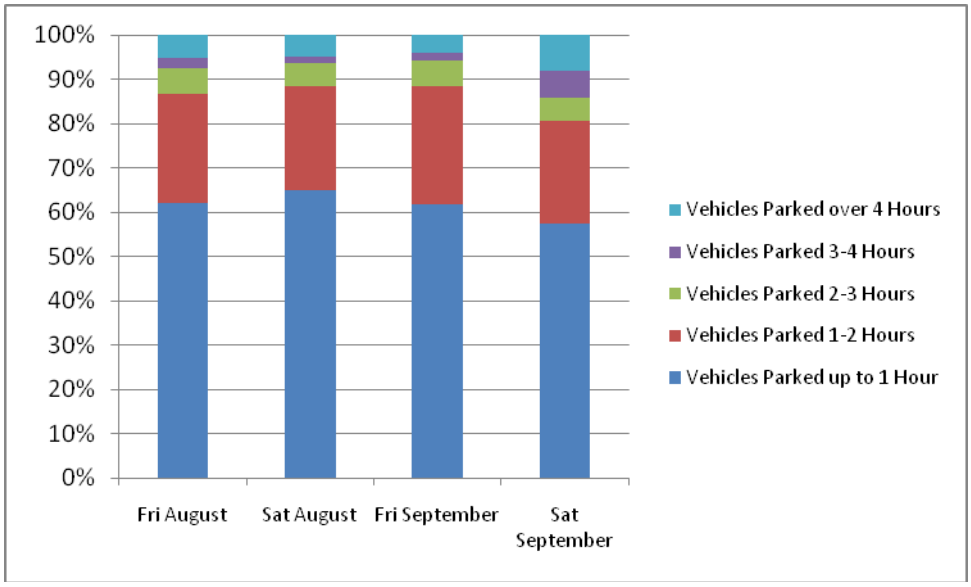


Figure 2.5 On-Street 2 Hour Restricted Parking - Duration (30 Min Beats)

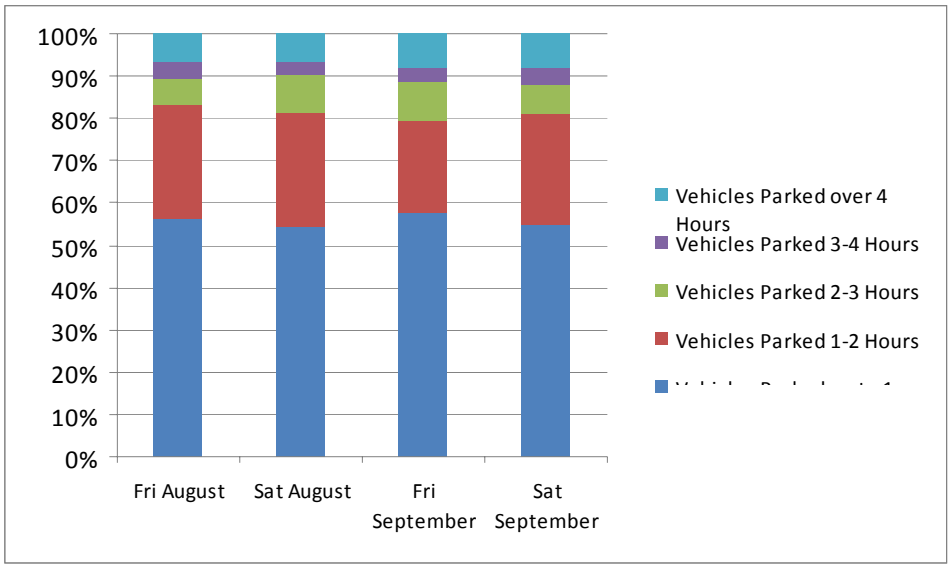


Figure 2.6 On-Street Unrestricted Parking - Duration (Hourly Beats)

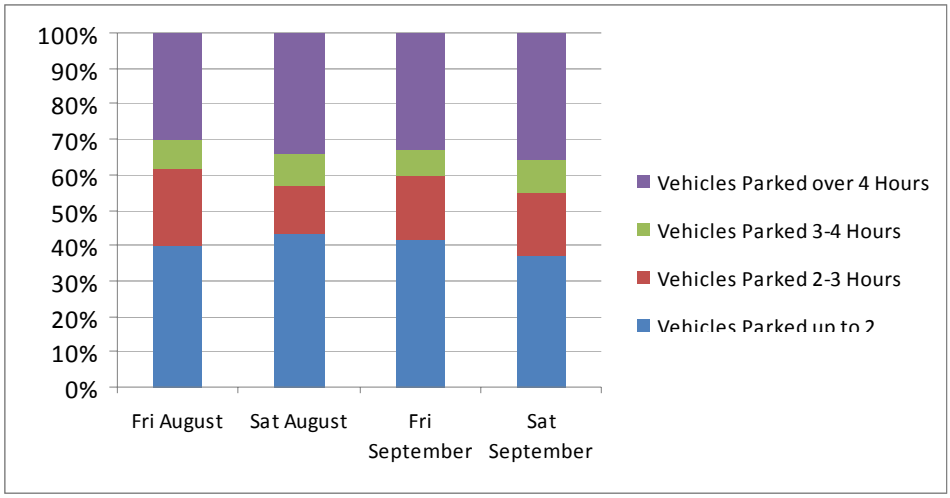
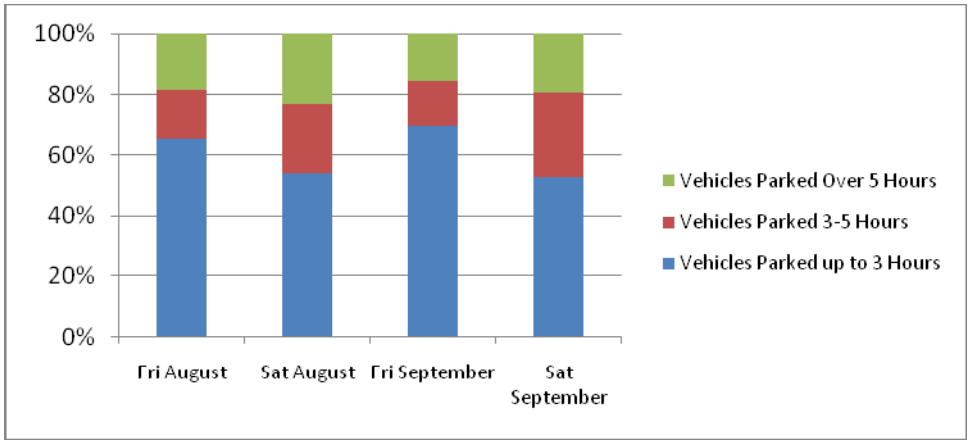


Figure 2.7 On-Street Unrestricted Parking - Duration (2 Hourly Beats)

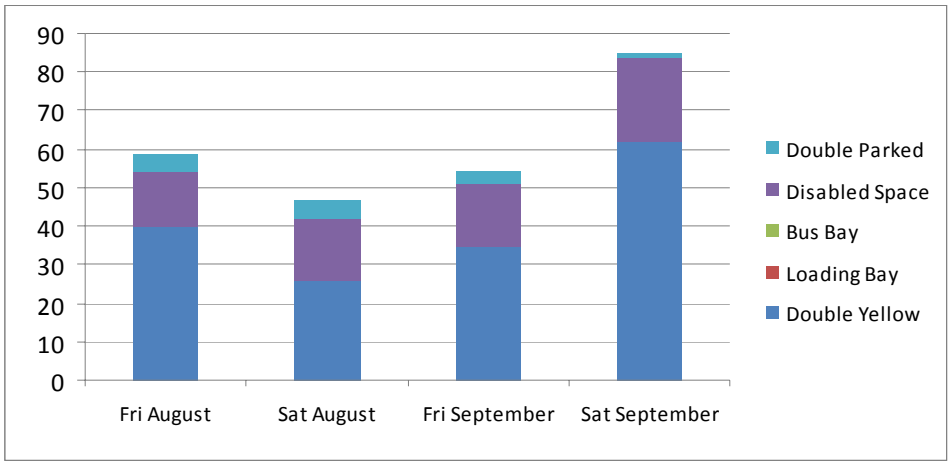


Illegal Parking

2.21 **Figure 2.8** shows, in absolute terms, the number of vehicles parked on sections of carriageway where parking is not permitted. The surveys did not record the duration of each parking act. Detailed analysis shows 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. Other contraventions which were observed in Ramsey were:

- Vehicles double parked; and
- Parking in disabled spaces.

Figure 2.8 On-Street Illegal Parking Events



2.22 Table 2.3 shows the number of vehicles over staying the time limit in Ramsey Town between 11am and 12pm.

Table 2.3 Number of Vehicles Over Staying the Time Limit in Ramsey (11am-12pm)

Category	***Waiting Time Restriction***	***Number of Parking Events Over Staying and Length of Over Stay (11am-12pm)***				
		1 Hour	***2 Hours***	***3 Hours***	***4 Hours+***	***Total***
Public On-street	1-hour	28	8	5	28	69
	2-hour	13	8	10	34	65
Public Off-Street	1-hour	8	5	5	9	27
	2-hour	14	1	3	17	35
Private Publicly Available	2-hour	17	9	8	29	63
	Total	***80***	***31***	***31***	***117***	***259***

2.23 It can be seen from Table 2.3 that there are currently 259 vehicles parked within Ramsey Town between the hours of 11am-12pm for longer than the current restrictions allow. Some 117 of these vehicles are parked in excess of 4 hours.

Problems and Issues: On-street Demand

2.24 It can be seen from the analyses above that a number of problems and issues exist with the on-street demand for parking within Ramsey Town, namely:

- There are high numbers of vehicles parked for longer than the current restrictions allow;
- There are a high number of illegal parking acts;
- Existing parking enforcement is poor; and
- Parking in the main core town area (1 hour restricted) is above 80% of its capacity.

Peak Parking Accumulation

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

2.26 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.

2.27 Table 2.4 shows the peak parking accumulation in Ramsey Town. Individual site occupancy between 11am and 12pm is shown in **Appendix B**.

Table 2.4 Peak Parking Accumulation in the Ramsey Town Study Area Categorised by Type

Category	***August – Friday***			***September - Friday***		
	Spaces	***Parked***	***Usage***	***Spaces***	***Parked***	***Usage***
Public On-Street (Restricted)	276	219	79%	276	201	73%
Public On-Street (Unrestricted)	941	352	37%	941	351	37%
Publicly Available Off Street	490	402	82%	490	391	80%
Private Publicly Available Off Street	142	131	93%	142	126	89%
Private Residential Off Street	71	25	35%	71	26	37%
Private Non Residential Off Street	127	69	54%	127	68	54%
All Categories Combined	***2047***	***1198***	***59%***	***2047***	***1163***	***57%***
Category	***August – Saturday***			***September - Saturday***		
	Spaces	***Parked***	***Usage***	***Spaces***	***Parked***	***Usage***
Public On-Street (Restricted)	276	210	76%	276	223	81%
Public On-Street (Unrestricted)	941	421	45%	941	416	44%
Publicly Available Off Street	490	366	75%	490	336	69%
Private Publicly Available Off Street	142	127	89%	142	135	95%
Private Residential Off Street	71	34	48%	71	25	35%
Private Non Residential Off Street	127	30	24%	127	28	22%
All Categories Combined	***2047***	***1188***	***58%***	***2047***	***1163***	***57%***

2.28 Depending on factors such as visibility 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 within the existing permit zone. There is however a relatively large amount of spare capacity at a number of car parks within the study area, but this generally occurs in areas located furthest away from the town centre towards the edge of the study area and is predominantly in residential streets.

Automatic Traffic Counts

2.29 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.

2.30 All entry points to the town were chosen to be representative of traffic conditions during and either side of the survey period. For health and safety reasons the sites located on the A2 at Bowring Road and Waterloo Road had to be delayed until the 10th September 2010 due to the running of the Manx Grand Prix. The sites chosen and the periods of survey were:

- A3 Lezayre Road (10/09/10 to 30/09/10);
- A2 Bowring Road (27/08/10 to 30/09/10);
- A2 Waterloo Road(27/08/10 to 30/09/10); and
- A18 Queens Pier Road (10/09/10 to 30/09/10).

2.31 The locations are shown in **Figure 2.9** and a summary of the count data is given in Tables 2.5 to 2.8. An important general finding from the long term counts is that traffic flows during the holiday period and neutral month are similar. This is atypical and could be caused in Ramsey by visitors not using cars or residents on holiday elsewhere being balanced by visitors to the town. This was confirmed by limited surveys of residents who indicated that during the Motorcycle Races they let out their homes and went away themselves.

2.32 The implication for parking provision is that if the September parking demand is catered for, it will also satisfy the holiday period. In addition the counts confirm that Saturday flows are similar to, or less than, the Fridays and therefore catering for Friday peak demand will also satisfy weekend requirements.

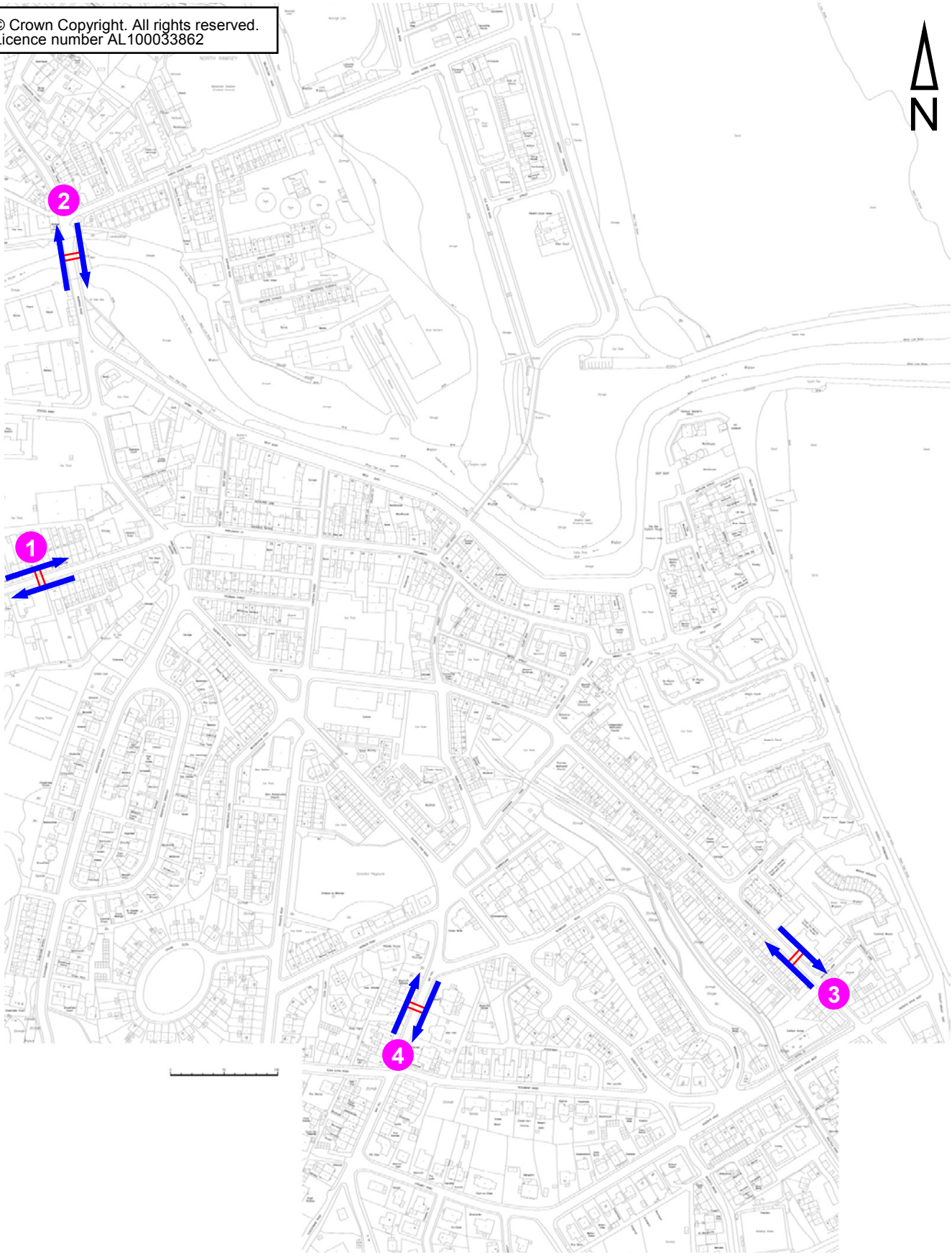


Table 2.5 A3 Lezayre Road - 12 Hour Traffic Count (0700-1900) - Total Vehicles

Day	w/c 30/08/10			w/c 06/09/10			w/c 13/09/10			w/c 20/09/10		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Monday	-	-	-	-	-	-	2764	2281	5045	2937	2378	5315
Tuesday	-	-	-	-	-	-	2901	2403	5304	2876	2307	5183
Wednesday	-	-	-	-	-	-	2992	2435	5427	2870	2398	5268
Thursday	-	-	-	-	-	-	3036	2414	5450	2951	2392	5343
Friday	-	-	-	-	-	-	3227	2500	5727	3121	2464	5585
Average Weekday	-	-	-	-	-	-	2984	2407	5391	2951	2388	5339
Saturday	-	-	-	-	-	-	2906	2046	4952	3036	2114	5150
Sunday	-	-	-	-	-	-	2067	1541	3608	2297	1636	3933

Table 2.6 A2 Bowring Road - 12 Hour Traffic Count (0700-1900) – Total Vehicles

Day	w/c 30/08/10			w/c 06/09/10			w/c 13/09/10			w/c 20/09/10		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Monday	4803	2545	7348	5250	3421	8671	5350	3518	8868	5363	3726	9089
Tuesday	5788	3805	9593	5461	3406	8867	5507	3560	9067	5323	3540	8863
Wednesday	5863	3503	9366	5547	3678	9225	5541	3659	9200	5334	3530	8864
Thursday	7094	5369	12463	5598	4581	10179	5538	3700	9238	5423	3858	9281
Friday	5899	3474	9373	5558	4811	10369	5599	3634	9233	5663	3663	9326
Average Weekday	5889	3739	9629	5483	3979	9462	5507	3614	9121	5421	3663	9085
Saturday	5107	3324	8431	5130	3400	8530	5102	3163	8265	5154	3360	8514
Sunday	3914	2592	6506	4209	2813	7022	3754	2442	6196	4088	2723	6811

Table 2.7 A2 Waterloo Road - 12 Hour Traffic Count (0700-1900) – Total Vehicles

Day	w/c 30/08/10			w/c 06/09/10			w/c 13/09/10			w/c 20/09/10		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Monday	1454	1507	2961	1242	1423	2665	1165	1319	2484	1125	1298	2423
Tuesday	1444	1645	3089	1604	1800	3404	1305	1387	2692	1157	1347	2504
Wednesday	1538	1411	2949	1254	1395	2649	1227	1381	2608	1294	1480	2774
Thursday	1683	1570	3253	1228	1429	2657	1290	1420	2710	1251	1351	2602
Friday	1461	1422	2883	1319	1488	2807	1239	1395	2634	1333	1481	2814
Average Weekday	1516	1511	3027	1329	1507	2836	1245	1380	2626	1232	1391	2623
Saturday	1303	1425	2728	1361	1494	2855	1216	1329	2545	1180	1321	2501
Sunday	1037	1201	2238	1054	1156	2210	901	980	1881	919	954	1873

Table 2.8 A18 Queens Pier Road - 12 Hour Traffic Count (0700-1900) – Total Vehicles

Day	w/c 30/08/10			w/c 06/09/10			w/c 13/09/10			w/c 20/09/10		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Monday	-	-	-	-	-	-	2037	2243	4280	2297	2517	4814
Tuesday	-	-	-	-	-	-	2083	2284	4367	2481	2478	4959
Wednesday	-	-	-	-	-	-	2328	2211	4539	2510	2447	4957
Thursday	-	-	-	-	-	-	2458	2309	4767	2688	2570	5258
Friday	-	-	-	-	-	-	2447	2474	4921	2683	2632	5315
Average Weekday	-	-	-	-	-	-	2271	2304	4575	2532	2529	5061
Saturday	-	-	-	-	-	-	1902	2005	3907	2108	2311	4419
Sunday	-	-	-	-	-	-	1240	1577	2817	1448	1977	3425

2.33 Tables 2.5 to 2.8 show that generally Friday is the peak day, in terms of traffic flows for all four count sites. It can also be seen that at the two sites observed in both August and September that there is little variation in traffic flows between them.

3.0 PUBLIC TRANSPORT AUDIT

Introduction

3.1 A number of site visits were undertaken and a comprehensive inventory of existing levels of public transport provision along with facilities available to the end user have been collected.

3.2 This section of the report provides a brief history of public transport infrastructure, existing network coverage and summarises the main findings of the audit. It draws from a wide range of primary data collected during the audit process.

History of Isle of Man Buses

3.3 The first omnibus services on the island were provided by the Manxland Bus Co. Ltd, in addition to several smaller operators who operated independently. Primary means of long-distance travel was by way of either the Isle of Man Railway to the west, south and north (via the westerly side of the island) or Manx Electric Railway on the east coast. When bus competition became a threat to the Isle of Man Railway it bought out the bus company and operated it as "Isle of Man Road Services" in conjunction with the railway. In addition to the island-wide services Douglas Corporation also operated a fleet of buses around the capital, distinctive by their yellow livery. As the railway company began to falter, it relied more heavily on the bus operation

3.4 When the service was initially nationalised in the 1970s the buses carried "National Transport" logos and a new livery, predominantly of red with white trim, having previously carried a variation of this colour scheme under the Road Services banner. The nationalised service was characterised by its use of many second hand vehicles from the mainland, a practice which continued until relatively recently, from a variety of sources including Liverpool Corporation as well as the nearby Birkenhead Corporation. By 1987 when a new management scheme was underway, a new livery of cream and red was introduced, and "Isle Of Man Transport" adopted as the title. Buses carried a variety of advertisements along their side panels, with several distinctive buses carrying all-over advertising at this time. Further change of leadership in 1999 saw the introduction of brand-new buses and gradual phasing out of older stock, latterly used only on school services.

3.5 The nationalised bus service on the island came into being in 1976 as National Transport taking over from both the Road Services (a subsidiary of the Isle of Man Railway Company) and Douglas Corporation Transport, operated by the municipal authority. The vehicles were liveried in an all-over red colour scheme, later changed to include white banding. By 1987 the white became cream, and the full Isle of Man Transport title was added to all vehicles. During the period up to 1997 advertising panels were carried on the sides of some vehicles, and, in certain cases, all-over advertising was used. In the early part of 2009 a new batch of buses arrived on the island bearing a new livery of predominanltly maroon with cream coloured trim; these vehicles were also branded as "Bus Vannin".

History of the Manx Electric Railway

3.6 The pioneer electric tramway between Derby Castle, Douglas and Groudle Glen opened on September 7, 1893. It formed a testing ground for equipment later to be used on the Douglas & Laxey Coast tramline, a scheme which satisfied the demands for direct rail communication along the Island's undulating eastern seaboard, since the steam railway route to Ramsey, opened in 1879, followed a circuitous line, through St. John's and along the western coast.

3.7 On July 28 1894 the electric line to Laxey, then a major mining centre, was opened, and the undertaking came under the ownership of the IoM Tramways & Electric Power Co. Ltd., a syndicate which was later to acquire the Douglas promenade horse tramway, and also constructed the Upper Douglas cable tramway . In 1895 a nominally separate group planned and built a five-mile steep-gradient line from Laxey to the summit of Snaefell Mountain. This 3'-6" (1067mm)-gauge track fitted with a Fell patent rail, was completed to its terminus just 30ft below the 2,036ft summit in just six months.

3.8 The following years were occupied with the building of the fine ten mile line from Laxey to Ramsey; the first passenger car reached Ballure, on the outskirts of the town on August 5 l898. The present terminus at Ramsey (Plaza) 17 miles from Douglas, was opened (in pouring rain) on July 22 1899.

3.9 Isle of Man businesses suffered as a result of the failure of Dumbell's Bank, a leading Island finance house, in 1904, including the IoM Tramways & Electric Power Co. Ltd., which declared bankruptcy. A new company, the Manx Electric Railway Co. Ltd. took over the electric tramway in November 1902, whilst the lines in Douglas were municipalised.

3.10 Through the years that followed, the MER became a vital Island institution, providing important and valued services, not only to passengers but also for freight and mail. The downturn in tourism in the 1950s, together with increasing costs and diminishing profits resulted in the company being unable to carry on but as a result of a campaign mounted by opponents of closure, the undertaking was taken over by the Isle of Man government in 1957. Almost twenty years later, with spiralling deficits the government decided to close the line on September 30 1975, with the Douglas-Laxey and Snaefell lines operating seasonally but with permanent closure of the Ramsey section. It quickly became evident, as in the case of the steam railway half a railway produced twice the losses, and after the Island's General Election in November 1977, when the railways were a major issue, and precisely half the House of Keys was changed, both railways were restored, and have operated ever since.

Overview of Bus Services

3.11 **Figure 3.1** shows the public transport services that currently serve Ramsey Town. There are 16 Bus Vannin services operating to/from Ramsey. These consist of 13 standard services, 2 Manx Express Services and 1 Night Owl Service. The Manx Express and Night Owl services concentrate largely on the connection between Ramsey and Douglas.

3.12 All of the services are summarised in Table 3.1, for brevity and due to the complexity of the timetabled services this has only been done for services operating Monday to Friday.


Ramsey
17.18 to Bride, Smeale and Sandygate
20.20A to Bride, Smeale and Regaby
17
18
20
20A
Bride Road
20.20A
to Regaby, Smeale and Bride
Andreas Road
20
20A
Ormly Estate
Vollan Crescent
Ormly Av.
Bride Road
3
Rheast Moar Lane
3
17.18 to Sandygate, Smeale and Bride
19 to Sandygate and Jurby East
Clifton Drive
The Grove Rural Life Museum
Grove Museum
Mooragh Park
Mooragh Promenade
17 18 19
Jurby Road
Richmond Road
3
Cottage Hospital
Windsor Mount
Westlands
Sulby River
Mooragh Lake
Ramsey Bay
3.17
18
19
20
20A
Bowring Road
North Shore Road
Old River Road
Lezayre Estate
Close Claddagh
19
Close Claddagh
Auldyn Infants School
5.6 to Kirk Michael and Douglas
5 6
Lezayre Road
Scoill Ree Gorree
Bircham Av.
Ramsey Grammar School
Derby Road
West Quay
Harbour
Parliament Square
Market Place
Queens Promenade
Ramsey Station
Waterloo Road
Queens Pier
Bus Garage
3.X3.5
6.16.17
18.19
20.20A
Brookfield Avenue
May Hill
Queens Pier Road
3
16
19
20 20A
Beaumont Rd.
Claughbane Estate
Fairway Drive
Claughbane Drive
Claughbane Av.
3
Lheaney Road
Queens Drive East
Ballure Road
3
16
X3
Claughbane Walk
Mountain Road
Ballure
Hairpin Corner
Albert Tower
3 to Lewaigue, Laxey and Douglas
16 to Maughold and Ballajora
X3 to Douglas
Isle of Man
Scale

Table 3.1 Summary of Bus Services Serving Ramsey Town

Service	*Route*	*Frequency*	*Comments*
3/3A/N3 Douglas – Ramsey			
3	Douglas - St Ninians - Onchan - Laxey - Ramsey (Serving Ormly Estate)	Every 30 minutes between 0640 and 0940. Hourly between 0940 and 1540. There are also services at 1740 and 2100.	The services at 1740 and 2100 terminate at Ramsey Bus Station and do not serve Ormly Estate.
3	Douglas - St Ninians - Onchan - Laxey - Ramsey (Serving Westlands)	Hourly between 1010 and 1610.	
3	Douglas - St Ninians - Onchan - Laxey - Ramsey (Serving Mooragh Promenade)	Service only runs at 1640 and 1720.	
3A	Douglas - Victoria Road - Onchan - Laxey - Ramsey	Service only runs at 1840 and 2310.	
X3	Douglas - Ramsey	Service only runs at 1708	
N3	Douglas - St Ninians Onchan - Laxey – Ramsey	Service only runs at 0015	Operates only on Fridays
3/3A/N3 Ramsey – Douglas			
3	Ramsey - Laxey - Onchan - St Ninians – Douglas (Serving Mooragh Promenade and Ormly Estate)	Services at 0635, 0838, 0850 and 0905. Hourly between 0935 and 1735. There is also a service at 2205.	0838 service operates during the school holidays only. The 2205 service does not serve Mooragh Promenade or Ormly Estate
3	Ramsey – Laxey – Onchan – St Ninians – Douglas (Serving Claughbane and Mooragh Promenade)	Service at 0712. Hourly between 0939 and 1639.	
3A	Ramsey - Laxey - Ballachrink - Onchan - Victoria Road – Douglas	Service only runs at 1835 and 2035	
X3	Ramsey - Douglas	Service only runs at 0750	
N3	Ramsey - Laxey - Onchan - St Ninians – Douglas	Service only runs at 0005	Operates only on Fridays
5/6/6A/6C Douglas – Ramsey			
5	Douglas - Hospital - St Johns - Peel - Knocksharry - Wild Life Park - Ramsey	Services at 0640. Hourly between 0710 and 1610. There is also a service at 1720, 1825 and 2310.	

Table 3.1 Summary of Bus Services Serving Ramsey Town (Continued)

Service	*Route*	*Frequency*	*Comments*
6/6C	Douglas - Crosby - St Johns - Peel - Knocksharry - Wild Life Park - Ramsey	Hourly between 0940 and 1540. There is also a service at 1745	Service 6 operates as the 6C at 1140, 1440 and 1740. This service goes via Cronk-y-Voddy Crossroads and not Knocksharry
6A	Douglas - Hospital - St Johns - Peel - Knocksharry - Wild Life Park – Ramsey (Serving The Hope)	Service only runs at 1910 and 2110	
5/X5/6/6C Ramsey – Douglas			
5	Ramsey - Wild Life Park - Peel - St Johns - Hospital - Douglas	Services at 0635 and 0810. Hourly between 0925 and 1425. There is a service at 1500 and 1635. Hourly between 1705 and 1905. There is also a service at 2240.	0810 service operates during the school holidays only.
X5	Ramsey St Johns - Douglas	Service only runs at 0735	
6/6C	Ramsey - Wild Life Park – Knocksharry - Peel - St Johns - Douglas	Services at 0715 and 0752. Hourly between 0955 and 1555.	
16 Ramsey – Maughold			
16	Ramsey - Maughold - Ramsey	Service runs at 0750, 0805, 0837, 1025, 1220, 1420, 1520, 1512 and 1600.	0750, 0837, 1512 and 1600 operates on schooldays only. 0805, and 1520 operates during the school holidays only.
17/18/19/20/20A Ramsey - Jurby/Smeale - Ramsey			
17	Ramsey - St Judes - Jurby - Ramsey	Service runs at 0740, 1740 and 1840	0740 service operates during the school holidays only.
17/17B	Ramsey - Jurby - Andreas - Bride - Smeale - Ramsey	Service runs at 0740, 1535, 1740 and 1840	During Schooldays the 0740 and 1535 service runs via Sulby, Ballaugh and Cronk
18/18A	Ramsey - Jurby - St Judes - Ramsey	Service runs at 0640 and 0750	0750 service operates during schooldays only.
18	Ramsey - Jurby - Andreas - Bride - Smeale - Ramsey	Service runs at 0640 and 0750	0750 service operates during schooldays only.
19	Ramsey - Jurby - Ramsey (Including Lezayre Estate and Prison)	Services at 0849. Hourly between 0833 and 1533. There is also a service at 1535.	The 0849 and 1535 service only operates during schooldays only. The 1533 service operates during the school holidays only.

Table 3.1 Summary of Bus Services Serving Ramsey Town (Continued)

Service	*Route*	*Frequency*	*Comments*
20	Ramsey - Andreas - Smeale - Bride – Ramsey	Service runs at 0934, 1334, 1535 and 1534.	1535 service operates during schooldays only. The 1534 service operates during the school holidays only.
20A	Ramsey - Bride - Smeale - Andreas – Ramsey	Service runs at 0840, 1043, 1243, 1443, 1515 and 1634.	1515 service operates during schooldays only.

Limitations in Current Provision

3.13 From a review of the service provision it is felt that service provision within Ramsey is adequate, especially given the level of demand which exists.

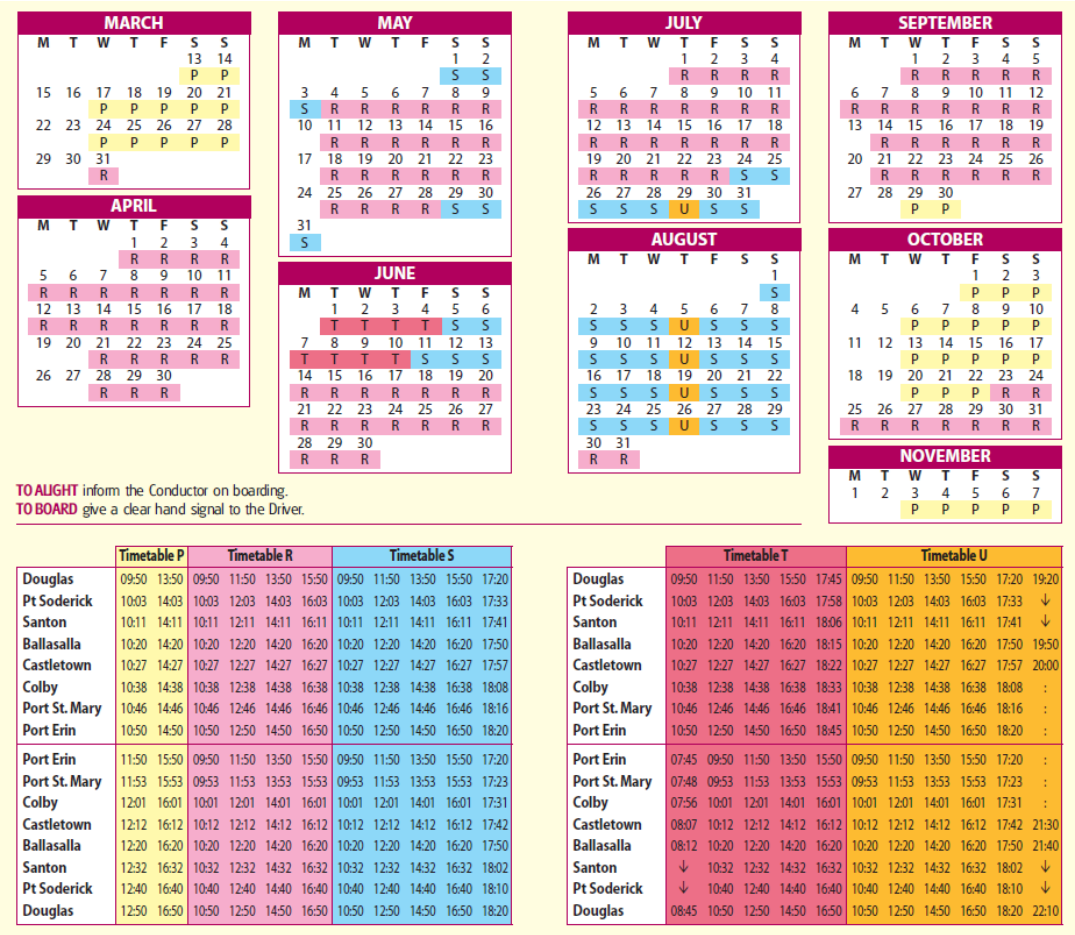
Bus Timetable

3.14 Public transport information has a very basic and fundamental objective, to help people. The existing timetable appears complex to understand (largely due to the complexity of the services themselves) and needs to consider the end user more. In order to provide the sort of information passengers require, first it must be accepted that everyone is different in terms of what each individual already knows and understands and also their ability to comprehend that which is presented to them.

3.15 The size of the current timetable has also recently been changed to A4 size from A5. An advantage of the original A5 book is that it is easily fits into a pocket or small bag whereas the exiting A4 size is difficult to carry around.

Overview of Rail Services

3.16 The Manx Electric Railway (MER) station is located off Albert Street which runs between Douglas and Ramsey and operates between March and November on five timetables as follows:



MARCH

M	T	W	T	F	S	S
					13	14
					P	P
15	16	17	18	19	20	21
		P	P	P	P	P
22	23	24	25	26	27	28
		P	P	P	P	P
29	30	31				
		R				

APRIL

M	T	W	T	F	S	S
			1	2	3	4
			R	R	R	R
5	6	7	8	9	10	11
R	R	R	R	R	R	R
12	13	14	15	16	17	18
R	R	R	R	R	R	R
19	20	21	22	23	24	25
		R	R	R	R	R
26	27	28	29	30		
		R	R	R		

MAY

M	T	W	T	F	S	S
					1	2
					S	S
3	4	5	6	7	8	9
S	R	R	R	R	R	R
10	11	12	13	14	15	16
	R	R	R	R	R	R
17	18	19	20	21	22	23
	R	R	R	R	R	R
24	25	26	27	28	29	30
	R	R	R	R	S	S
31						
S						

JUNE

M	T	W	T	F	S	S
	1	2	3	4	5	6
	T	T	T	T	S	S
7	8	9	10	11	12	13
T	T	T	T	S	S	S
14	15	16	17	18	19	20
R	R	R	R	R	R	R
21	22	23	24	25	26	27
R	R	R	R	R	R	R
28	29	30				
R	R	R				

JULY

M	T	W	T	F	S	S
			1	2	3	4
			R	R	R	R
5	6	7	8	9	10	11
R	R	R	R	R	R	R
12	13	14	15	16	17	18
R	R	R	R	R	R	R
19	20	21	22	23	24	25
R	R	R	R	R	S	S
26	27	28	29	30	31	
S	S	S	U	S	S	

AUGUST

M	T	W	T	F	S	S
						1
						S
2	3	4	5	6	7	8
S	S	S	U	S	S	S
9	10	11	12	13	14	15
S	S	S	U	S	S	S
16	17	18	19	20	21	22
S	S	S	U	S	S	S
23	24	25	26	27	28	29
S	S	S	U	S	S	S
30	31					
R	R					

SEPTEMBER

M	T	W	T	F	S	S
		1	2	3	4	5
		R	R	R	R	R
6	7	8	9	10	11	12
R	R	R	R	R	R	R
13	14	15	16	17	18	19
	R	R	R	R	R	R
20	21	22	23	24	25	26
	R	R	R	R	R	R
27	28	29	30			
		P	P			

OCTOBER

M	T	W	T	F	S	S
				1	2	3
				P	P	P
4	5	6	7	8	9	10
		P	P	P	P	P
11	12	13	14	15	16	17
		P	P	P	P	P
18	19	20	21	22	23	24
		P	P	P	R	R
25	26	27	28	29	30	31
R	R	R	R	R	R	R

NOVEMBER

M	T	W	T	F	S	S
1	2	3	4	5	6	7
		P	P	P	P	P

TO ALIGHT inform the Conductor on boarding.
TO BOARD give a clear hand signal to the Driver.

	Timetable P		Timetable R				Timetable S				
Douglas	09:50	13:50	09:50	11:50	13:50	15:50	09:50	11:50	13:50	15:50	17:20
Pt Soderick	10:03	14:03	10:03	12:03	14:03	16:03	10:03	12:03	14:03	16:03	17:33
Santon	10:11	14:11	10:11	12:11	14:11	16:11	10:11	12:11	14:11	16:11	17:41
Ballasalla	10:20	14:20	10:20	12:20	14:20	16:20	10:20	12:20	14:20	16:20	17:50
Castletown	10:27	14:27	10:27	12:27	14:27	16:27	10:27	12:27	14:27	16:27	17:57
Colby	10:38	14:38	10:38	12:38	14:38	16:38	10:38	12:38	14:38	16:38	18:08
Port St. Mary	10:46	14:46	10:46	12:46	14:46	16:46	10:46	12:46	14:46	16:46	18:16
Port Erin	10:50	14:50	10:50	12:50	14:50	16:50	10:50	12:50	14:50	16:50	18:20
Port Erin	11:50	15:50	09:50	11:50	13:50	15:50	09:50	11:50	13:50	15:50	17:20
Port St. Mary	11:53	15:53	09:53	11:53	13:53	15:53	09:53	11:53	13:53	15:53	17:23
Colby	12:01	16:01	10:01	12:01	14:01	16:01	10:01	12:01	14:01	16:01	17:31
Castletown	12:12	16:12	10:12	12:12	14:12	16:12	10:12	12:12	14:12	16:12	17:42
Ballasalla	12:20	16:20	10:20	12:20	14:20	16:20	10:20	12:20	14:20	16:20	17:50
Santon	12:32	16:32	10:32	12:32	14:32	16:32	10:32	12:32	14:32	16:32	18:02
Pt Soderick	12:40	16:40	10:40	12:40	14:40	16:40	10:40	12:40	14:40	16:40	18:10
Douglas	12:50	16:50	10:50	12:50	14:50	16:50	10:50	12:50	14:50	16:50	18:20

	Timetable T					Timetable U					
Douglas	09:50	11:50	13:50	15:50	17:45	09:50	11:50	13:50	15:50	17:20	19:20
Pt Soderick	10:03	12:03	14:03	16:03	17:58	10:03	12:03	14:03	16:03	17:33	↓
Santon	10:11	12:11	14:11	16:11	18:06	10:11	12:11	14:11	16:11	17:41	↓
Ballasalla	10:20	12:20	14:20	16:20	18:15	10:20	12:20	14:20	16:20	17:50	19:50
Castletown	10:27	12:27	14:27	16:27	18:22	10:27	12:27	14:27	16:27	17:57	20:00
Colby	10:38	12:38	14:38	16:38	18:33	10:38	12:38	14:38	16:38	18:08	:
Port St. Mary	10:46	12:46	14:46	16:46	18:41	10:46	12:46	14:46	16:46	18:16	:
Port Erin	10:50	12:50	14:50	16:50	18:45	10:50	12:50	14:50	16:50	18:20	:
Port Erin	07:45	09:50	11:50	13:50	15:50	09:50	11:50	13:50	15:50	17:20	:
Port St. Mary	07:48	09:53	11:53	13:53	15:53	09:53	11:53	13:53	15:53	17:23	:
Colby	07:56	10:01	12:01	14:01	16:01	10:01	12:01	14:01	16:01	17:31	:
Castletown	08:07	10:12	12:12	14:12	16:12	10:12	12:12	14:12	16:12	17:42	21:30
Ballasalla	08:12	10:20	12:20	14:20	16:20	10:20	12:20	14:20	16:20	17:50	21:40
Santon	↓	10:32	12:32	14:32	16:32	10:32	12:32	14:32	16:32	18:02	↓
Pt Soderick	↓	10:40	12:40	14:40	16:40	10:40	12:40	14:40	16:40	18:10	↓
Douglas	08:45	10:50	12:50	14:50	16:50	10:50	12:50	14:50	16:50	18:20	22:10

Bus and Rail Ticket Information

Buses

3.17 Single and Return tickets are available on the buses from the Drivers. Return tickets are valid on the date of issue only. Journeys can not be broken midway and continued with the original ticket. A new ticket must be purchased from the new departure point.

Trains & Trams

3.18 Single and Return tickets are available from all Railway Stations. MER tickets can also be obtained from Conductors. Resident railway tickets are available for summer or winter services, these give unlimited travel on the railways. Return rail tickets are available for travel on the parallel bus service.

Multi-journey Ticket Information

Island Explorer

3.19 For unlimited travel on scheduled services of the Steam Railway, Manx Electric Railway, Snaefell Mountain Railway, Douglas Horse Trams and buses (except Manx Express).

Heritage Explorer Tickets

3.20 For unlimited travel on scheduled services of the Steam Railway, Manx Electric Railway, Snaefell Mountain Railway, Douglas Horse Trams and buses (except Manx Express) and entry to all Manx National Heritage Sites

Saver Tickets

3.21 For unlimited travel on scheduled buses (except Manx Express). The duration of each ticket is reflected in the name. Saver 1 tickets are also available for purchase on board the bus for travel on the day of purchase.

Manx Rider

3.22 Manx Rider tickets are valid for 12 bus journeys with the price and discount being based on the normal bus fare for the journey rather than zones.

Concessions

Children

3.23 Children under 5 travel free of charge up to a maximum of two per adult passenger so long as a seat required by another passenger is not used. The third (or subsequent) child under five must pay the child fare. Children over 5 years of age and under 16 pay the child fare. The child may be asked for proof of age in case of doubt. On trains and trams an Adult ticket includes one accompanying child over the age of 5 years free.

Senior Citizens and Invalidity Passes

3.24 Manx Residents aged 60 and over can obtain a free travel pass valid on both railways and buses. To qualify they must be a Manx resident for six consecutive months, be 60 or over and produce a passport-size photograph. The pass entitles the holder to:

- Free Travel on scheduled bus services of I.o.M. Transport after 09:00 Mondays to Fridays and all day on Saturdays, Sundays, and Public/Bank Holidays;
- Half Fare travel on bus services up to 09:00 Mondays to Fridays;
- Free Travel on scheduled services of the I.o.M. Steam Railway;
- Free Travel on scheduled services of the Manx Electric Railway; and
- Free Travel on the Snaefell Mountain Railway.
- This pass can not be used for travel on EXPRESS SERVICES that are timed to arrive in Douglas before 09:00 and for EXPRESS SERVICES that depart Douglas between 17:00 & 18:00

Manx Blind Welfare

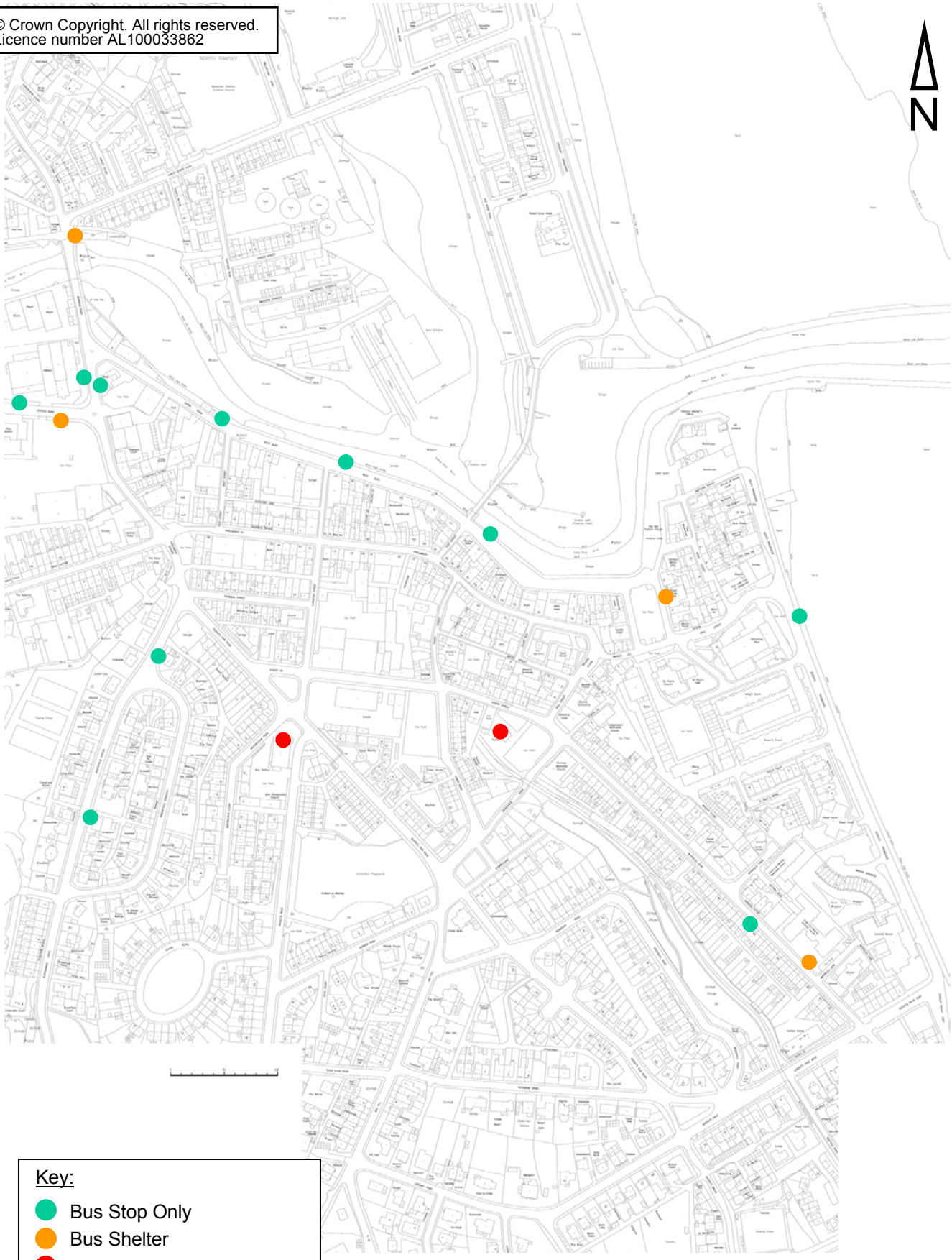
3.25 The pass entitles the holder to travel free at all times. Guide dogs also travel free.

Department of Trade and Industry (DTI) Permits

3.26 This permit entitles the bearer to free travel up to 18:40 on working days and half fare at all other times.

Existing Bus and Rail Stop Locations/Facilities

3.27 There are currently 16 bus/rail stops within the study area. **Figure 3.2** Shows these existing locations within the study area along with the facilities at each, namely:



- Bowring Road (southbound), opposite the Bridge Inn Public House – Bus Shelter;
- Bowring Road (northbound), between Station Road and Derby Road – Bus Stop;
- Bowring Road (southbound), between Station Road and Derby Road – Bus Stop;
- Station Road (westbound), outside Shoprite Car park – Bus Shelter;
- Station Road (eastbound), outside Shoprite Car park – Bus Stop;
- Derby Road (southbound), opposite West Street – Bus Stop;
- Brookfield Avenue (southbound) – Bus Stop;
- Brookfield Road (southbound) – Bus Stopl
- West Quay (southbound), opposite Collins Lane – Bus Stop;
- West Quay (southbound), opposite Stanley Hotel Public House – Bus Stop;
- Bus Station, Albert Road – Waiting Room and Toilets;
- MER Station, off Albert Street – Waiting Room and Toilets;
- Queens Promenade (southbound), opposite old swimming pool – Bus Stop;
- Waterloo Road (northbound), outside Victoria House – Bus Shelter;
- Waterloo Road (southbound), opposite Waverley Terrace – Bus Stop; and
- Market Place, outside Royal George Public House – Bus Shelter.

3.28 Six of the stops have Shelters and toilet facilities are available at both the bus station and MER station. There are no other facilities available to bus passengers within Ramsey and generally Information on frequency of services is extremely poor. The bus station and MER station are the only places locally where any information is displayed. There is also no general information providing details of services from other stops within the town or how to get to other route stops.

3.29 A number of the stops are in dangerous locations for pedestrians and drivers alike (on corners) – for example Bowring Rd/ North Shore Rd, Bowring Rd/ Derby Rd. Also bus stops on West Quay (southbound) drop passengers off next to parked cars where there is no refuge from traffic and no crossing facilities to get to the other side of carriageway for town centre access.

Route Standard Audit

3.30 People who use public transport to get to/from Ramsey Town Centre do so for a variety of reasons. Some of them may be shoppers, foreign and domestic tourists, day-trip visitors, businesspeople or commuters. Most of them, at some stage will need to get off the bus and at this point they share one thing in common; they all become pedestrians.

3.31 It is very important that this environment linking bus stops to focal points within the town is safe and provides a positive image. A dangerous and unappealing environment may discourage potential regular users from using public transport or casual or infrequent visitors from returning to the town at all. The remainder of this chapter looks at some of the pedestrian routes that public transport users must pass through on their way to key destinations in the Town.

3.32 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 impovements to be addressed.

3.33 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.

Footway Condition

3.34 The condition of surfaces was largely seen as poor and in need of maintenance. The footpath condition does improve on Parliament St (West of East St). Aside from the cracks on footpaths there is also a problem with paving as there are at least four different types of paving in the town centre. From an aesthetic point of view there is a lack of continuity.

3.35 Some footpaths are extremely narrow (eg. Tower St, Bowring Rd) and pedestrians are forced to walk in the carriageway if they have buggies or mobility aids.

3.36 In terms of tactile paving/ dropped kerbs some facilities are only on one side of the carriageway but not on the other - Bowring Rd, North of Derby 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.

Street Furniture and Clutter

3.37 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 around Market Square) where bins and pub benches encroach on the footpath. These obstructions could pose a hazard to blind or partially sighted pedestrians, people in wheelchairs and people with pushchairs.

3.38 There is a shortage of seats located around the town. The seating that does exist is located predominantly on the South Promenade overlooking the sea, however, the environment is spoilt by cars parking adjacent to them. There is no demarcation between the carriageway and the footpath making it less appealing for people to sit there. During the four days of surveys there were only a few people sitting on the benches even though two of the days covered a holiday period and the weather was warm and sunny.

Crossing Facilities

3.39 There are a number of crossing points throughout the town although none along busy Parliament St (excluding at the junction with Queens Pier Rd). The Promenade is also cut off from the rest of the town as there is no crossing point at the northern end of the South Promenade. This facility needs to be more prominent as a leisure attraction.

3.40 The crossing facility across Parliament Square is particularly dangerous (especially for the visually/mobility impaired). The time allowed for pedestrians to cross is approximately 5 seconds, which would be a rush for most people and would certainly be very difficult if not impossible for anyone who was mobility impaired.

3.41 No crossing points exist at the Market Square car park which is a busy area with high turnover of traffic and pedestrians.

3.42 On Waterloo Road there is no crossing facility to cater for the Youth Centre. A lane opposite the Youth Centre leads across the tram tracks to a large residential area (Brookhill Rd, Queens Pier Rd etc). Traffic speeds along Waterloo Rd are high and visibility is obstructed when walking out of the lane

Signage

3.43 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 town to the key attractors such as St Paul's Square. Another attractor that needs more emphasis is the Promenade. One sign guides pedestrians towards the old Custom House as opposed to along Dale Street, which is not a particularly attractive route.

3.44 The signing at the Tram Station car park needs updating as the swimming pool is currently signed to its previous location. There are also other signs at this point indicating the route to the town centre, toilets and 'The Grove'. Pedestrian signing (with distances) needs a comprehensive review, particularly for visitors to Ramsey.

Lighting

3.45 Street Lighting is deficient between Parliament Street and West Quay creating a public safety issue. Lighting along the Quayside is focussed on the quay and not on the opposite side of the carriageway where pedestrian footpaths are located. Also, Market Square and the car park adjacent to the Tram Station are poorly lit.

Cycle Facilities

3.46 Other than a small number of Sheffield stands in the Market Square there is nowhere clearly sign posted, convenient and secure to leave a bicycle. If cycling is to be encouraged additional, convenient stands must be provided particularly at the main town centre destinations.

Impact of Proposed Public Transport Interchange

3.47 As set out in the brief one of the elements of the public transport audit is to determine the impact on all existing routes with respect to the proposed interchange, shown in **Appendix C.**

3.48 From our assessment of the proposals it is felt that running times will be remain unaffected in the majority of cases and there will be little or no undue inconvenience to passengers, largely due to the close proximity of the existing site to the proposed.

3.49 The only services that will experience any impact of significance are the 20/20A and X3. However, these services are infrequent and it therefore felt that the impact to services and passengers will not be significant.

3.50 As part of this appraisal we also undertook a swept path assessment at the Albert Road Junction and the proposed turning circle within the bus parking area, also shown in **Appendix C**. It can be seen that the Albert Street/Parsonage Road junction as currently exists could not accommodate buses and would need further investigation at preliminary/detailed design stages.

Public Transport Audit Summary

3.51 The results of this review provide an indication of the problems and issues associated with public transport from the services themselves through to access issues for pedestrians/cyclists. Although there is an element of subjectivity to some of the observations, the review has enabled the identification of issues that should be addressed.

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

- Improve passenger information at bus stops;
  - Letter/number displayed to identify each stop;
  - Geographical name to identify each stop;
  - Direction of buses;
  - Route numbers displayed to reassure and confirm the right stop;
  - Contact details e.g. Bus Vannin;
  - Familiar graphic style to reassure and promote confidence; and
  - Information panels/posters.
- Clearer Timetable Information;
- 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; and
  - 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.

4.0 CONSULTATION

Introduction

4.1 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. As a result consultation made a significant contribution to all stages of the study and in particular identification of options and the appraisal process.

4.2 In view of the timescale and scope of the study it was decided to undertake the following:

- A series of separate meetings with a number of key stakeholders; and
- Random interviews to establish local concerns and possible improvements.

4.3 This perception of problems by groups living, working or operating in Ramsey, together with the survey results can be used to identify and quantify the relevant problems associated with transport in the town.

4.4 The following sections detail the key stakeholder consultation, the salient results from the surveys and reports on the outcome.

Key Stakeholders

4.5 Key stakeholders were agreed with the client and the following were consulted, namely:

- Ramsey Town Commissioners – Peter Whiteway: Town Clerk and Chief Executive;
- David Millar: Architect of Dalrymple Associates;
- Derek Sewell: Department of Infrastructure – Highways;
- Michael Brew: Director of Harbours;
- Rodney Christopher: Director of Property; and
- Ian Longworth: Director of Public Transport.

4.6 Meetings were held between TPi and the key stakeholders during September 2010, with the TPi team setting out their role, the purpose of the study and aims and objectives of the consultation process. Unfortunately apologies were received from the Director of Public Transport who was unable to fit in a meeting with TPi during the initial consultation meeting process; however a telephone interview took place on the 5th October 2010.

4.7 These key stakeholders provided an extremely valuable input into the consultation process and highlighted a number of important problems associated with parking and public transport. In addition a number of options to alleviate the problems were considered and discussed. The notes of the Consultation Meetings and Telephone Conversations are given in **Appendix D**.

Random Surveys

4.8 As set out in the brief ‘random surveys’ were to be undertaken to establish trip origin/destination, local concerns regarding car parking and possible improvements. In order to determine the local concerns a number of market research interviews were undertaken throughout Ramsey for the following categories:

- Residents;
- Public transport users; and
- On-street.

4.9 The survey questionnaire for each category is given in **Appendix E**.

4.10 In total a number of 481 random interviews were undertaken throughout Ramsey between the 26th August 2010 and 23rd September 2010. The detailed breakdown of the survey results is given in **Appendix F**.

4.11 Of the surveys undertaken an equal split was obtained for the categories set out above and shown in Table 4.1. In addition tables 4.2 and 4.3 identifies the gender and age split respectively from the surveys undertaken, which reveal very little bias towards any gender or age group thus confirming a statistical robustness across the sample population.

Table 4.1 Survey Split by Category

Survey Type	***No.***	***%***
Residents	157	32.6%
Public Transport Users	157	32.6%
On-Street	167	34.7%
Total	**481**	-

Table 4.2 Survey Split by Category and Gender

Gender	***Residents***		***Public Transport Users***		***On-Street***		***Overall***	
	No.	***%***	***No.***	***%***	***No.***	***%***	***No.***	***%***
Male	69	45.1%	49	32.2%	57	35.2%	175	37.5%
Female	84	54.9%	103	67.8%	105	64.8%	292	62.5%
Total	**153**	-	**152**	-	**162**	-	**467**	-

Table 4.3 Survey Split by Category and Age Group

Age Group	***Residents***		***Public Transport Users***		***On-Street***		***Overall***	
	No.	***%***	***No.***	***%***	***No.***	***%***	***No.***	***%***
Under 18	5	3.4%	18	13.4%	4	2.5%	27	5.8%
18 – 65	103	70.1%	89	66.4%	125	78.1%	317	67.7%
Over 65	44	29.9%	45	33.6%	35	21.9%	124	26.5%
Total	**147**	-	**134**	-	**160**	-	**468**	-

4.12 The difference in the totals in Tables 4.1, 4.2 and 4.3 occur because some people who were interviewed declined to complete the questionnaire.

4.13 From the survey results in **Appendix F** a number of key headline points could be established, namely:

Residents Survey

- 34% normally walk to Ramsey Town Centre;
- 43% stated that their journey could be improved by widening and resurfacing pavements;
- 80% wanted more cycle parking; and
- 63% wanted more car parking spaces.

Public Transport Users

- 50% of journeys started/finished in Ramsey; whilst
- 27% thought bus services could be improved by more frequent buses.

On-street Surveys

- 58% started their journey within Ramsey;
- 54% drove to Ramsey of which there was a 50% split between on and off-street parking activity;
- In respect of what problems do you have in Ramsey, 75% of interviewers said that there were not enough parking spaces;
- In response to the question how do you think parking in Ramsey could be improved, 82% responded by indicating that more spaces were required.

4.13 To try to ascertain an indication of 'willingness to pay for parking an additional question was asked about the maximum people would be prepared to pay for parking'. Of those responding 16% indicated a maximum of 10p/hour, whilst 44% indicated a maximum of 50p/hour. Thus 60% would pay at least 10p per hour.

Outcomes of Consultation Process

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

- There is a willingness for the majority of people to pay for parking within the town centre;
- There is a perception that there is not enough car parking spaces in the town centre;
- Due to regeneration proposals there could be a loss of up to 136 on-street car parking spaces.
- 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 needs to be a better car parking policy to differentiate between short and long-stay parkers; and
- There is some evidence that drivers park adjacent to the bus station and catch the bus to Douglas.

Conclusion

4.15 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 and the appraisal process.

5.0 FUTURE PARKING DEMAND

Introduction

5.1 This section estimates the potential future level (up to the year 2025) 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 Ramsey Town.

Parking Demand Based on Demographic Changes

5.2 Ramsey Town Commissioners Officers have provided indications of household numbers, namely:

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

5.3 The estimated change in households along with the resulting growth factors from 2010 is shown in Table 5.1.

Table 5.1 Demographic Changes and Growth Factors in Ramsey Town

Increase in Households 2006-2025	948	Growth Factor
Already Built by 2010	205	-
Under Construction (2010-2015)	214	1.062
Approved Not Yet Built (2015-2020)	234	1.130
Prediction for Zone Land (2020-2025)	295	1.215

5.4 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 5.2 shows the results.

Table 5.2 Future Car Parking Demand Based on Demographic Change

Category	***August – Friday***				***September - Friday***			
	2010	***2015***	***2020***	***2025***	***2010***	***2015***	***2020***	***2025***
Public On-Street (Restricted)	219	233	247	266	201	213	227	244
Public On-Street (Unrestricted)	352	374	398	428	351	373	397	426
Publicly Available Off Street	402	427	454	488	391	415	442	475
Private Publicly Available Off Street	131	139	148	159	126	134	142	153
Total	**1104**	**1173**	**1247**	**1341**	**1069**	**1135**	**1208**	**1298**
Category	***August – Saturday***				***September - Saturday***			
	2010	***2015***	***2020***	***2025***	***2010***	***2015***	***2020***	***2025***
Public On-Street (Restricted)	210	223	237	255	223	237	252	271
Public On-Street (Unrestricted)	421	447	476	512	416	442	470	505
Publicly Available Off Street	366	389	414	445	336	357	380	408
Private Publicly Available Off Street	127	135	144	154	135	143	153	164
Total	**1124**	**1194**	**1271**	**1366**	**1110**	**1179**	**1255**	**1348**

Parking Demand Based on Car Ownership Changes

5.5 As a check on the robustness of these forecasts we would normally recommend undertaking a similar exercise using car ownership forecasts. Unfortunately base and forecast data on car ownership for Ramsey (or the Isle of Man) is not available for the period between 2010 and 2025. However using car ownership forecasts for the UK a growth factor is available from government sources of 1.206 between 2010 and 2025. This confirms that the growth factor of 1.215 deduced above is entirely realistic for estimating future parking demand in 2025.

Future Parking Supply

5.6 Predicting the future parking supply is necessary to develop an understanding of the likely future supply situation. From consultation with Stakeholders relating to the future regeneration of Ramsey Town (discussed in Appendix D) an assessment of future parking supply has been made.

5.7 Table 5.3 shows how the Ramsey Town regeneration scheme will affect the future parking supply.

Table 5.3 Predicted Future Parking Supply in the Ramsey Study Area

Category	***2010***	***2015***	***2020***	***2025***
Public On-Street (Restricted)	276	257	241	201
Public On-Street (Unrestricted)	941	941	941	941
Publicly Available Off Street	490	429	429	429
Private Publicly Available Off Street	142	142	142	142
Total	**1849**	**1769**	**1753**	**1713**

Future Parking Demand

5.8 From Table 5.2 it can be seen that parking demand in August and September and a Friday and Saturday are broadly comparable. 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 2025. Using a peak occupancy of 0.85 to minimise unnecessary traffic circulation, the future provision in 2025 to cater for peak demand should be 1550 spaces.

5.9 Currently there are just under 1850 (Table 5.3) parking spaces which are publicly available in Ramsey Town Centre. It is predicted that under redevelopment proposals some 136 on-street spaces will be lost mainly due to pedestrianisation. Redevelopment would still therefore leave over 1700 available spaces in the Town Centre against a demand in 2025 for 1550 spaces.

Supply and Demand Assessment

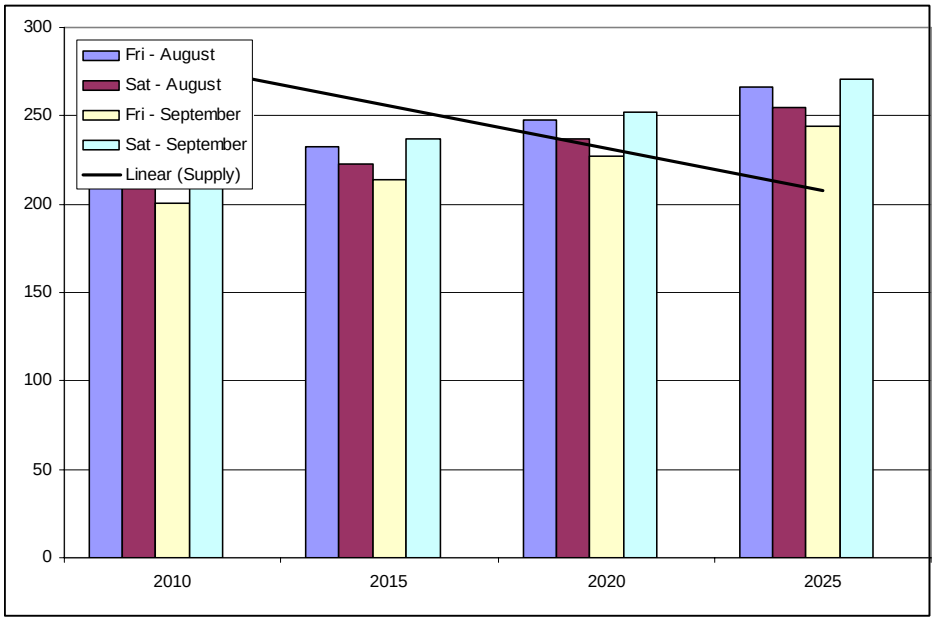
5.10 The following graphs illustrate the likely future supply and demand situation for parking within the Ramsey Town study area if demand was unconstrained. The bars represent parking demand, with the black line representing total supply.

Public On-Street (Restricted) Parking Supply and Demand

5.11 **Figure 5.1** shows the predicted parking demand of the public on-street parking areas which currently have waiting time restrictions in place and the current level of illegal parking

continues. It shows that demand would begin to reach supply levels by 2015 and would outstrip it by approximately 2020. This implies problems occurring in and around these areas due to insufficient parking with negative effects on road network performance and the urban environment.

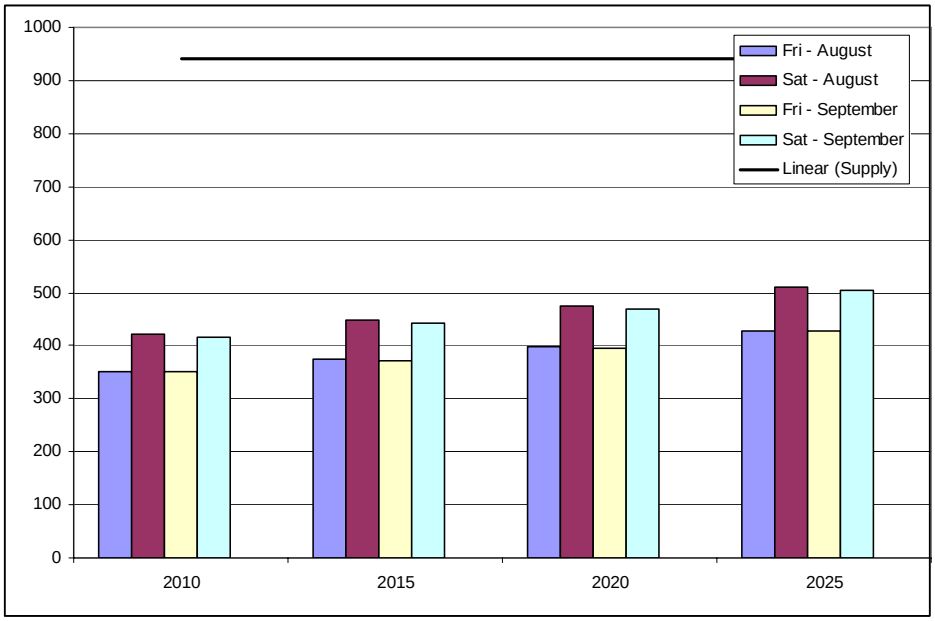
Figure 5.1 Public On-Street (Restricted) Parking Supply and Demand



Public On-Street (Unrestricted) Parking Supply and Demand

5.12 **Figure 5.2** shows the predicted parking demand of the public on-street parking areas which are 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.

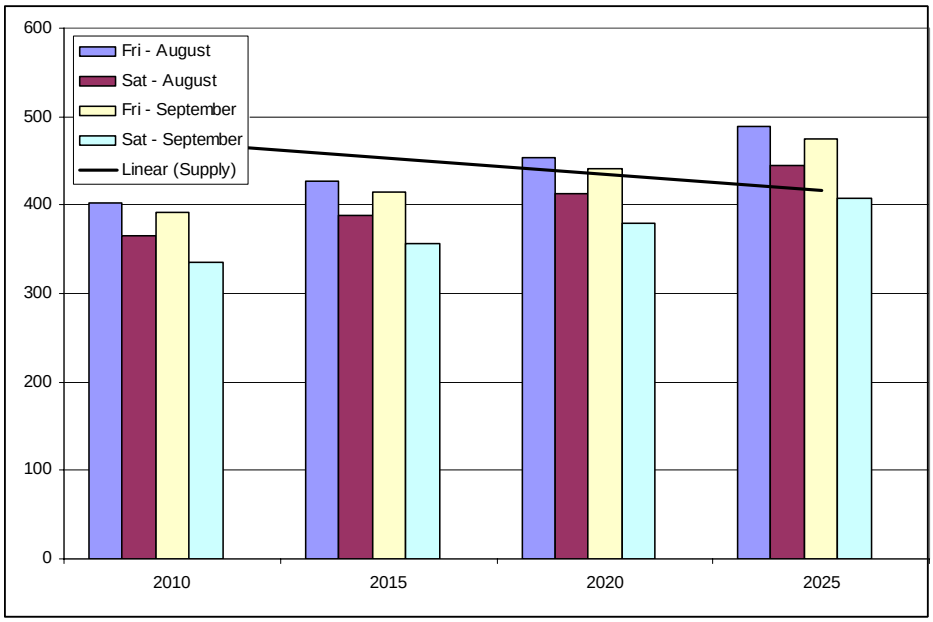
Figure 5.2 Public On-Street (Unrestricted) Parking Supply and Demand



Publicly Available Off Street Parking Supply and Demand

5.13 **Figure 5.3** shows the predicted parking demand of the publicly available off-street parking areas. It shows that demand would begin to reach supply levels by 2015 and would outstrip it by approximately 2020. This implies considerable problems occurring in and around these areas due to insufficient parking with negative effects on road network performance and the urban environment.

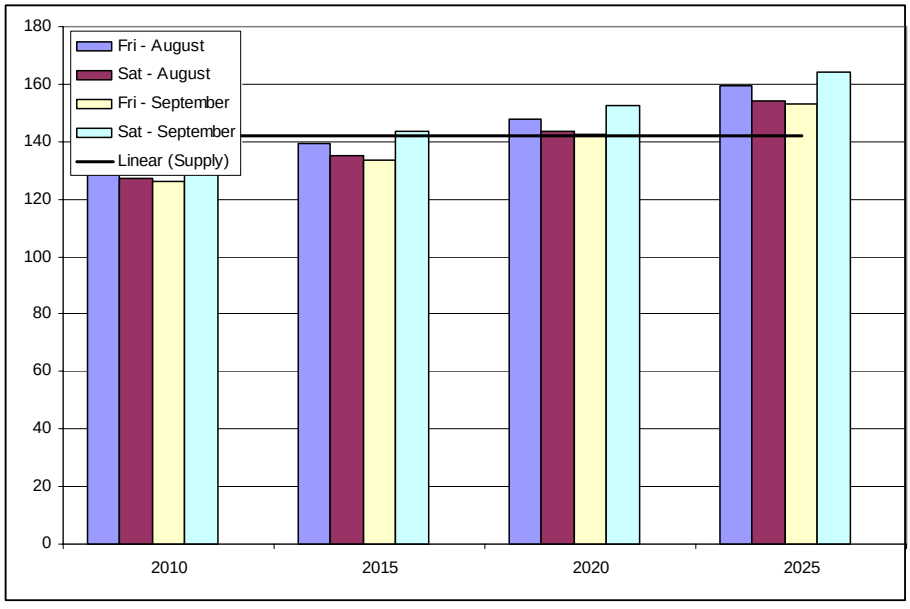
Figure 5.3 Publicly Available Off Street Parking Supply and Demand



Private Publicly Available Off Street Parking Supply and Demand

5.14 **Figure 5.4** shows the predicted parking demand of the private publicly available off-street parking areas. It shows that demand is already beginning to reach supply levels and would outstrip it by approximately 2015. This implies considerable problems occurring in and around these areas due to insufficient parking with negative effects on road network performance and the urban environment.

Figure 5.4 Private Publicly Available Off Street Parking Supply and Demand



5.15 A general conclusion that may be drawn from this analysis is that, whilst there is clearly a parking pressure, the issue is perhaps 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.

6.0 STRATEGY OPTIONS

Introduction

6.1 This chapter outlines the options which could be implemented to improve the management of parking and the pedestrian/cyclist and public transport environment.

6.2 The options considered cover future parking provision, parking control, traffic regulation and infrastructure improvements.

6.3 The options discussed in this chapter are then developed into a recommended Parking Strategy, outlined in Chapter 7.

Common Improvements

6.4 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;
- Improved signing for vehicular traffic and pedestrians/cyclists to car parks and major attractors. All pedestrian signing should include distances;
- Review of all TRO's; and
- Improved maintenance to footways.

Improved Parking Enforcement

6.5 The prime aim of enhancing enforcement in Ramsey is 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.

6.6 The benefits of enhanced parking enforcement for Ramsey are significant traffic management improvements; improved road safety; assistance for public transport access; and a greater availability of parking spaces (including disabled spaces) which will improve town centre vehicle 'turnover' and may improve trading conditions.

6.7 However, In the face of effective parking enforcement substantial displacement of parking can be expected from the town centre. It was highlighted in Chapter 2 that generally throughout the day some 40% of people were overstaying in the 1 hour zone and 20% overstaying in the 2-hour zone.

6.8 Furthermore, it was shown in Table 2.3 that there are currently around 260 vehicles parked within Ramsey Town between the hours of 11am-12pm for longer than the current restrictions allow. Some 117 of these vehicles are parked in excess of 4 hours. The introduction of improved enforcement could mean that by 2025 around 315 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.

Improved Signing

6.9 It is clear from the discussion in Chapter 3 that there are currently little or no signs aimed at car park users in Ramsey. It is essential that a review of current signing to car parks and on-street parking is undertaken to ensure that is appropriate, clear, easily understood and does not contribute to unnecessary visual clutter.

6.10 Good signing in Ramsey can be an effective tool in managing parking. Clear signs to car parks and on-street parking areas can reduce unnecessary driving and reduce frustration. Clear signing from car parks would be beneficial for directing less familiar drivers/visitors to the area towards key attractors within the town. Signing can also be used to encourage or discourage the use of particular car parks and roads.

Review of all TROs

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

6.12 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 parking and safety issues arising by better enforcement.

6.13 In addition, it was also noted during site visits to the town that there are number of areas, particularly on the West Quay where double yellow lines have not been removed correctly which in turn then cause confusion amongst drivers and pedestrians alike. Not only does this confuse drivers but also indicates the Authority is not aware of a problem

Improved maintenance

6.14 The use of a balance of measures should be adopted in Ramsey to influence travel behaviour, reduce demand for parking and assist with managing future capacity problems in the town. This would include implementation of measures to encourage people to consider travel by other modes.

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

Parking Standards

6.16 Existing Parking Standards for the Isle of Man were given at Table 1.1 and are repeated here as Table 6.1.

Table 6.1 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.

Table 6.2 Recommended Changes to Isle of Man Parking Standards for Ramsey

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 50 sqm of net floor space
Out of Town	1 space per 20 sqm
Shops	
below 300m²	1 space per 50 sqm
300 – 1000m²	1 space per 30 sqm In critical locations one parking space per 14m² for food retail or 20m² 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

6.17 These standards 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.

Disabled Parking

6.18 Currently there are 30 disabled spaces provided in the publicly available parking. This is slightly lower than is generally accepted and our recommended standards would be as follows:

Table 6.3 Provision of Disabled Spaces

Car Park Size (Spaces)	*Recommended Disabled (Spaces)*
50	3
100	6
200	12

Parking Options

6.19 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.

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

Future Provision

6.21 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 Ramsey since demand management through parking restraint is not considered a viable option due to the effect on the economic viability of the town.

6.22 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.

6.23 Each option is considered further below.

Do Nothing – Use Current Spare Capacity

6.24 From the analysis contained in Chapter 5 it can be seen that in absolute terms the parking demand in 2025 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 space capacity.

6.25 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

6.26 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

6.27 The only immediately available site within the town centre is the Albert St. school site which could be developed to accommodate some 140 vehicles. This would cover some of the vehicles likely to be displaced by enforcement but would not cater for all the predicted displacement growthed to 2025 (some 315 vehicle, Para. 6.8).

Build a Conventional Multi-Storey Car Park

6.28 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 is effective some 260 (Table 2.3) additional short term spaces will currently need to be provided increasing to 315 (Para 6.8) by 2025.

6.29 Using a peak occupancy of 0.85 to minimise unnecessary traffic circulation within the car park, the future provision in 2025 to cater for displaced demand should be 370 spaces.

6.30 A conventional reinforced concrete multi-storey car park to accommodate 370 vehicles will cost the order of £4 million - £4.5 million.

Build a Demountable Steel Structure

6.31 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 currently limited in the number of decks. In the case of Ramsey a steel demountable structure could be provided above a bus station, transport interchange or retail development.

6.32 The cost of this type of car park to accommodate 370 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

6.33 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.

6.34 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.

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

6.36 In all scenarios it has been assumed that charges would be introduced in the private publicly available off-street car parks at the same level as the publicly owned car parks. If this was not done the private car parks would rapidly become unmanageable. It has further been assumed that costs and revenue associated with any charging regime would accrue to the Government or Town Commissioners since they would need to be responsible for enforcement.

6.37 Table 6.4 outlines the revenue predictions for each of the options.

Table 6.4 Revenue Predictions

Pricing Structure	*With/Without Private Publicly Available Car Parks*	*Year*			
		2010	*2015*	*2020*	*2025*
Option 1 10p per Hr On-Street Only Off-street free Residents Permits	Without	£140,000	£150,000	£160,000	£170,000
Option 2 10p per Hr On and Off-Street Residents Permits	With	£450,000	£475,000	£510,000	£540,000
	Without	£360,000	£380,000	£410,000	£440,000
Option 3 20p per Hr On-Street and 10p per Hr Off-Street Residents Permit	With	£590,000	£630,000	£670,000	£720,000
	Without	£500,000	£530,000	£570,000	£610,000

6.38 Residents permits should be subject to an annual charge to cover administration costs and free parking. These permits should cost a minimum of £50 per annum.

6.39 The disc parking scheme would not be required with pay and display meters which would be installed in those streets subject to a parking time limit. Enforcement would require at least two wardens with a relief plus back up staff to administer the system and deal with financial aspects. Overall management should be continued within the Town Commissioners current operations.

7.0 RECOMMENDATIONS

Introduction

7.1 Following the analysis and development of options, consideration has been given to future parking in Ramsey. 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 Ramsey feel about the future;
- How would any changes in Ramsey 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 Ramsey to be maintained and enhanced.

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

7.3 The recommendations constitute a Short, Medium and Long Term Plan to cover the period form the present day to some time after 2025.

Short Term 0-5 Years

Do Nothing

7.4 The option exists to Do-Nothing. There are still unused spaces near the town centre which will accommodate additional parking in the short term. We would NOT RECOMMEND this approach. The present shortage of one hour restricted spaces would not be ameliorated, additional enforcement would be problematic because of financial constraints and improved traffic management and maintenance of the highway infrastructure for pedestrians, cyclists and vehicle drivers would not be improved.

Recommendations

7.5 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 and redevelopment will take place to enhance the areas viability. To this end we recommend the following:

<u>Additional Parking Provision</u>

7.6 During the next five years we cannot see the need to provide additional parking: Our surveys showed that there is adequate vacant space to accommodate the demand. At the end of the period a peak accumulation survey should be undertaken to establish whether the situation has changed;

7.7 The five year short term period should be used to make changes which rationalise the parking, improve the urban environment and prepare the ground for more radical improvements;

Parking Charging

7.8 Introduce a 10p/hr charge for parking in the one hour restricted streets, using pay and display meters. All other parking including off-street spaces would remain free. All residents and visitors would pay the charge.

7.9 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 of parts of the town would be charged, we believe that by restricting charges to the one hour limited streets a majority of drivers would not object to this proposal;

Enforcement

7.10 We estimate that this charge could raise up to £140,000 per year which should be used to substantially increase the level of enforcement. Currently there are a significant number of drivers overstaying the 1 hour limit, 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;

7.11 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

7.12 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.

7.13 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

7.14 Improved enforcement of illegal parking in disabled spaces will ensure that the spaces provided for people with impaired mobility will have more convenient parking. In spite of the maximum level of penalty for illegal parking in disabled spaces our surveys indicate that some 10% of such spaces are used illegally at peak times.

7.15 Although the provision of disabled spaces in Ramsey is below the recommended level in UK guidance, by removing illegal parkers there may be sufficient provision to accommodate demand since currently peak legal occupancy is just over 60%.

7.16 We therefore recommend that following improved enforcement a further check on space occupancy should be undertaken at times of peak demand (1100-1200 hrs on Friday and Saturdays). If occupancy is above 85% further disabled spaces should be provided.

Maintenance

7.17 Waiting restrictions (yellow lines) should be reviewed for consistency and appropriateness. There are examples of yellow lines laid across parking bays, which apart from being inconsistent looks as though the highway authority doesn't know what it is doing.

7.18 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.

7.19 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.

7.20 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.

Future Planning

7.21 During this short term period the opportunity should be taken to plan in detail the transport interchange and rationalise the off-street parking. Small off-street car parks (less than 40 spaces) are an inefficient use of space, because if they are in a convenient location they are attractive, but often full so drivers keep circulating until they find a free space. This adds unnecessarily to traffic in and near the town centre.

7.22 The current proposals for the bus layover area will require revision since the turning area for buses is inadequate. Overnight layover in the town centre should be reconsidered since it is an inefficient use of space that could be used for residential or entertainment uses.

7.23 Any planning of the transport interchange needs to take account of possible long term needs for parking (see Medium Term recommendations below).

Medium Term 5-10 years

7.24 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.

7.25 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.

7.26 If the redevelopment and enhanced viability of Ramsey 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 1 hour restricted streets to 20p/hr and introduce a charge of 10p/hr in the 2hr restricted streets. Off-street car parks at this point should be charged at 10p/hr unless they are at the edge of the town centre when they could remain free;

  This level of charging would be likely to produce a revenue in excess of £500,000/year at current prices;

- 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 Ramsey. As far as we are aware no town of this size is currently considering such a facility, and the current cost of a 370 (para 6.29) space car park would be in excess of £4 million - £4.5 million. It is unlikely that a developer or the local authority could afford this amount unless the economic climate changed considerably;

  If the peak demand increases or cannot be reasonably accommodated on the currently available overspill areas, consideration should be given to constructing a single deck steel framed demountable structure above the redevelopment of the Triangle. The ground level redevelopment would need to be designed to accommodate parking above, but a 150 space car park of this type would currently cost around £750,000 which might be rather more affordable than £4 million - £4.5 million;

  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 on the deck should be at least 10p/hr;

- During this period the transport interchange should be constructed which will bring together the off-street car park, electric railway terminus and bus station, all of which should be internal to the Triangle site with commercial, shopping and entertainment activities on the outside frontages. All this should be complimented by pedestrianisation of surrounding streets; and

- There are currently proposals to pedestrianise a number of streets and this should be promoted. However consideration should be given to allowing buses, taxis and disabled drivers limited access to such streets. It has been found that pedestrians favour limited access shared streets since it introduces a variety of scale and activity with any motorised drivers realising that pedestrians and cyclists have priority.

Long Term More than 10 years

7.27 Again subject to a peak parking demand survey a second deck could be provided on top of the single deck steel framed car park above the Triangle redevelopment. This is likely to satisfy demand to 2025 unless unexpected expansion of the town occurs.

7.28 We do not recommend any higher structure (ground floor plus possibly two parking decks) in Ramsey since the scale of structure would be inappropriate in this size of town, even with the propose redevelopment.

Bus Services

7.29 Surveys of bus passenger revealed little that can reasonably be done to improve services that would be economic. More frequent services are a regular request, but without an indication that the increased services would be used such provision would be uneconomic. Current passenger loading do not indicate that more frequent services would be used.

7.30 However there are improvements that should be implemented. We therefore recommend:-

- The transport interchange should be pursued with a view to implementation within the short term period. The current proposals should be reconsidered particularly in respect of what we believe is proposed for the bus layover area.

- A fundamental review and improvement to bus stops and passenger information should be undertaken. Some changes are minor such as labelling bus stop location and providing timetable information at each stop. More radical improvements would be to provide real time information through illuminated electronic signs at bus stops. Passengers find considerable comfort in knowing when the next bus will arrive, satisfaction with the service is greatly improved and frustration with late running reduced.

- Several bus stops are in dangerous or inconvenient locations and should be repositioned.

- There is no evidence that a radical overhaul or change of routes is required.

Conclusions

7.31 By implementing these recommendations we believe parking demand in Ramsey Town Centre can be accommodated up to 2025. The associated traffic management measures will complement the rationalisation of the 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.

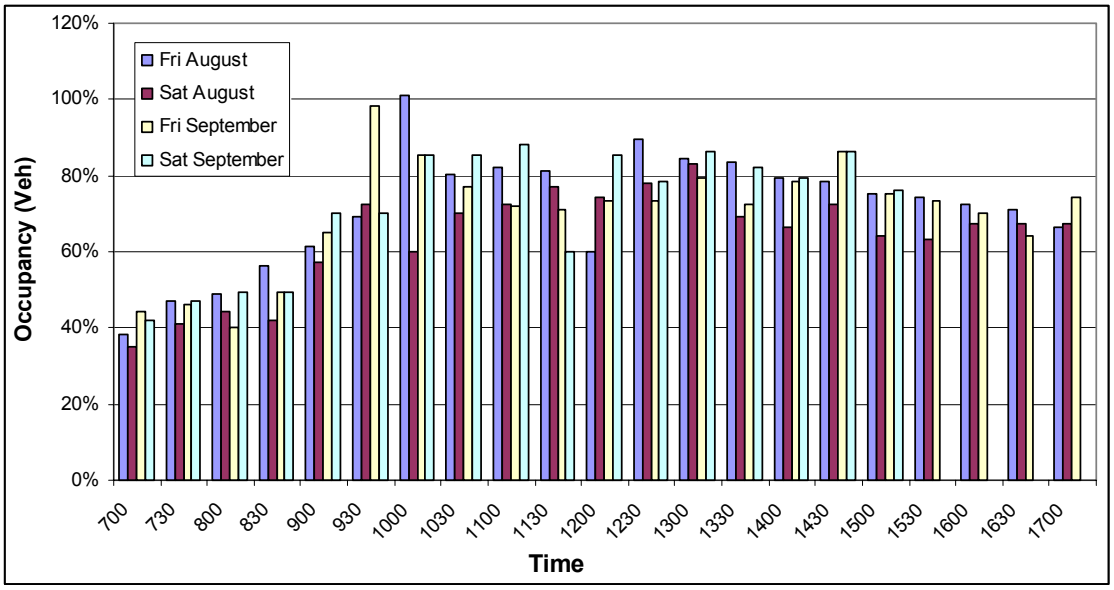
7.32 The essence of our recommendations is flexibility. Improvements should be made in small steps so as not to incur unnecessary expenditure until it is fully justified.

APPENDICES

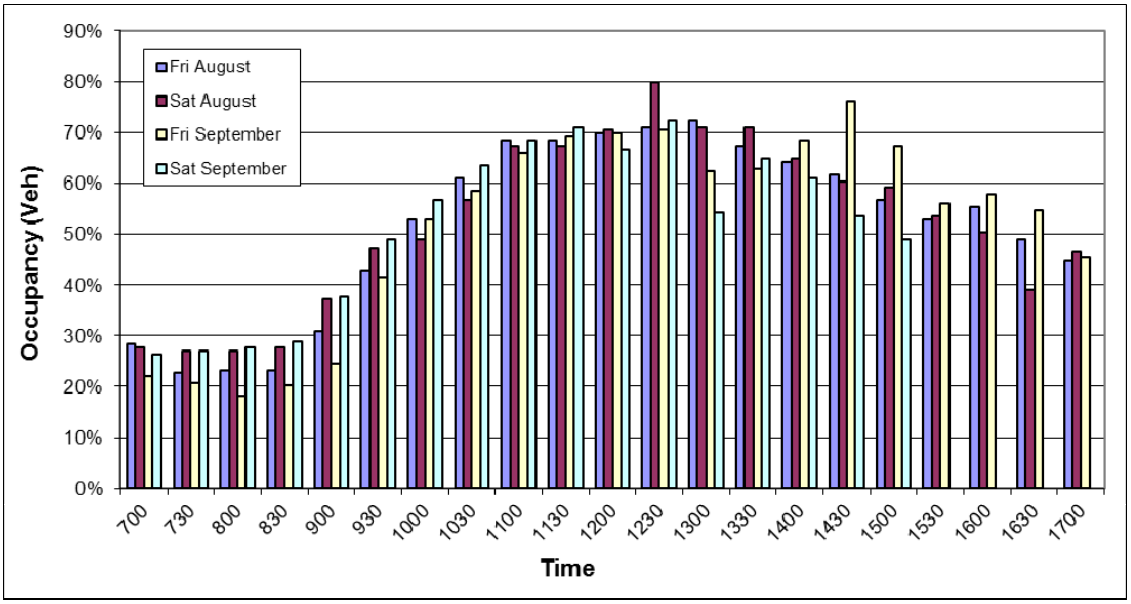
APPENDIX A

Parking Survey Results

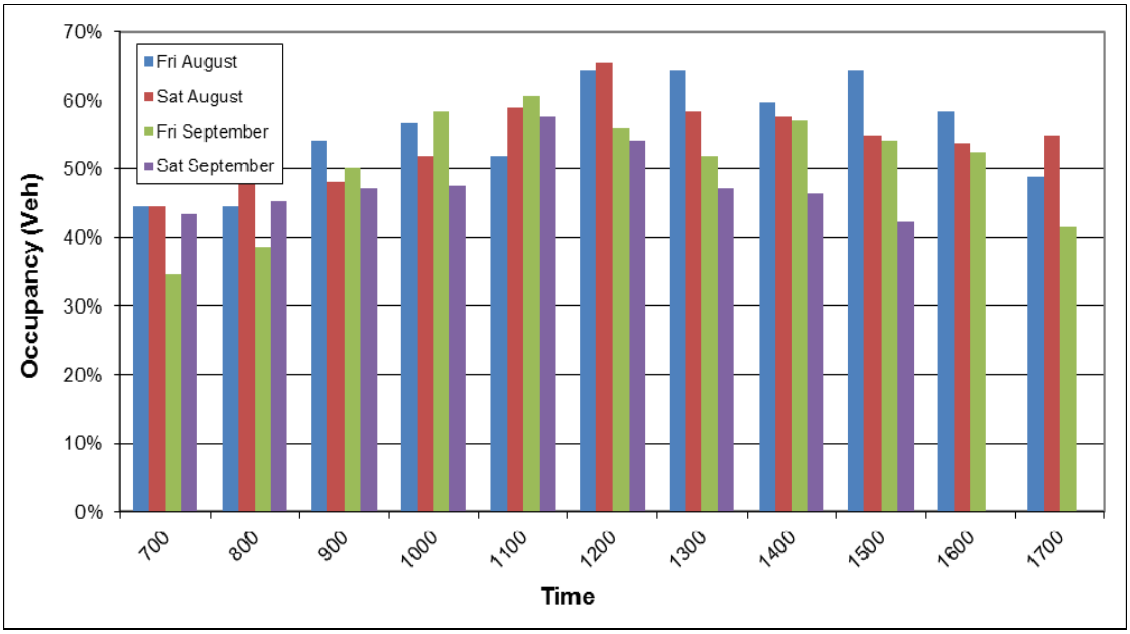
On-Street 1 Hour Restricted Parking - Occupancy (30 Min Beats)



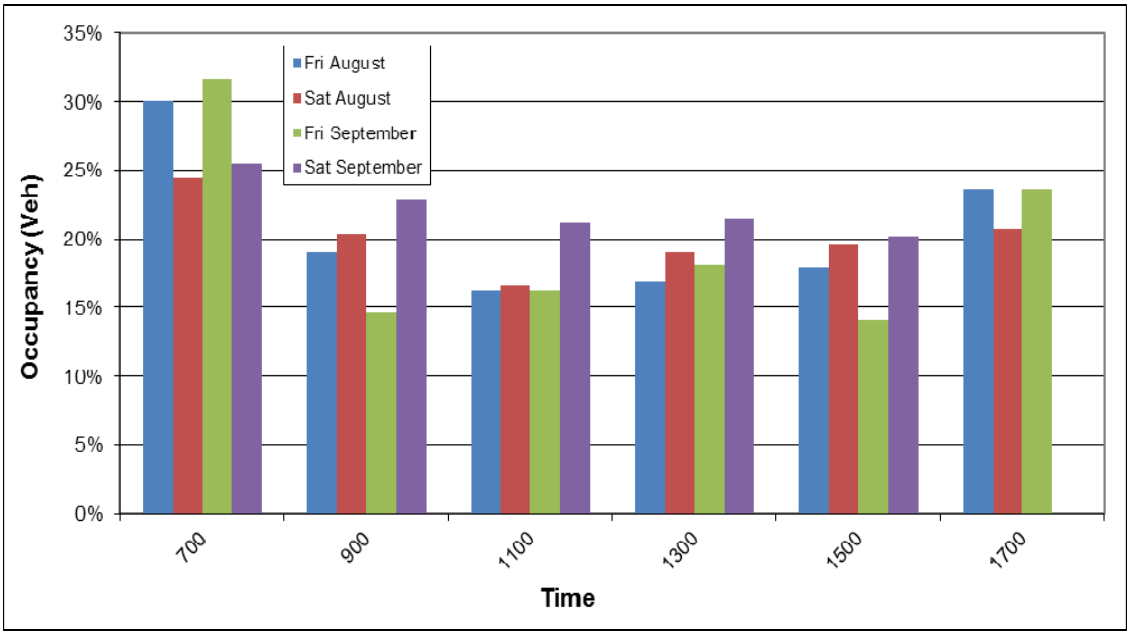
On-Street 2 Hour Restricted Parking - Occupancy (30 Min Beats)



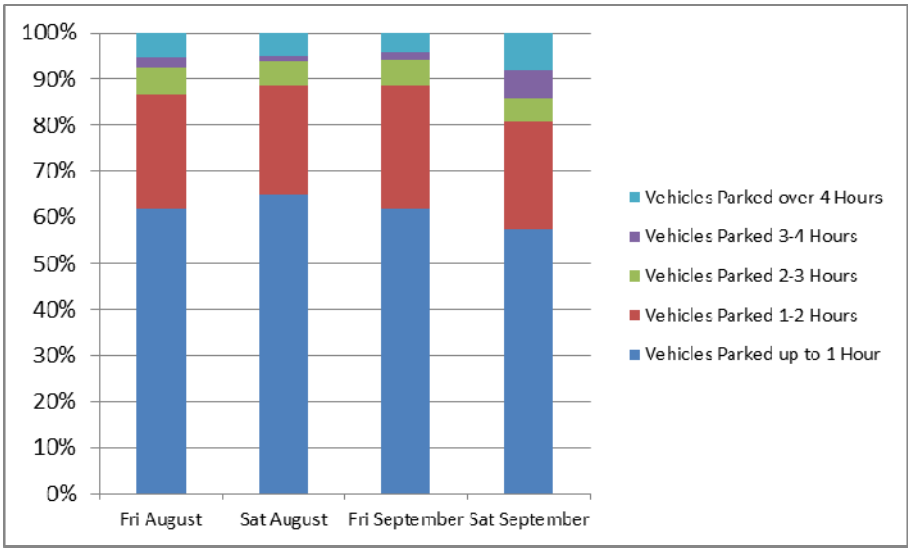
On-Street Unrestricted Parking - Occupancy (Hourly Beats)



On-Street Unrestricted Parking - Occupancy (2 Hourly Beats)



On-Street 1 Hour Restricted Parking - Duration (30 Min Beats)



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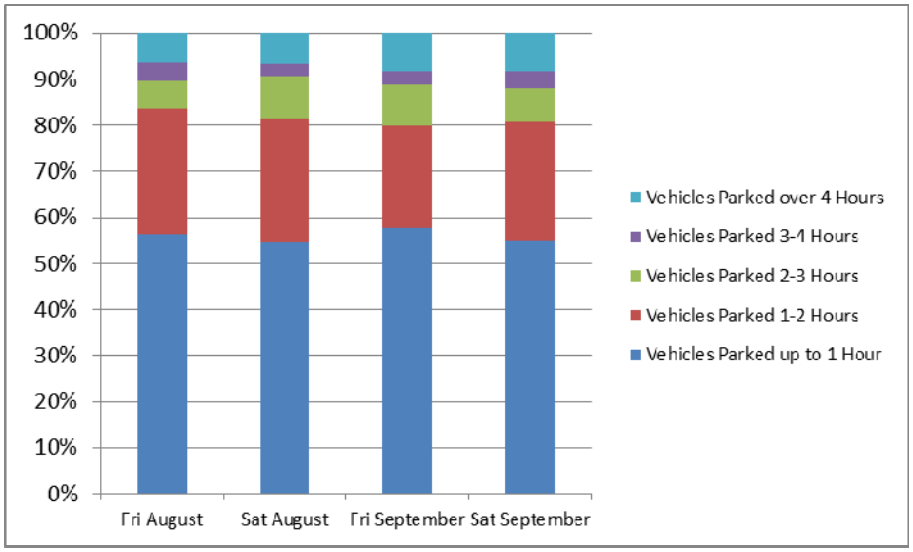
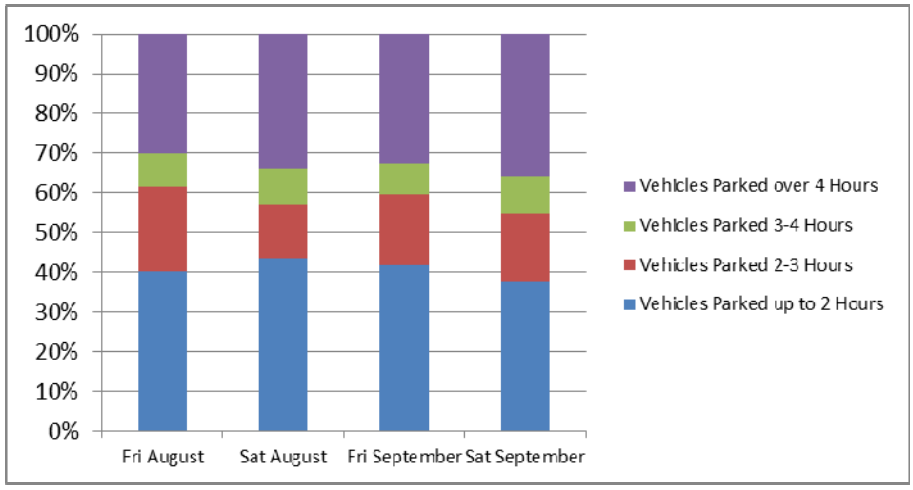


On-Street Unrestricted Parking - Duration (Hourly Beats)



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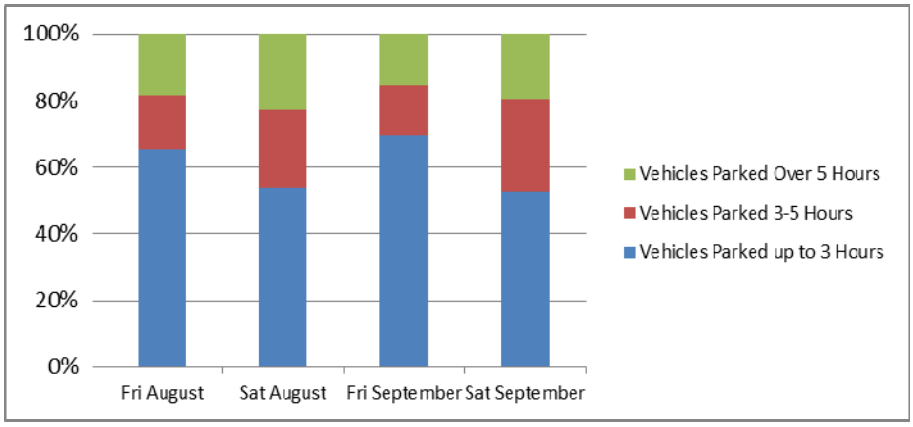
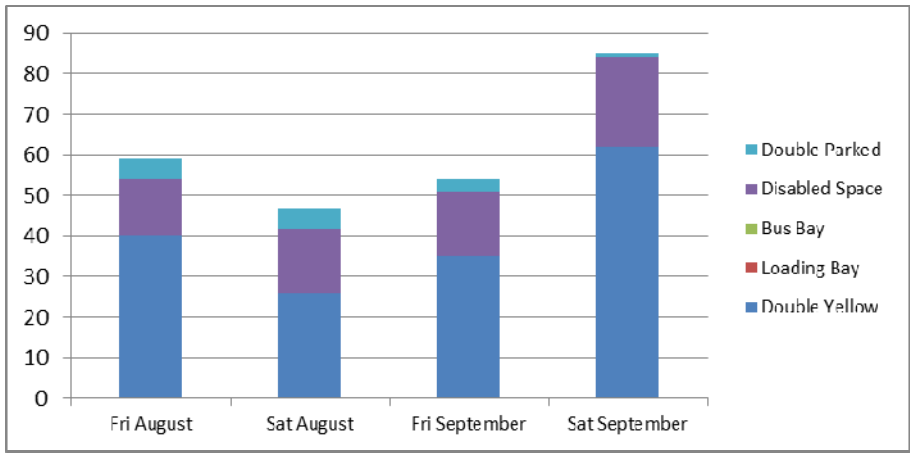
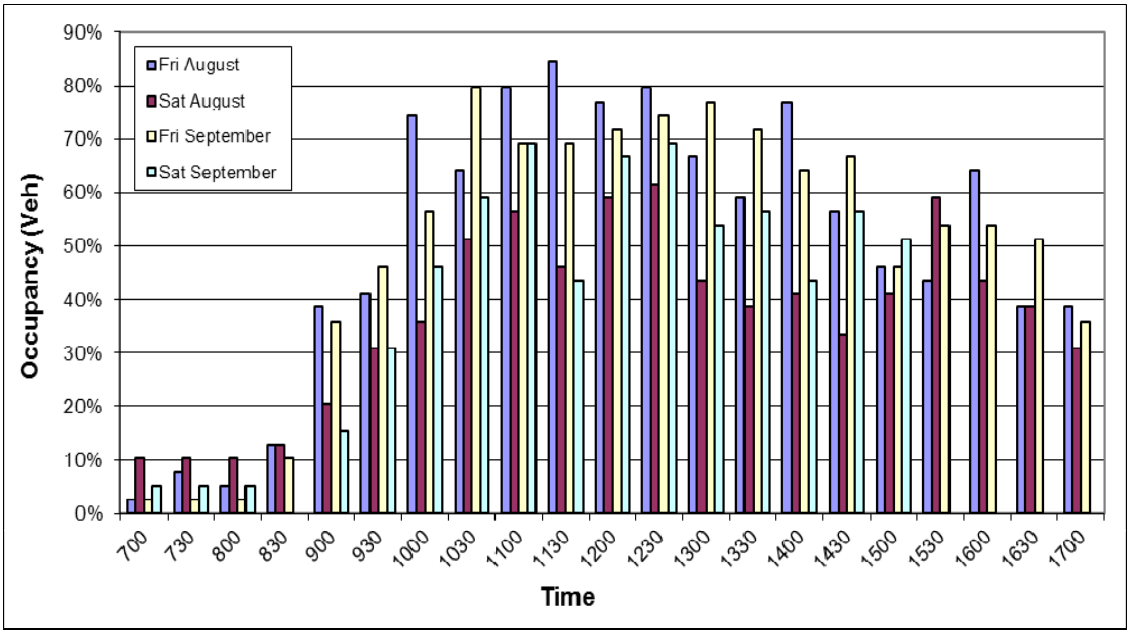


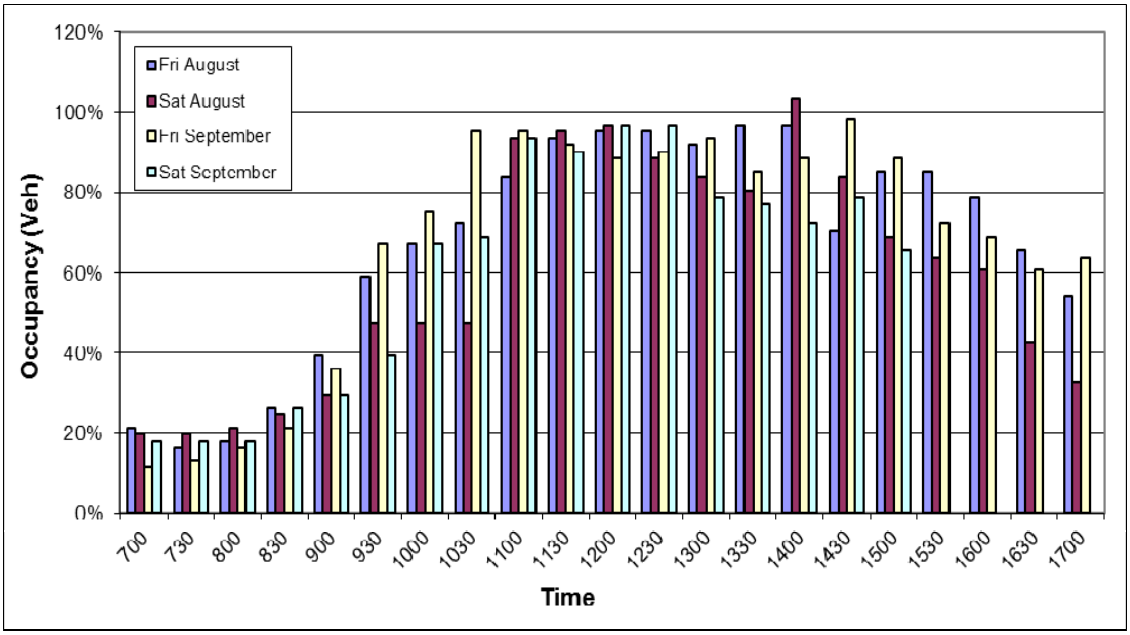
On-Street Illegal Parking Events



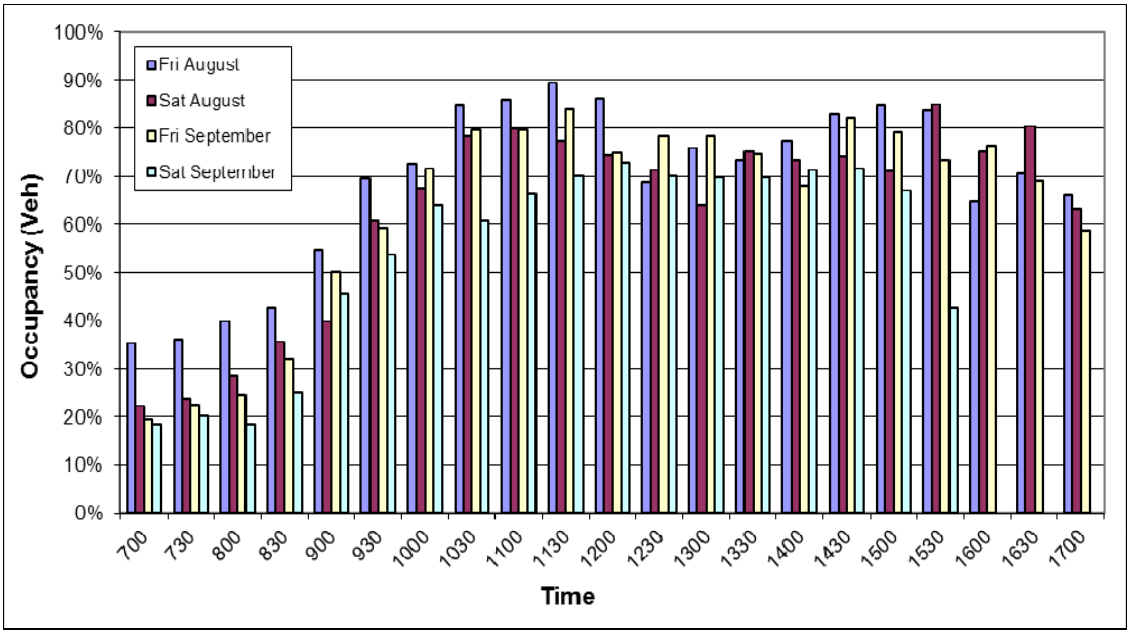
Public Off-Street 1 Hour Restricted Parking - Occupancy (30 Min Beats)



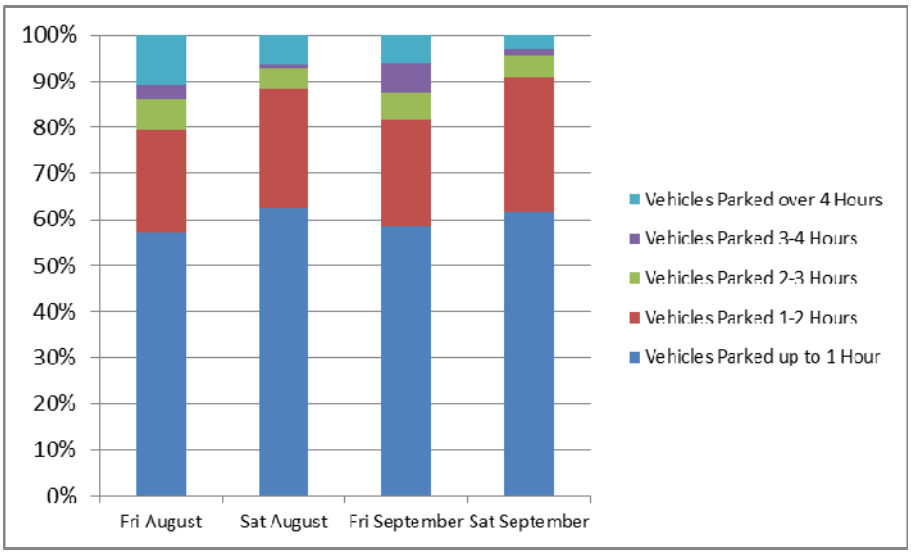
Public Off-Street 2 Hour Restricted Parking - Occupancy (30 Min Beats)



Public Off-Street 23 Hour Restricted Parking - Occ (30 Min Beats)



Public Off-Street 1 Hour Restricted Parking - Duration (30 Min Beats)



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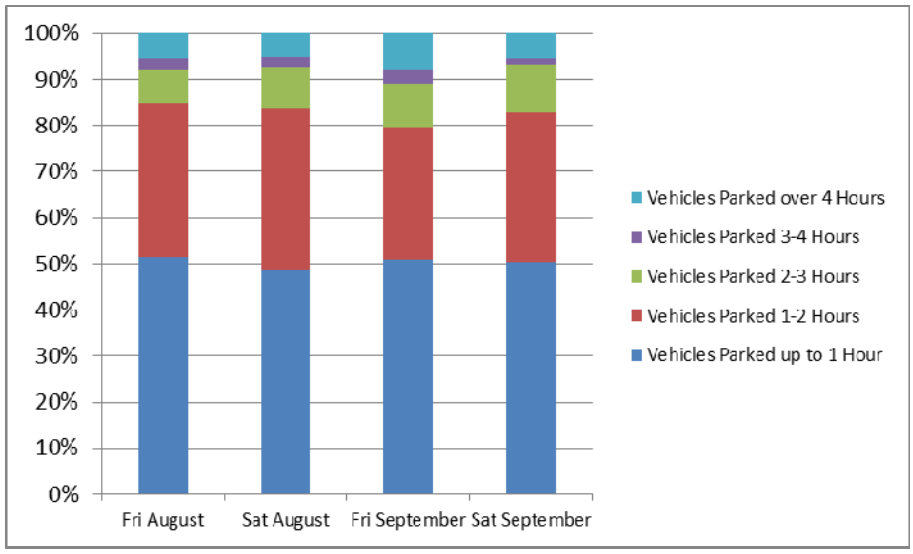
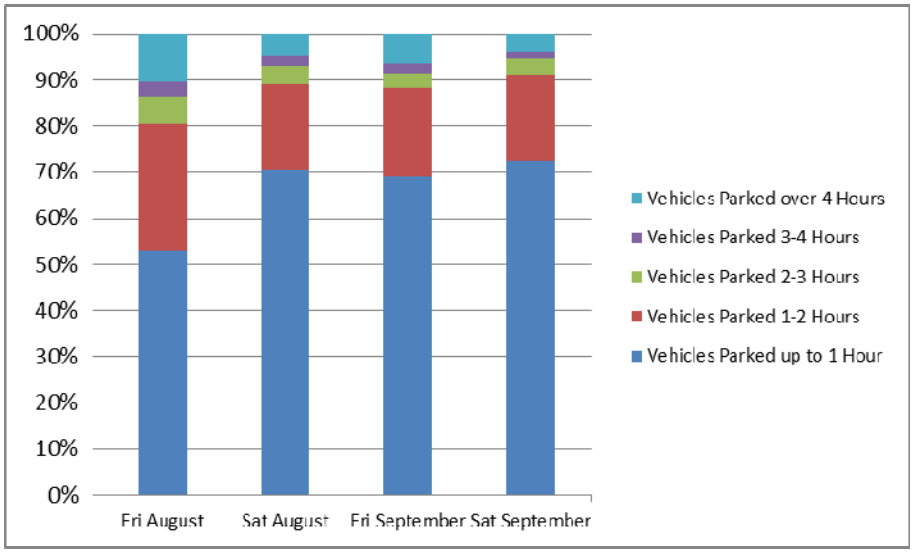
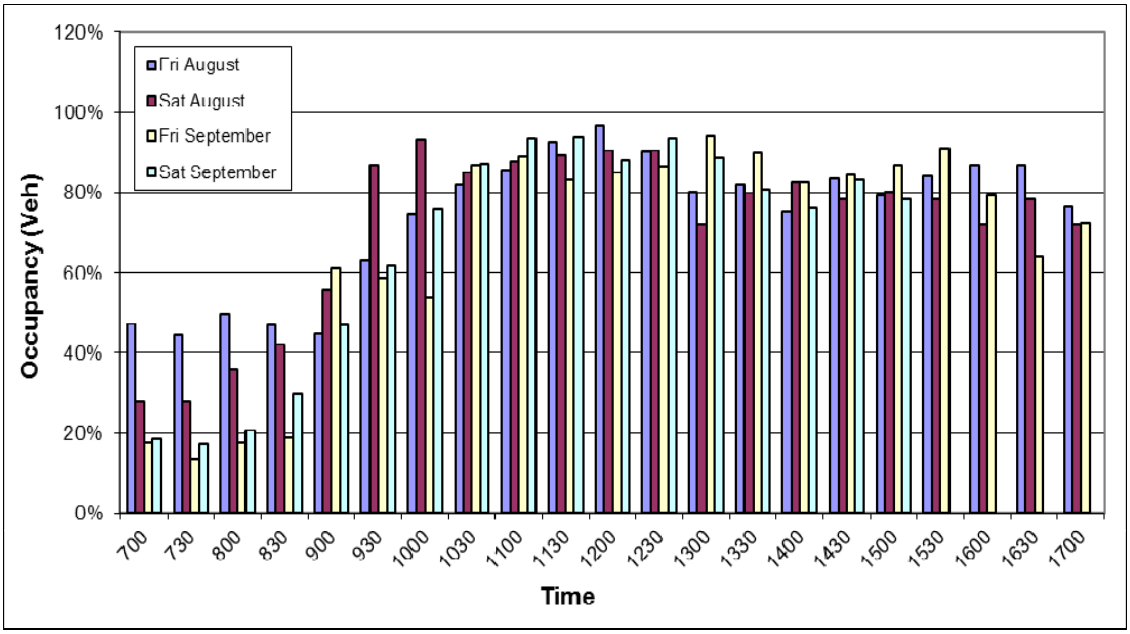


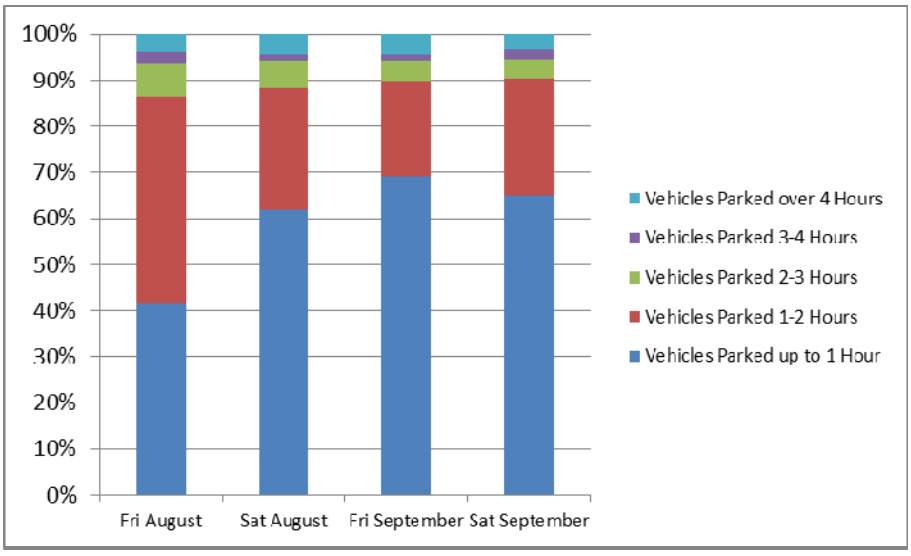
Public Off-Street 23 Hour Restricted Parking - Duration (30 Min Beats)



Private Publicly Available Off-Street 2 Hour Restricted Parking - Occupancy (30 Min Beats)



Private Public Available Off-Street 2 Hour Restricted Parking - Duration (30 Min Beats)



APPENDIX B

Site Occupancy at Peak Accumulation

Results of Peak Accumulation Surveys (11am-12pm)

Street	Description	On Street/ Off Street	Type	Capacity	Friday - August		Saturday - August		Friday - September		Saturday - September	
					Parked	Percentage Occupancy at Peak Accumulation	Parked	Percentage Occupancy at Peak Accumulation	Parked	Percentage Occupancy at Peak Accumulation	Parked	Percentage Occupancy at Peak Accumulation
West Quay	West Street to Christian Street	On-Street	Public	24	19	79%	17	71%	15	63%	19	79%
West Quay	Christian Street to East Street	On-Street	Public	35	25	71%	26	74%	29	83%	28	80%
West Quay	East Street to Neptune Street	On-Street	Public	60	51	85%	42	70%	48	80%	46	77%
Mona Street	Neptune Street to Barrack Lane	On-Street	Public	6	2	33%	2	33%	2	33%	4	67%
Mona Street	Neptune Street to Dale Street	On-Street	Public	14	7	50%	13	93%	6	43%	5	36%
Queens Court	Dale Street to St Pauls Square	On-Street	Public	8	4	50%	5	63%	3	38%	6	75%
Market Street	Southern Edge of Market Place	On-Street	Public	12	11	92%	11	92%	11	92%	10	83%
Parliament Street, Peel Street and Water Street	Waterloo Road to Court Row	On-Street	Public	22	27	123%	23	105%	24	109%	25	114%
Parliament Street and Court Row	Tower Street to Court Row	On-Street	Public	11	8	73%	11	100%	6	55%	7	64%
Parliament Street	Christian Street to Tower Street	On-Street	Public	18	17	94%	18	100%	16	89%	19	106%
West Street	Parliament Street to West Quay	On-Street	Public	6	4	67%	7	117%	7	117%	7	117%
Parliament Street	Queens Pier Road to Christian Street	On Street	Public	14	14	100%	12	86%	11	79%	12	86%
Taubman Street	Queens Pier Road to Christian Street	On Street	Public	38	25	66%	20	53%	18	47%	30	79%
Brookfield Avenue	Queens Pier Road to Brookfield Crescent	On Street	Public	8	5	63%	3	38%	5	63%	5	63%
Market Place	Market Street to West Quay	Off-Street	Public	61	57	93%	58	95%	58	95%	57	93%
Co-operative Supermarket	Off Christian Street	Off Street	PPA	72	74	103%	70	97%	74	103%	72	100%
St Pauls Square	St Pauls Square	Off-Street	PPA	70	57	81%	57	81%	52	74%	63	90%
Town Hall / Library	Off West Street	Off Street	Public	29	27	93%	16	55%	23	79%	17	59%
Parliament Square	Off Parliament Street	Off Street	Public	10	8	80%	6	60%	4	40%	10	100%
MER Station	Off Parsonage Road	Off-Street	Public	44	47	107%	45	102%	46	105%	44	100%
Mayfield	Off Queens Pier Road	Off Street	Public	26	20	77%	17	65%	18	69%	18	69%
Shoprite Supermarket	Off Station Road	Off Street	Public	206	180	88%	159	77%	162	79%	131	64%
College Street	College Street	Off Street	Public	24	22	92%	18	75%	26	108%	17	71%
Parsonage Road	Waterloo Road to Tram Lines	On Street	Public	6	5	83%	5	83%	6	100%	6	100%
Waterloo Road	Approach Road to Parsonage Road	On Street	Public	11	11	100%	9	82%	9	82%	11	100%
Queens Promenade and Queens Drive East	Queens Drive to Strand Court	On Street	Public	80	36	45%	35	44%	36	45%	36	45%
Queens Promenade	Strand Court to Dale Street	On Street	Public	38	11	29%	23	61%	26	68%	15	39%
Queens Court	Queens Promenade to St Pauls Square	On Street	Public	14	8	57%	12	86%	11	79%	14	100%
Parsonage Road and Santon Terrace	Queens Pier Road to Tower Road	On Street	Public	19	16	84%	15	79%	14	74%	15	79%
Mooragh Promenade	Old River Road to Hope Street	On Street	Public	60	19	32%	14	23%	11	18%	17	28%
Mooragh Promenade	Hope Street to North Shore Road	On Street	Public	50	17	34%	23	46%	15	30%	19	38%
Old River Road	North Shore Road to Hope Street	On Street	Public	25	0	0%	0	0%	2	8%	2	8%
Hope Street	Old River Road to Mooragh Promenade	On Street	Public	7	7	100%	10	143%	6	86%	6	86%
Old River Road	Hope Street to Mooragh Promenade	On Street	Public	25	8	32%	11	44%	6	24%	11	44%
Summerland, Seamount Road and Queens Pier Road	May Hill to Seamount Road	On Street	Public	58	15	26%	15	26%	14	24%	18	31%
Queens Pier Road	Seamount Road to Beaumont Road	On Street	Public	50	23	46%	27	54%	22	44%	25	50%
Brookhill Road	Seamount Road to Beaumont Road	On Street	Public	60	20	33%	30	50%	26	43%	25	42%
Approach Road	Off Waterloo Road	On Street	Public	20	6	30%	5	25%	8	40%	10	50%
Princes Road	Princes Road	On Street	Public	90	27	30%	32	36%	33	37%	44	49%
Brookfield Avenue	Brookfield Crescent to Brookfield Crescent	On Street	Public	80	22	28%	22	28%	16	20%	25	31%
Ramsey Swimming Pool	Ramsey Swimming Pool	Off Street	Public	56	22	39%	31	55%	26	46%	20	36%
Old River Road	Old River Road	Off Street	Public	10	6	60%	8	80%	9	90%	5	50%
Chapel Lane	Chapel Lane	Off Street	PR	5	4	80%	4	80%	2	40%	3	60%
Seamount Road	Seamount Road	On Street	Public	25	10	40%	20	80%	10	40%	20	80%
South Promenade	South Promenade	On Street	Public	29	18	62%	33	114%	14	48%	25	86%
Neptune Street	Neptune Street	On Street	Public	10	3	30%	1	10%	6	60%	3	30%
College Street	College Street	Off Street	PNR	37	22	59%	15	41%	15	41%	12	32%
Cronk Elfin	Cronk Elfin	On Street	Public	70	33	47%	38	54%	27	39%	32	46%
Vernon Road	Vernon Road	On Street	Public	50	12	24%	12	24%	13	26%	16	32%
Princes Road (2)	Princes Road (2)	Off Street	PR	14	4	29%	5	36%	5	36%	5	36%
Princes Road (1)	Princes Road (1)	Off Street	PR	30	8	27%	13	43%	10	33%	9	30%
Tower Road (2)	Tower Road (2)	Off Street	PR	22	9	41%	12	55%	9	41%	8	36%
Bus Station	Bus Station	Off Street	Public	14	11	79%	6	43%	12	86%	13	93%
City Plumbing Supplies	City Plumbing Supplies	Off Street	PNR	25	18	72%	1	4%	18	72%	2	8%
Deanswood Estate Agents	Deanswood Estate Agents	Off Street	PNR	10	6	60%	4	40%	8	80%	3	30%
Tower Street	Tower Street	Off Street	PNR	20	4	20%	3	15%	8	40%	5	25%
Water Street	Water Street	Off Street	PNR	19	9	47%	4	21%	10	53%	5	26%
Dalrymple Associates	Dalrymple Associates	Off Street	PNR	16	10	63%	3	19%	9	56%	1	6%
Citizens Advice	Citizens Advice	Off Street	Public	10	2	20%	2	20%	7	70%	4	40%
Westbourne Road	Westbourne Road	On Street	Public	44	18	41%	24	55%	17	39%	19	43%
Alleyway off West Street	Alleyway off West Street	On Street	Public	10	0	0%	0	0%	0	0%	0	0%
Alleyway off Parliament Square	Alleyway off Parliament Square	On Street	Public	10	7	70%	5	50%	3	30%	2	20%

APPENDIX C

Proposed Transport Interchange Drawing and Swept Path Analysis

7

2

16

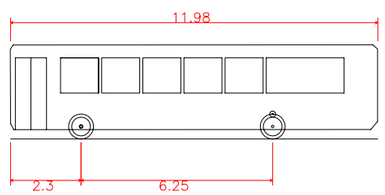
Hall

ALBERT STREET

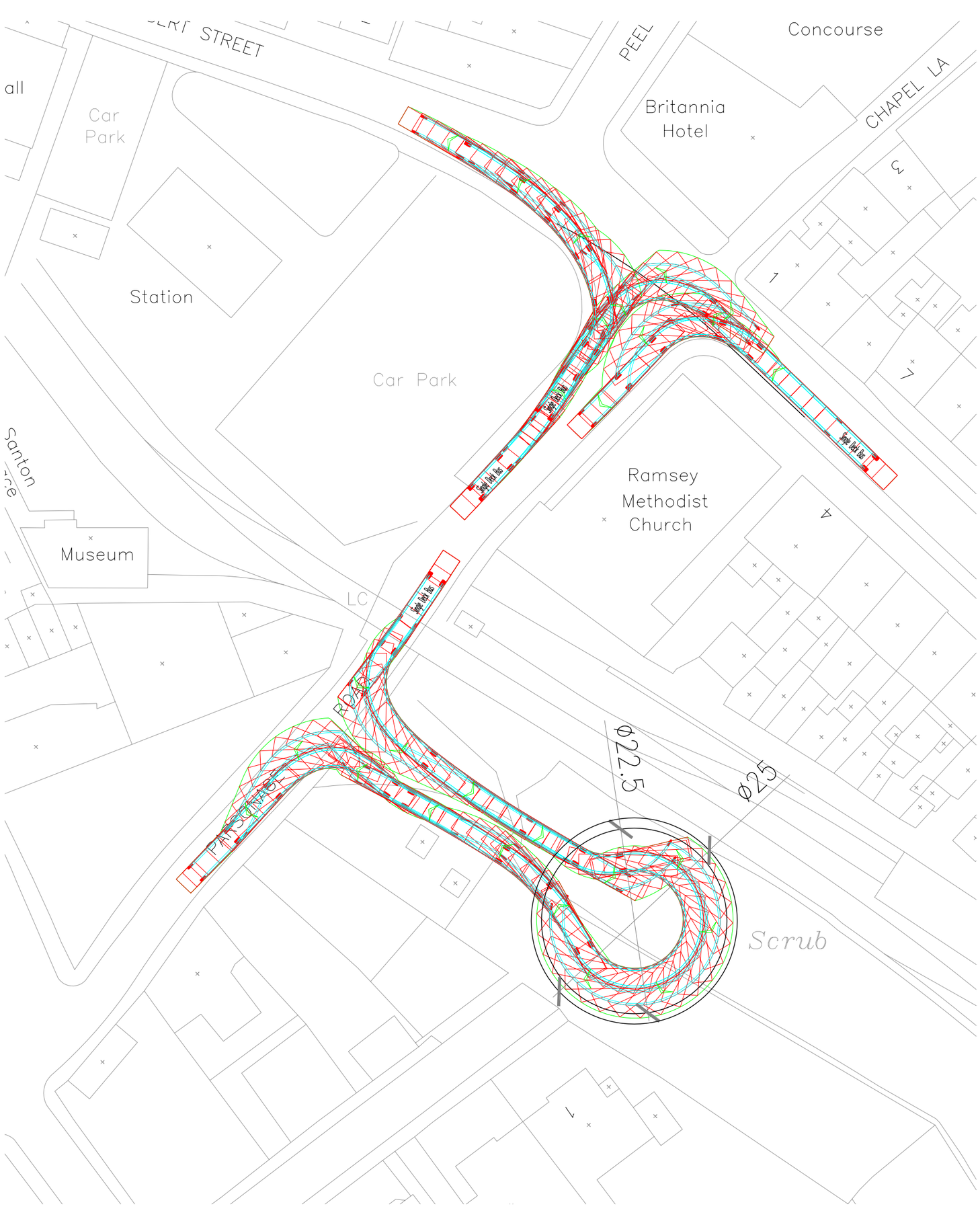
Single Deck Bus

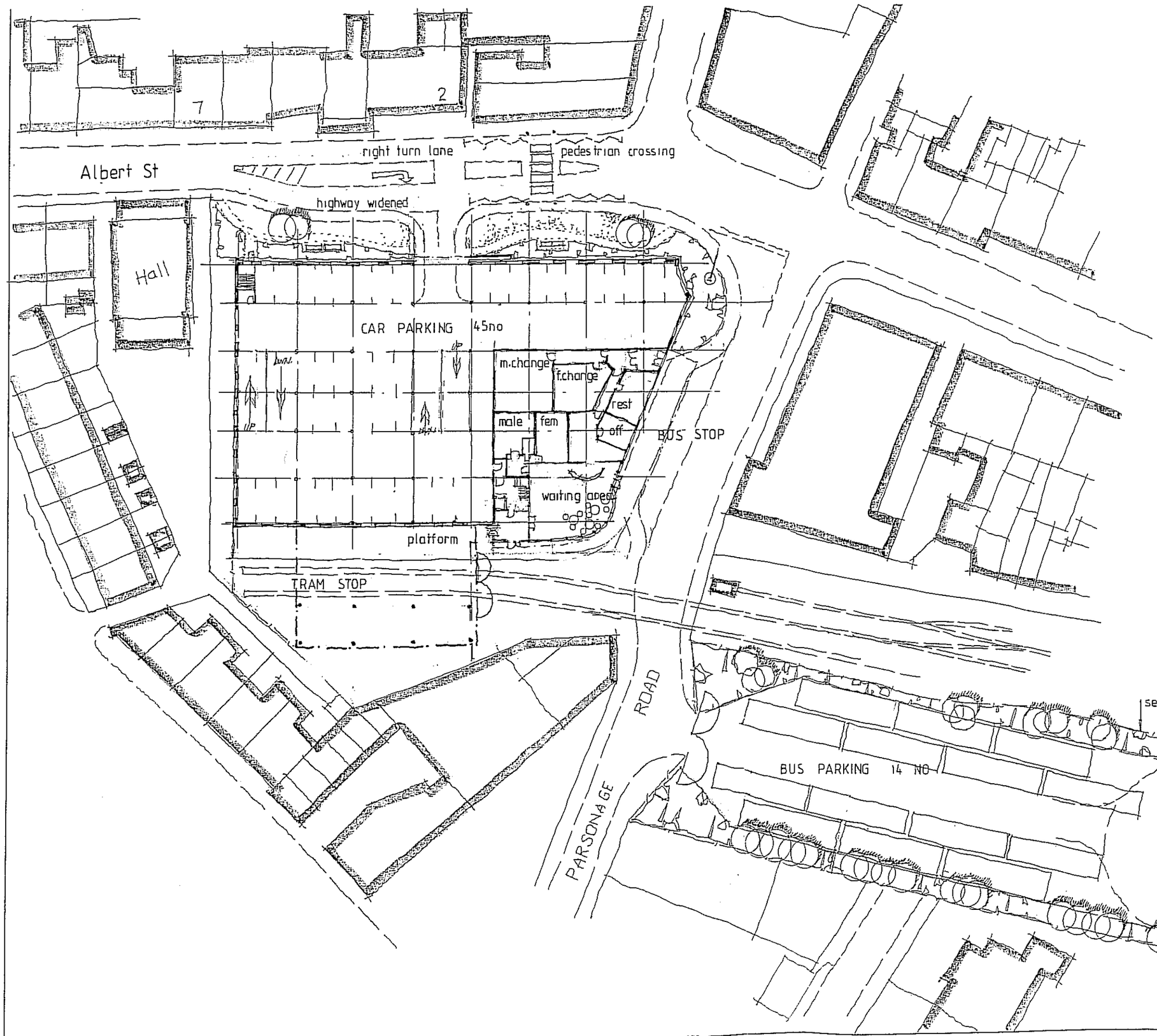
Single Deck Bus

Station



Single Deck Bus	
Overall Length	11.980m
Overall Width	2.440m
Overall Body Height	3.070m
Min Body Ground Clearance	0.306m
Track Width	2.322m
Lock to Lock Time	6.00 sec
Kerb to Kerb Turning Radius	10.368m


Concourse
PEEL
CHAPEL LA
Britannia Hotel
Car Park
Station
Car Park
Ramsey Methodist Church
Museum
LC
PATHWAY
ROAD
Ø22.5
Ø25
Scrub



dimensions. Do not scale from this drawing. Contractors MUST CHECK ALL dimensions and levels on site and any discrepancies must be reported to the Architect. If in doubt consult the Architect.

A APR'04 DEVELOPMENT CONCEPT REVISED

REV.	DATE	COMMENTS

Savage + Chadwick Architects
Merchant's House
24 North Quay
Douglas
Isle of Man
IM1 4LE.
Tel. 01624 672050.
Fax. 01624 629237.
E.Mail: info@savagechadwick.com

Client: DEPT TRANSPORT

Job Title: PROPOSED TRANSPORT INTERCHANGE RAMSEY

Drawing Title: GROUND FLOOR / SITE PLAN

Scale: 1:500

Date: MARCH '04 | Drawn by: MS

Drg No: SC 802/SK 1 | Rev: A

APPENDIX D

Stakeholder Consultation Responses

Job :Ramsey Town Centre Parking Study and Public Transport Audit
No : 22350

NOTES OF MEETING

Date : 22nd September 2010
Time : 4pm
Venue : Dalrymple Associates Offices, Ramsey
Present : David Miller (DM) – Dalrymple Associates
Wayne Garside (WG) – TPi
Alan Bailes (AB) - TPi
Purpose : Consultation Meeting with Dalrymple Associates

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1. Introduction

Introductions were made by the TPi setting out their role, the purpose of the study and aims and objectives of the meeting.

2. Dalrymple Associates

DM outlined that Dalryample Associates has been commissioned by the Treasury (funded by the DoI) to look at capital schemes within the area known as the 'Triangle'. The Triangle is almost all in public ownership and the government would wish to see social housing, residential, public transport interchange and car parking on the site.

DM mentioned that currently the study had reached an impass as a number of options had been developed as a finalisation of option cannot be made until the number of car park spaces are known.

In addition to the above study Dalrymple Associates had also been appointed by the Minister for Regeneration to look at Ramsey. As a result the Minister had approved funding to take forward phases 1 and 2 to fully costed design. The intention is for phases 1 and 2 to proceed and phase 3 would depend upon funding.

DM stated that as part of the Regeneration Plan for Ramsey phases 1 ,2 and 3 would lose 90-100 car parking spaces around the Courthouse and Market Square.

DM mentioned that as part of the Regeneration a consultation exercise had taken place and the options displayed and responses are on the RTC website.

DM explained that:

- Phase 1 – is not traffic related and is orientated to pedestrianisation of the alleyways and narrow streets.
- Phase 2 – consists of pedestrianising parts of East Street, around the Courthouse and Peel Street.
- Phase 3 – consists of pedestrianising the Market Square area.

- Phase 4 and 5 – consists of pedestrianisation of Parliament Street and Quayside.

DM agreed to send pdf files of the phases to TPi.
Action – DM to supply pdf files to WG.

With respect to timescales and loss of car parking spaces DM advised of the following:

Phase 1 – 2011: no loss of car parking spaces.
Phase 2 – 2012: loss of 10 car parking spaces.
Phase 3 – dependant upon funding: loss of 60 car parking spaces.
Phase 4 – dependant upon funding: loss of 50% of on-street parking spaces.
Phase 5 – dependant upon funding: loss of 50% of on-street parking spaces.

DM advised that access for any car park cannot be off the TT circuit.

DM finally advised that about 130/140 surface car parking spaces could be located at the Albert Street School site.

A Bailes
1.10.10

Job :Ramsey Town Centre Parking Study and Public Transport Audit
No : 22350

NOTES OF MEETING

Date : 22nd September 2010
Time : 1pm
Venue : Town Council Offices, Ramsey
Present : Peter Whiteway (PW) - Town Clerk and Chief Executive
Wayne Garside (WG) – TPi
Alan Bailes (AB) - TPi
Purpose : Consultation Meeting with Ramsey Town Commisioners

---

1. Introduction

Introductions were made by the TPi team setting out their role, the purpose of the study and aims and objectives of the meeting.

2. Scene Setting

PW explained that the project started off as an approach by the Town Commissioners (TC) to the then DoT, setting out the need for a multi-storey car park for the town.

PW stated that the TC were responsible for on and off street surface level car parks and, the now Department of Infrastructure (DoI) are responsible for building the infrastructure for a multi-storey off-street car park.

With respect to socio-economic data PW explained that Ramsey has the highest proportion of elderly people on the Isle of Man. Ramsey has an ageing population with the lowest household size of 1.9. PW pointed out that as a result of the aging population the 'skipper' Bus Service is important.

Ramsey has a high level of unoccupied houses and is the highest on the Isle of Man.

3. Problems and Issues

PW set out his thoughts regarding parking in Ramsey, namely:

I). There is no real enforcement of the parking restrictions in the town by the DoI, whereby the DoI issue fines and finance the parking enforcement. Parking wardens patrol Ramsey once a week.
II). Traders are parking at the St Mary's car park all day and are over the specified time restrictions.
III). Spaces marked 'reserved' are for emergency services personnel/vehicles and the disabled. These are allocated by the DoI.
IV). Residents parking is under the jurisdiction of the DoI and orders specify the areas within which residents can apply for residents parking permits.
V). Taubman Street parking restrictions are confusing (3 days/week on either side of the road). The orders are currently being changed.
Action: WG to obtain revised orders.

VI). PW stated that the Albert Street School is going to be demolished and that the Department of Care wants it to be used for social housing. The school lies within an area known as the 'Triangle' which is almost all in public ownership. The 'Triangle' area is considered a good area for parking in Ramsey and has the possibility of linking to an Express Bus to Douglas. This would be seen as having the advantage of easing congestion in Douglas.

VII). PW informed TPi that the TC were possibly thinking about leasing outs its car parks eg College Street, to businesses to bring in income. PW suggested that the study should also consider the TC's position regarding the use of its car parks ie sell, lease out.

VIII). A discussion took place regarding the ownership and operation of parking areas. WG agreed to email a plan of Ramsey indicating the type of parking in operation and ownership to PW for comment and agreement.
Action: WG to email plan to PW

PW set out his thoughts regarding public transport, namely:

I. PW perceived a number of problems within the town now the 12 service (Skipper Bus) route has change and passenger now have to interchange.
II. The Isle of Man Government operate and fund the buses on the Island.
III. PW informed us that bus users are generally either very old or young.
IV. PW stated that he thought the 58 service was not publicised and therefore generally not known about. He added that there is no bus timetable information at the bus stops and overall facilities at bus stops are very poor.
V. PW mentioned that the Manx Express (X3) between Ramsey and Douglas took 40 minutes and cost £4.70 (return?).

On planning matters PW stated:

I. That the current zoned land for Ramsey has the potential to increase the current population by 12.5%.
II. PW agreed to send a spreadsheet of population and jobs in Ramsey to WG.
Action: PW to supply spreadsheet to WG.

In general PW mentioned:

I. The courthouse was seen as the Centre of Ramsey and that this reflected in the current regeneration study. PW stated that there was an intention to move the police and co-locate in the Town Hall. In reverse the library would move to the Courthouse and potentially provide a higher foot-fall in the town centre.
II. PW agreed to supply the routes and times of the refuse vehicles, which mostly operate between 6am – 2pm. He added that the refuse collection target the commercial area first. Households are tended to weekly and commercial when requested.
Action: PW to supply servicing information.
III. WG agreed to contact Chris Blackford, the Chairman of the Chamber of Trade regarding servicing information.
Action: WG
IV. PW agreed to supply the 2003 report on car parking produced internally.
Action: PW

4. Summary

In respect of parking PW would wish to see better structure of parking between short and long term parkers.

In respect of public transport PW would like to see the reintroduction of the Skipper Service (Route 12).

A Bailes
11.10.10

Job :Ramsey Town Centre Parking Study and Public Transport Audit
No : 22350

NOTES OF MEETING

Date	*:*	23rd September 2010
Time	*:*	2pm
Venue	*:*	Harbour Building, Douglas
Present	*:*	Michael Brew – Director of Harbours
		Wayne Garside (WG) – TPi
		Alan Bailes (AB) - TPi
Purpose	*:*	Consultation Meeting with Harbour Board

---

1. Introduction

Introductions were made by the TPi team setting out their role, the purpose of the study and aims and objectives of the meeting.

2. Issues

MB explained that within the Harbour land there were no parking issues.

MB's directorate is responsible for the swing bridge over the Sibby River, which does not cause traffic flow problems.

Over the weekend the Quay's are used by boat owners who park for long periods and sometimes over the entire weekend.

MB suggested that consideration should be given to an allocated parking area for fisherman.

MB mentioned that regular fishermen leave at 6am and return at 6pm and need an area to land their catch, which means this happens rarely during the day and occurs generally between 6pm and midnight. At present they land their catch wherever they can along the Quay. Due to the timings of fishermen landing their catch long term parking spaces could be designated away from the Quays, whereby MB mentioned that the harbours could possibly supply spaces within the Harbour lands at Ramsey.

MB concluded that in respect of Ramsey there are no real parking issues relating to the Harbour as it appears to manage itself.

A Bailes
1.10.10

Job :Ramsey Town Centre Parking Study and Public Transport Audit
No : 22350

NOTES OF MEETING

Date	*:*	23rd September 2010
Time	*:*	9.30am
Venue	*:*	Sea Terminal, Department of Infrastructure
Present	*:*	Derek Sewell (DS) – Highways – Department of Infrastructure Wayne Garside (WG) – TPi Alan Bailes (AB) - TPi
Purpose	*:*	Consultation Meeting with Highways Division of the Department of Infrastructure

---

1. Introduction

Introductions were made by the TPi team setting out their role, the purpose of the study and aims and objectives of the meeting.

2. Overview of Project

DS mentioned that the scheme for a multi-storey (M/S) car park has been around for a long time. Over the last few years the location of the M/S car park has been a hot topic. The 2005 report referred to the M/S car park at the MER site, however the closure of Albert Street School has opened up another opportunity for the M/S car park location.

Every time there is a mention of a M/S car park and off-street car parking local issues are raised. As a result DS reiterated that there has to be a very clear and well thought out car parking strategy to make it viable and move on-street parkers to an off-street location.

DS stated that he was not aware of any car parking surveys being undertaken in Ramsey. However he felt that the co-op car park is always full and used by co-op shoppers.

Finally DS stated that the study is high profile due to the regeneration proposals and that two MHK's represented the area and both held influenced positions in the Government.

3. Traffic Perspective

DS stated that a Regeneration Study for Ramsey was currently being undertaken by Dalrymple Associates. Current indications are that the study is looking to remove a considerable amount of parking from Parliament Street and Market Square.

DS advised that effective parking enforcement was not being undertaken by the police as they operate a neighbourhood approach to policing. It was also advised that traffic wardens are controlled by the Home Office and that TRO's, Disc Zones and parking controls operated by the DoI.

Richard Power is now the Chief of Police for Ramsey and is keen on speeding and enforcement. DS suggested consulting with Richard Powers.
Action – WG to consult with RP

Regarding Taubman Street, DS advised that the DoI had tried to rationalise the TRO's and locals objected because they had nowhere to park. MHK's became involved and came down on the side of the locals. DoI and emergency services backed off and a set of revised TRO's produced, which now seems to appease the locals.

With regards to resident parking within Parking Zones, DS advise TPi that a precident had been set for North Quay in Douglas where a Planning Inspector had recorded that local residents should have somewhere to park close to their dwellings.

4. Public Transport

DS mentioned there is anecdotal evidence from the Bus companies, and telling the DoI, that residents from the north of the island drive to Ramsey park and get the bus to Douglas.

5. Issues

Every time the DoI or TCC try and rationalise the parking in Ramsey the residents and local community object.

A number of planning applications have been submitted for a site in East Street which have no parking on the site. At appeal an inspector decided that there is no parking problem in Ramsey as there is plenty of off-street parking.

'Jellybean' a local Ramsey clothing company opened a store in Douglas which closed fairly quickly, whereby parking charges and lack of parking was cited as reasons for lack of viability.

Residents Parking Permits at present are free and therefore tax payers pay for its administration. This is likely to remain the case at least until the next elections, as there are no plans to change the current system.

A Bailes
11.10.10

Job :Ramsey Town Centre Parking Study and Public Transport Audit
No : 22350

NOTES OF MEETING

Date	*:*	23rd September 2010
Time	*:*	3pm
Venue	*:*	Sea Terminal, Douglas
Present	*:*	Rodney Christopher (RC) – Director of Property Wayne Garside (WG) – TPi Alan Bailes (AB) - TPi
Purpose	*:*	Consultation Meeting with the Director of Property, Isle of Man Government

---

1. Introduction

Introductions were made by the TPi team setting out their role, the purpose of the study and aims and objectives of the meeting.

2. Background

AB enquired about the 2005 Report referred to in the Brief. RC agreed ti supply the report to TPi.

Action : RC to supply to WG the 2005 Report.

RC talked about the 'Triangle' study being undertaken by Dalrymple Associates and gave a view that the location of the multi-storey car park can be located anywhere in the triangle area. RC mentioned that basic surveys of car parks indicated that people park and catch the bus to Douglas. From this RC concluded that the Public Transport interchange and the multi-storey car park should ideally be brought together on the 'Triangle' site.

3. Key facts

RC was concerned about the future demand for parking in Ramsey and was looking towards policy guidance to assist in this.

RC was also concerned about the location of the multi-storey car park and the public transport interchange, if they use the same point would it work?

4. Enforcement

Regarding enforcement RC was of the view that if the multi-storey goes ahead then revised contracts should be looked at, whereby Ramsey Town Comissioners enforce off-street parking and G4S contract extended to enforce on-street parking.

5. Public Transport

Issues and problems surrounding public transport were seen as minor in that RC had heard few complaints in the past. Regarding the new timetable RC stated that the original bus timetable had evolved over time and that a new timetable cannot be rewritten and expect it to work overnight.

6. Objections

To overcome potential objections resulting from the study the following was advised:

- Start enforcing parking from day one so motorists get used to better enforcement of parking. It should be noted that the DoI is looking to develop a business case to increase the number of wardens in Ramsey.
- Phase the implementation of the recommendations in such a way that they over come the identified objections.
- Building costs on the Isle of Man for a multi-storey car park are likely to be 15% higher than England.

A Bailes
1.10.10

Job :Ramsey Town Centre Parking Study and Public Transport Audit
No : 22350

NOTES OF TELEPHONE CONVERSATION

Date : 5th October 2010
Time : 10:15am
Between : Ian Longworth (IL) – Director of Public Transport
Alan Bailes (AB) - TPi
Purpose : Consultation with the Director for Public Transport, Isle of Man

---

1. Introduction

AB set out TPi's role in the study, its purpose and aims and objectives of the telephone conversation.

IL apologised for not being able to fit in a meeting whilst TPi were on the island.

2. Public Transport

IL indicated that there is evidence from the bus drivers that there are passengers undertaking 'park and ride' trips from Ramsey to Douglas. He also mentioned there is anecdotal evidence that drivers park around the bus station in Ramsey in order to 'Park and Ride'.

IL also stated that residents from the northern plains get a bus to Ramsey change at the bus station and continue to Douglas.

3. Parking

IL stated that parked cars do block the current bus routes.

A Bailes
10.10.10

APPENDIX E

Random Survey Questionnaire

Ramsey Town Centre: Parking and Public Transport Survey 22350

A. For On-Street Surveys

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

2 How did you get to the Town Centre?

Walk	☐	Cycle	☐
Car	☐	Public Transport	☐
Other, eg mobility scooter	☐		

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

On Street	☐
On a Council	☐
On a publicly available car park, e.g. supermarket	☐
On a privately owned space not available to the general public	☐

3 Do you have problems parking in Ramsey 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	☐	50p per hour	☐
25p per hour	☐	£1.00 per hour	☐

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

Shopping	☐	Work	☐
Personal Business	☐	Leisure	☐
Other (please specify)	☐		

To be completed by Interviewer

Gender:	Male	☐	Female	☐	
Approximate Age:	Under 18	☐	18-65	☐	Over 65 ☐

B. Public Transport Survey

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

2 Where will it end?

Ramsey Town Centre ☐

Somewhere else (please specify) ☐

3 What is the purpose of your Journey?

To go shopping ☐

To work ☐

On personal business ☐

Leisure ☐

Other (please specify) ☐

4 Do you normally use the bus to get to Ramsey Town Centre?

Yes ☐ No ☐

If 'no' how would you normally travel?

Walk ☐ Car ☐ Cycle ☐

5 How do you think bus services could be improved?

6 If you ever drive to Ramsey Town Centre by car what is the maximum charge you would pay for parking?

10p per hour ☐ 50p per hour ☐

25p per hour ☐ £1.00 per hour ☐

To be completed by Interviewer

Gender: Male ☐ Female ☐

Approximate Age: Under 18 ☐ 18-65 ☐ Over 65 ☐

C. Residents Survey

1 Address:

2 How do you normally get to Ramsey Town Centre?

Walk	☐	Cycle	☐
Car	☐	Public Transport	☐
Other, eg mobility scooter	☐		

3 How could your journey be improved if you travel by;

Walking

Cycle

Bus

Car

Other

4 If you go by car to Ramsey Town Centre and parking was charged, what is the maximum you would be prepared to pay?

10p per hour	☐	50p per hour	☐
25p per hour	☐	£1.00 per hour	☐

5 When you go to Ramsey Town Centre is it normally for;

To go shopping	☐
To work	☐
On personal business	☐
Leisure	☐
Other (please specify)	☐

More than one box can be ticked

To be completed by Interviewer

Gender:	Male	☐	Female	☐		
Approximate Age:	Under 18	☐	18-65	☐	Over 65	☐

APPENDIX F

Random Survey Results

Key:

Resident Survey	
Public Transport User Survey	
On-Street Survey	
Combined	

Survey Demographics

Survey Type	No.	%
Residents	157	32.6%
Public Transport Users	157	32.6%
On-Street	167	34.7%
Total	**481**	

Gender	Residents		Public Transport Users		On-Street		Overall	
	No.	%	No.	%	No.	%	No.	%
Male	69	45.1%	49	32.2%	57	35.2%	175	37.5%
Female	84	54.9%	103	67.8%	105	64.8%	292	62.5%
Total	**153**		**152**		**162**		**467**	

Age Group	Residents		Public Transport Users		On-Street		Overall	
	No.	%	No.	%	No.	%	No.	%
Under 18	5	3.4%	18	13.4%	4	2.5%	27	5.8%
18 - 65	103	70.1%	89	66.4%	125	78.1%	317	67.7%
Over 65	44	29.9%	45	33.6%	35	21.9%	124	26.5%
Total	**147**		**134**		**160**		**468**	

Address of Resident

Address of Resident	No.	%
Alkwest Way	1	1%
Balleigh Court	1	1%
Balleigh Mews	4	3%
Balleigh Park	5	3%
Ballure Grove	1	1%
Ballure Road	1	1%
Barrule Grove	3	2%
Barrule Park	24	15%
Christian Close	5	3%
Christian Street	2	1%
Claghbane	2	1%
Clifton Drive	8	5%
Close Oard	3	2%
Cooil Roi	1	1%
Ellen Park	6	4%
Eskdale Apartment	1	1%
Gladstone Avenue	1	1%
Glen View	1	1%
Grove Mount	3	2%
Kelly Close	6	4%
Kermode Close	3	2%
Kings Reach	2	1%
Lezayre Park	1	1%
Lheaney Road	2	1%
North Sure Road	1	1%
Ormley Avenue	1	1%
Ormley Grove	1	1%
Ormley Road	6	4%
Ormly Avenue	1	1%
Park Road	1	1%
Princes Road	2	1%
Queens Drive	3	2%
Queens Drive West	2	1%
Queens Grove	1	1%
Queens Valley	3	2%
Reayrt Ny Sleityn	4	3%
Rheast Mooar Close	4	3%
Rheast Mooar Lane	5	3%
Richmond Grove	3	2%
Romney Wind	1	1%
Royal Park	3	2%
St Pauls	1	1%
St Pauls Mews	2	1%
Starkey Close	2	1%
Strand Court	1	1%
Tawbmana Street	1	1%
The Royal George	1	1%
Walop Avenue	1	1%
Walpole Road	1	1%
Wanley Villas	1	1%
Westbourne Road	3	2%
Westfield Drive	2	1%
Westlands Close	4	3%
Windsor Grove	1	1%
(blank)	7	4%
Total	**157**	

How do you Normally Get to Ramsey Town Centre

Mode	No.	%
Walk	84	34%
Car	121	49%
Cycle	16	6%
Public Transport	24	10%
Other	2	1%
Total	**247**	

How Could Your Journey be Improved

Walk

Improvement	No.	%
Dog Fouling	8	29%
Hedges	4	14%
Pavement Width/Surface	12	43%
Pedestrianisation	2	7%
Vehicles Parking on Pavement	2	7%
Total	**28**	

Cycle

Improvement	No.	%
More Cycle Parking	8	80%
Cycle Lanes	1	10%
Road Surface	1	10%
Total	**10**	

Public Transport

Improvement	No.	%
Frequency	2	33%
Reinstate Service 12	1	17%
New Timtable	3	50%
Total	**6**	

Car

Improvement	No.	%
More Parking Spaces	32	63%
Re-open Bowring Road	6	12%
Enforcement	5	10%
Maintenance	4	8%
Pedestrianisation	2	4%
Reduction in Parking Duration	2	4%
Total	**51**	

Other

Improvement	No.	%
More Parking Spaces	4	80%
Street Lighting	1	20%
Total	**5**	

Maximum Prepared to Pay for Parking

Price per Hour	Residents		Public Transport		On-Street		Overall	
	No.	%	No.	%	No.	%	No.	%
10p per hour	23	26.7%	8	10.7%	20	26.7%	51	16.1%
25p per hour	22	25.6%	13	17.3%	23	30.7%	58	18.3%
50p per hour	50	58.1%	42	56.0%	48	64.0%	140	44.2%
£1.00 per hour	14	16.3%	20	26.7%	34	45.3%	68	21.5%
Total	**86**		**75**		**105**		**317**	

Journey Purpose

Purpose	Residents		Public Transport		On-Street		Overall	
	No.	%	No.	%	No.	%	No.	%
Shopping	146	48.7%	59	34.5%	84	44.0%	289	43.7%
Work	31	10.3%	12	7.0%	34	17.8%	77	11.6%
Personal Business	55	18.3%	21	12.3%	31	16.2%	107	16.2%
Leisure	64	21.3%	44	25.7%	32	16.8%	140	21.1%
Other	4	1.3%	35	20.5%	10	5.2%	49	7.4%
Total	**300**		**171**		**191**		**662**	

Journey Origin

Origin Location	No.	%
Ramsey	79	51%
Douglas	30	19%
Onchan	8	5%
Jurby	7	5%
Laxey	6	4%
Andreas	4	3%
Ballaugh	4	3%
St Judes	4	3%
Peel	3	2%
Bride	2	1%
Port Erin	2	1%
Other	6	4%
Total	**155**	

Journey Destination

Destination Location	No.	%
Ramsey	77	50%
Douglas	50	32%
Andreas	4	3%
Ballaugh	4	3%
Jurby	4	3%
Peel	4	3%
Bride	2	1%
Laxey	2	1%
Lezayre	2	1%
Other	6	4%
Total	**155**	

Do You Normally Use the Bus to Get to Ramsey

Response	No.	%
Yes	95	64%
No	53	36%
Total	**148**	

How Would you Normally Get to Ramsey Town Centre

Mode	No.	%
Walk	27	41%
Car	36	55%
Cycle	3	5%
Total	**66**	

How Could Bus Services be Improved

Improvement	No.	%
More Frequent	20	27%
New Timetable	21	28%
Re-instate service 12	9	12%
Re-Instate Douglas Prom Service	5	7%
More Evening/Night Services	3	4%
Cheaper Fares	3	4%
Cleaner	3	4%
Ride Quality	2	3%
Smaller Buses	2	3%
Other	7	9%
Total	**75**	

Journey Origin

Origin Location	No.	%
Ramsey	95	58%
Douglas	18	11%
Andreas	6	4%
Ballaugh	6	4%
Laxey	6	4%
Peel	4	2%
Onchan	4	2%
St Judes	3	2%
Port Erin	3	2%
Kirk Michael	3	2%
Jurby	3	2%
Bride	3	2%
Foxdale	2	1%
Other	7	4%
Total	**163**	

How do you Normally Get to Ramsey Town Centre

Mode	No.	%
Walk	59	35%
Car	90	54%
Cycle	9	5%
Public Transport	1	1%
Other	8	5%
Total	**167**	

Where Did You Park

Parking Location	No.	%
On Street	45	44%
On a Council	4	4%
On a Publicly Available Car Park	47	46%
On a Privately Owned Space	6	6%
Total	**102**	

What Problems Do You Have Parking in Ramsey

Issue	No.	%
Not Enough Spaces	44	75%
Illegal Parking	10	17%
Spaces are too Small	2	3%
Shoprite	3	5%
Total	**59**	

How Do You Think Parking in Ramsey Could be Improved

Solution	No.	%
More Spaces	32	82%
Pedestrianisation	6	15%
Better Enforcement	1	3%
Total	**39**	