

Castletown Town Centre Parking Study and Parking Policy Development Options

Isle of Man Government - Department of Infrastructure

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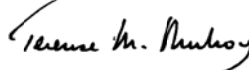

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1. Introduction

1.1. Overview

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

1.1.2. The study was informed by:

- A previous parking business plan;
- On-Street surveys of people in the Castletown area;
- Consultation with stakeholders;
- Detailed on and off-street parking surveys in the town;
- Automatic traffic counts; and
- Site visits.

1.2. Previous Studies

1.2.1. In 2011 Castletown Commissioners put together a draft business plan with the aim of getting a working agreement on parking procedures and responsibilities within the town boundaries. The report outlined existing problems and put forward some potential solutions which was to form the basis for further discussion on the subject.

1.2.2. The recommendations made by the study included:

- Introduction of a residents parking scheme in Arbory St, The Crofts and Malew Street;
- Provision of a multi-deck parking facility at the Fire Station; and
- Introduction of traffic management along Malew Street.

1.3. Study Objectives

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

- Quantify the existing parking supply and demand;

- Recommend parking standards for the Study area;
- Identify areas with current parking shortfalls/difficulties; and
- Develop options for a Parking Management Policy in Castletown.

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

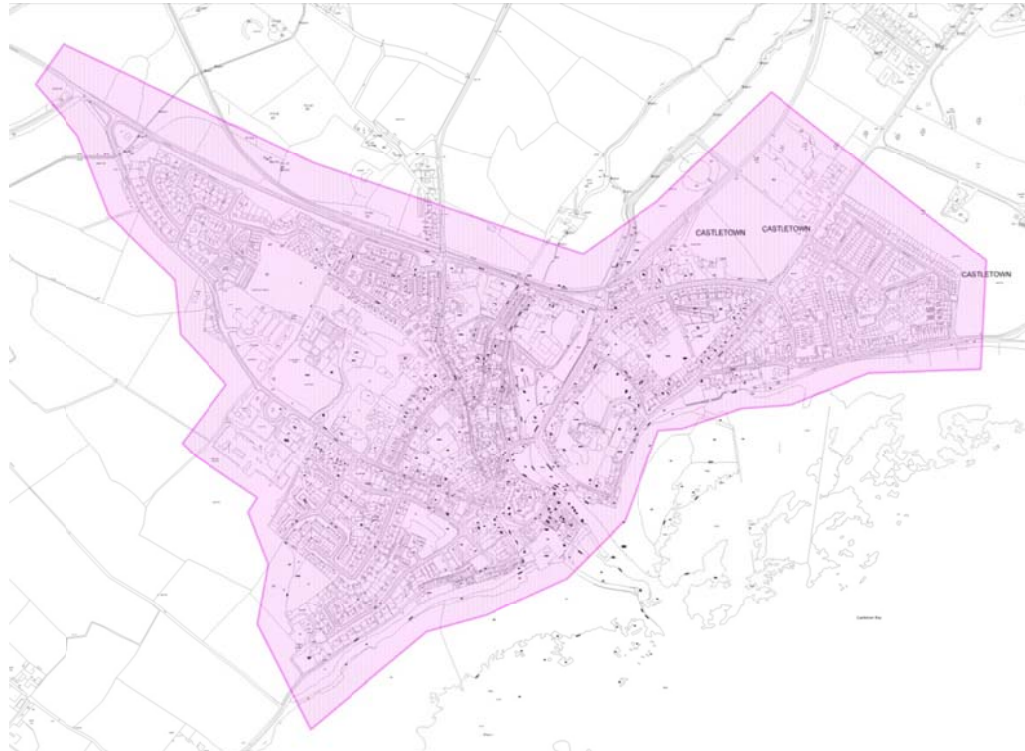


Figure 1: Castletown Town Centre Study Area

1.4. Existing Parking Regulations

- 1.4.1. The Department of Infrastructure currently operates a policy of introducing disc parking zones in the Island's Towns and Villages. To date there are 19 Disc Parking Zones throughout the Island of which Castletown town centre is one. Non-residents wishing to park in these areas must display a clock parking disc in their vehicle showing the time of arrival in the parking place. Discs are available from vehicle hire firms, the Sea Terminal at Douglas, Police Stations and local Commissioners' Offices throughout the Island.
- 1.4.2. In the Disc Zone, parking areas are available for parking free of charge for a limited period as long as a valid disc is displayed showing the correct time of arrival. Disc parking areas are indicated by road markings and sign plates giving details of the time limits.

- 1.4.3. Residents who live within a Disc Parking Zone may obtain a Resident's Parking Permit. The permits do not guarantee a parking place but they exempt the holder from the time restrictions imposed in the disc zone areas. There are currently no charges for parking in any of the disc zone areas.
- 1.4.4. Figure 2 shows the areas which are currently subject to waiting time restrictions.

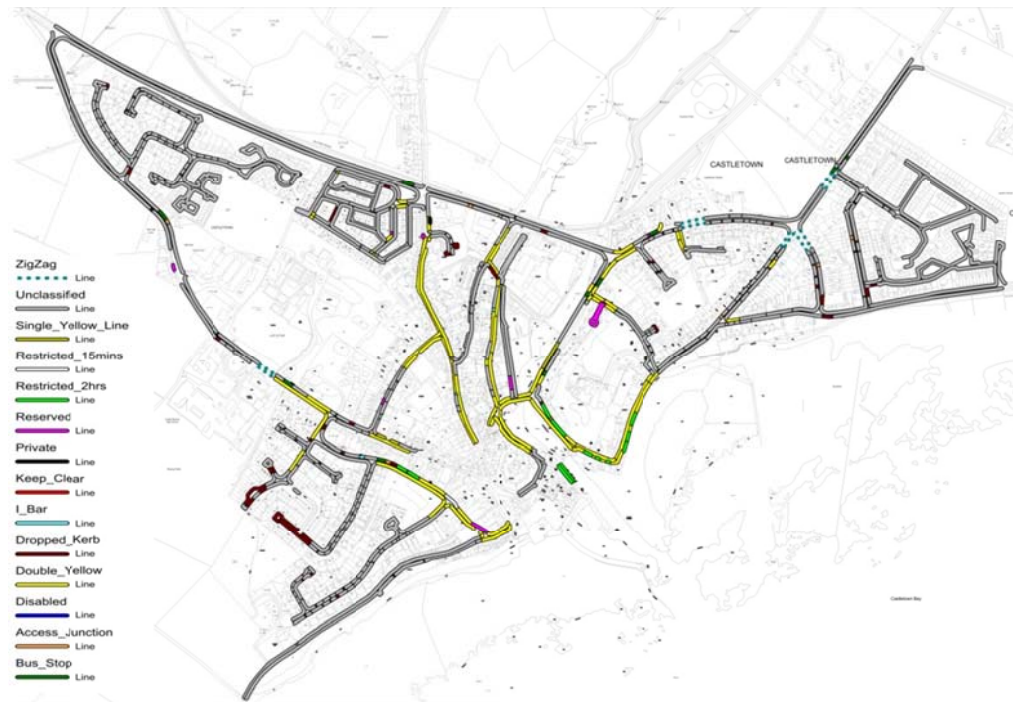


Figure 2: Castletown Town Centre Waiting Restrictions

1.5. Existing Parking Standards

- 1.5.1. Existing parking standards for Castletown are the same as the rest of the island and are contained within the Isle of Man Strategic Plan (2007). These standards are shown in Table 1.

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

1.6. Report structure

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

2. Existing Parking Situation and Survey Results

2.1. Introduction

- 2.1.1. The starting point for any car parking strategy is the existing situation; how many cars are parked, where, for how long and if possible why? Surveys of the existing situation were undertaken in Castletown during April 2012. These investigated the parking characteristics for different parts of the town centre on a typical Friday and Saturday, which are usually the days of peak demand.
- 2.1.2. Any survey (unless it is undertaken over an extended period) will only provide a snapshot. It is therefore necessary to obtain additional data to ensure that the snapshot is representative of normal conditions. Automatic Traffic Counts (ATCs) were therefore undertaken at various locations around the town to enable normalisation of the conditions observed during the study period.
- 2.1.3. Parking demand is a function of the number of journeys made using the private car. It is also affected by a number of other variables, significantly:
- Trip purpose;
 - Availability and appropriateness of alternative forms of transport;
 - Location of parking areas in relation to attractors;
 - Ease of finding a space; and
 - Cost of parking relative to other forms of transport.
- 2.1.4. In this study, analysis of parking data is designed to determine the current parking demand. This evidence base is then used as a foundation to forecast the changing profile of parking demand as the above factors are varied. This chapter describes the surveys and analysis undertaken in order to develop an understanding of both on and off street parking demand.

2.2. Existing Parking Supply

On-Street Supply

- 2.2.1. Table 2 shows the number of on street parking spaces and their location is shown at Figure 3. The study area has been divided into a number of zones to allow comparison of the results across different areas of Castletown. In the table the spaces are categorised by the type of restrictions in force along each length of kerb as follows:
- Restricted (15-minutes);
 - Restricted (1-hour);
 - Restricted (2-hours);
 - Unrestricted; and

- Disabled bays.

2.2.2. Where individual spaces are not defined using road markings (i.e. in uncontrolled areas), the number of spaces provided is based upon a nominal 5m length for a single car and adjusted for road width.

Table 2: Number of On-Street Parking Spaces Categorised by Restrictions						
Zone/Street Name	Number of Spaces					
	Restricted (15 Minutes)	Restricted (1 Hour)	Restricted (2 Hours)	Reserved	Unrestricted	Disabled
Zone 1 - Town Centre						
Castle Street	0	0	0	0	0	0
Farrants Way	3	0	7	7	0	1
Queen Street	0	0	0	0	0	0
Scarlett Road (Home Zone)	0	0	0	0	0	0
The Quay	0	0	16	0	0	0
Zone 2 - Scarlett Road/Queen Street						
Queen Street	0	0	0	1	54	0
Scarlett Road (Home Zone)	0	0	0	0	74	0
Zone 3 - Kissack Road						
Close Cairbre (Home Zone)	0	0	0	0	2	0
Close Malew (Home Zone)	0	0	0	0	19	0
Close Rushen (Home Zone)	0	0	0	0	11	0
Farrant Park (Home Zone)	0	0	0	0	0	0
Farrants Way	0	0	0	0	14	0
Kissack Road (Home Zone)	0	0	0	0	35	0
Zone 4 - Arbory Road						
Arbory Road	0	0	0	1	133	0
Zone 5 - Bayr Grianagh						
Arbory Road	0	0	0	0	157	0
Bayr Grianagh (Home Zone)	0	0	0	0	87	0
Raad Ny Gabbil (Home Zone)	0	0	0	0	28	0
Reayrt Lhean (Home Zone)	0	0	0	0	40	0
Rheast Barrule & Stowell Pl (Home Zone)	0	0	0	1	63	0
Zone 6 - School Hill						
A5	0	0	0	0	0	0
Ellerslie Gardens	0	0	0	0	10	0
Malew Street	0	0	0	1	22	0
School Hill Ave (Home Zone)	0	0	0	1	84	0
West Hill Ave (Home Zone)	0	0	0	2	119	0

Zone 7 - The Crofts/Malew Street						
Arbory Road	0	0	0	2	18	0
Malew Street	0	0	0	0	13	1
The Crofts	0	0	0	3	22	0
Zone 8 - Hope Street						
Atholl Terrace	0	0	0	0	20	0
Castle Street	0	0	0	0	0	0
Hope Street	0	0	0	1	22	0
Hope Street East	0	0	0	8	0	0
Mill Ct	0	0	0	0	0	0
Mill Street	0	0	0	0	9	0
Milner Terrace	0	0	0	0	6	0
Zone 9 - Bridge Street/Douglas Street						
Bridge Street	0	0	17	0	32	0
Douglas Street	0	0	12	0	0	0
Smetana Close	0	0	0	1	0	0
Zone 10 - College Green						
Bowling Green Road	0	0	0	1	38	1
College Green	0	0	0	0	32	0
Douglas Street	0	0	0	1	28	0
Elizabeth Rise	0	0	0	0	18	0
Pickard Close	0	0	0	0	8	0
Shore Road	0	0	0	0	16	0
Victoria Road	0	0	0	1	37	0
Victoria Road South	0	0	0	0	0	0
Zone 11 - James Road/King Williams Way						
Bromet Road	0	0	0	0	38	0
Bromet Road South	0	0	0	0	17	0
James Road	0	0	0	0	37	0
James Road East	0	0	0	0	0	0
King Williams Way	0	0	0	0	55	0
Orry Place	0	0	0	0	16	0
Stanley Crescent	0	0	0	0	16	0
The Promenade	0	0	0	0	65	0
Victoria Road	0	0	0	0	0	0
Overall (All Zones)	3	0	52	32	1597	3

2.2.3. Table 2 shows that in the Castletown Study Area there are 3 on-street 15-minute restricted spaces, 52 2-hour restricted spaces, 3 on-street disabled parking spaces and 32 reserved spaces. It should be noted that there are no designated loading bays within the town.

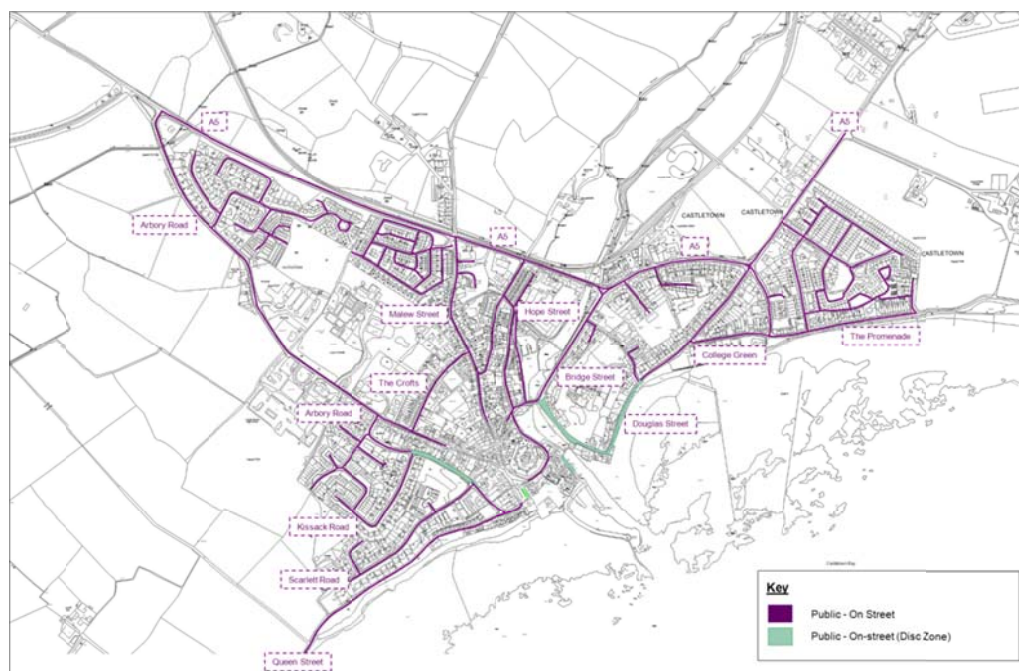


Figure 3: Castletown On-Street Parking Locations

Off-Street Supply

2.2.4. Off-street car parks may be controlled by the local authority or by private organisations. The categories of off-street parking supply used within this study were as follows:

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

- Private Residential (PR)
 - Private residential parking places specifically serve residential developments, providing areas in which only residents and their visitors may park. This category of parking is comprised of car parks attached to blocks of flats and includes off-street parking in the form of driveways or private garages in front of houses.
- Private Non-residential (PNR)
 - Like private residential parking places, PNR parking is provided to service specific, usually employment related, developments. PNR parking facilities are often large and can significantly contribute to peak hour traffic generation.

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

2.2.6. In Castletown, there are 8 public off-street car parks providing a total of 195 parking spaces. In addition there is 1 private publicly available car park (65 spaces), 24 car parks providing 547 private non-residential spaces and 7 private residential car parks providing 87 car spaces. Figure 4 shows the location of the off-street car parks which fall into each category in the study area and Table 3 gives details for each.

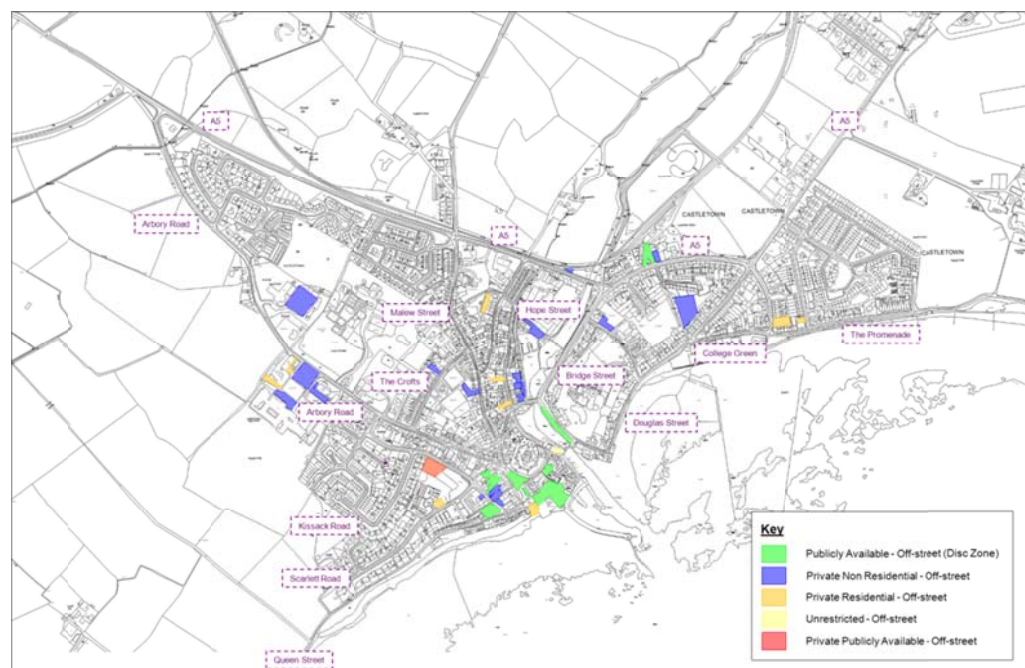


Figure 4: Castletown Off-Street Parking Locations

Table 3: Number of Off-Street Parking Spaces categorised by Type											
Ref.	Name/Location	Type	Number of Spaces								
			Restricted (1 Hour)	Restricted (2 Hours)	Restricted (2 ½ Hours)	Restricted (16 Hours)	Restricted (7 days)	Reserved/Private	Disabled	Electric Vehicles	
Zone 1 - Town Centre											
CP26	Parliament Square	PA	3	0	0	0	0	0	0	0	0
CP27	The Old Grammar School	PA	0	0	6	99	0	16	0	2	
CP29	The Parade	PA	7	0	0	0	0	0	0	0	
CP30	Market Square	PA	21	0	0	0	0	0	3	0	
CP31	George Paddock	PA	9	0	0	0	0	21	0	0	
CP33	Civic Centre	PA	13	0	0	0	0	8	1	0	
CP2	Castle Court (Pay & Display)	PPA	0	0	0	0	65	0	0	0	
CP28	St Mary's Church	PR	0	0	0	0	0	14	0	0	
CP25	Police Station	PNR	0	0	0	0	0	8	0	0	
CP32	Fire Station	PNR	0	0	0	0	0	12	0	0	
CP34	George Hotel	PNR	0	0	0	0	0	16	0	0	
CP35	Isle of Man Bank	PNR	0	0	0	0	0	7	0	0	
Zone 2 - Scarlett Road/Queen Street											
CP1	Castle Court	PR	0	0	0	0	0	8	0	0	
Zone 4 - Arbory Road											
CP3	Castle Rushen High School	PNR	0	0	0	0	0	10	0	0	
CP4	Castle Rushen High School	PNR	0	0	0	0	0	32	0	0	
CP5	Castletown Swimming Pool	PNR	0	0	0	0	0	27	0	0	
CP6	Castle Rushen High School	PNR	0	0	0	0	0	30	0	0	
CP7	Castle Rushen High School	PNR	0	0	0	0	0	20	0	0	
CP8	Friends Provident	PNR	0	0	0	0	0	148	0	0	
Zone 6 - School Hill											
CP17	Canada Life	PNR	0	0	0	0	0	6	0	0	
Zone 7 - The Crofts/Malew Street											
CP9	The Buchan Rear Car Park	PNR	0	0	0	0	0	12	0	0	
CP11	Tennis Courts/Bowling Green	PNR	0	0	0	0	0	20	0	0	
Zone 8 - Hope Street											
CP12	Residential off Mill Street	PR	0	0	0	0	0	10	0	0	
CP13	Mill Hope Close	PR	0	0	0	0	0	11	0	0	
CP14	Quayside House	PR	0	0	0	0	0	10	0	0	
CP15	DoT (Quayside)	PNR	0	0	0	0	0	9	0	0	
CP36	St Mary's on The Harbour	PNR	0	0	0	0	0	4	0	0	
CP37	The Ship Inn	PNR	0	0	0	0	0	6	0	0	
CP16	DoT (Boat Yard)	PNR	0	0	0	0	0	53	0	0	

Zone 9 - Bridge Street/Douglas Street										
CP24	Bridge Street Quay	PA	0	0	0	12*	0	0	0	0
CP21	Victoria Road School	PNR	0	0	0	0	0	20	0	0
Zone 10 - College Green										
CP18	Isle of Man Steam Railway	PA	0	19	0	0	0	1	0	0
CP19	The Viking	PNR	0	0	0	0	0	10	0	0
CP20	Castletown Health Centre	PNR	0	0	0	0	0	51	0	0
CP22	Shore Road	PR	0	0	0	0	0	30	0	0
Zone 11 - James Road/King William Way										
CP23	James Road	PR	0	0	0	0	0	4	0	0

(*Note: Bridge Street Quay - for 6 months of the year only 50% of the capacity is available due to boat parking, therefore, for the purposes of this study we have assumed a worst case supply of only 12 spaces.)

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

2.2.8. From Tables 2 and 3 it can be seen that the total number of publicly/private publicly available parking spaces available to the public in Castletown is 1947 of which 7 are reserved for drivers who are disabled.

Limited Waiting

2.2.9. All of the public off-street car parks (195 spaces) have restrictions limiting the length of time vehicles may be parked.

Disabled Parking

2.2.10. Four spaces are reserved for disabled motorists within the publicly available off-street car parks. All of these spaces are limited waiting car parks and disabled motorists are not exempt from these time restrictions.

Reserved Spaces

2.2.11. There are currently 46 reserved (unrestricted) spaces being provided within publicly available off-street car parks, namely:

- Old Grammar School (16 spaces);
- George Paddock (21 spaces);
- Civic Centre (8 spaces); and
- Isle of Man Steam Railway (1 space).

2.3. Parking Surveys

2.3.1. Parking surveys were undertaken by a team of enumerators on a Friday and Saturday during April 2012. These surveys were designed to record the parking characteristics of vehicles during peak parking conditions. Usually, Saturday is the peak shopping day, with Friday being the peak weekday. Generally, the peak days are of greatest concern, either because normal peak demand is catered for or a known proportion with demand management measures taking account of the remainder.

Duration Surveys

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

2.3.3. 30 minute beat surveys were undertaken within the current disc zone areas, at all publicly owned off-street car parks and at a sample of streets outside of this area. The areas surveyed are shown in Figure 5.

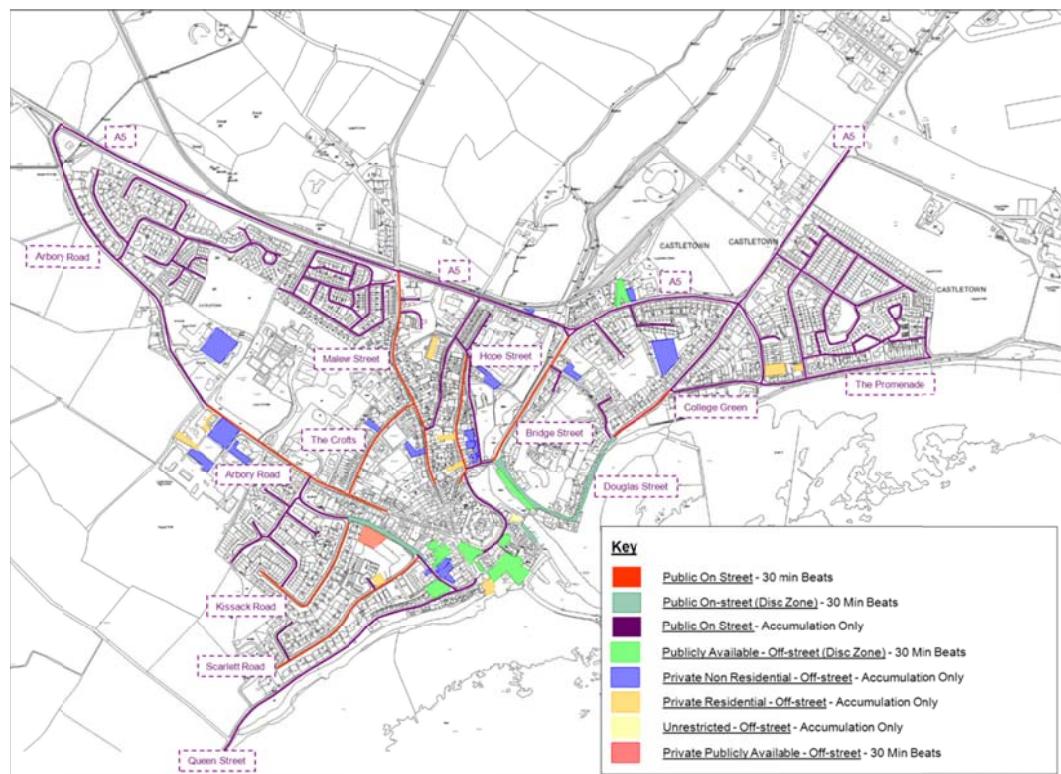


Figure 5: Castletown Parking Survey Locations

On-Street Duration

2.3.4. Detailed results are shown in Appendix A. Figure 6 shows the duration of stay for on-street restricted, unrestricted and illegal/inconsiderate parking (i.e vehicles which are parked illegally or interfere with the free flow of traffic). The most important finding from the duration surveys are the proportion of vehicles overstaying the time limit. In the restricted areas around 35% and 50% were parked over 2-hours in limited waiting areas during the day on Friday and Saturday, respectively. These long stay vehicles significantly reduce the short term space available for people engaged in shopping and personal business.

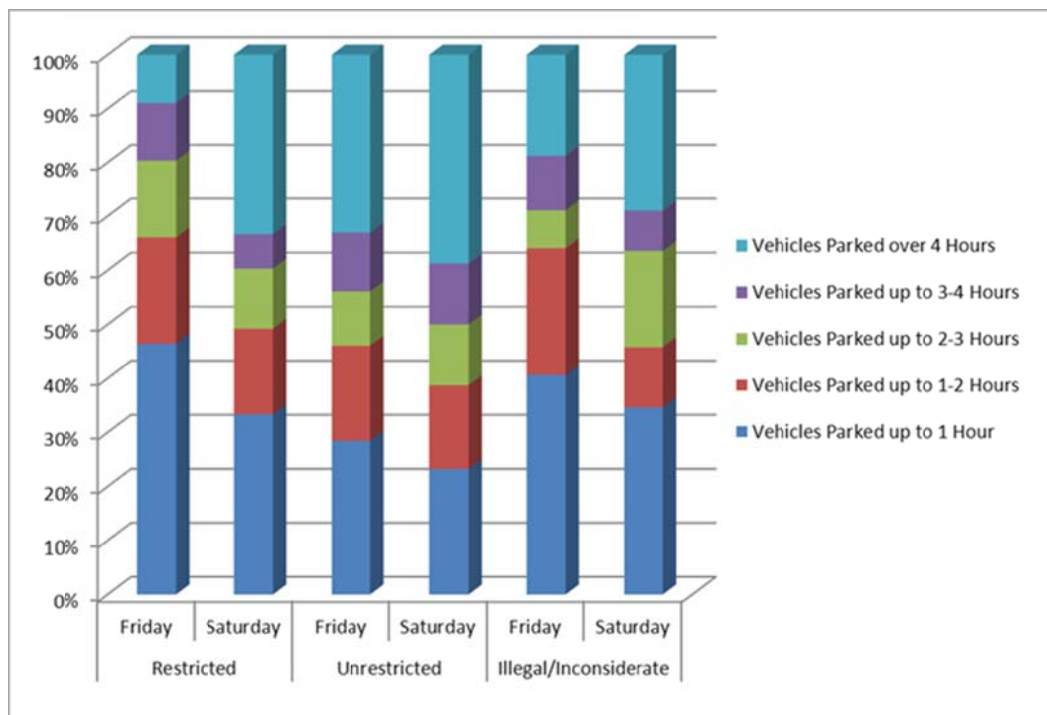


Figure 6: Castletown On-Street Parking Duration

2.3.5. Duration of stay in unrestricted streets is shown for comparative purposes only because by definition there is no over-staying. From the survey results (shown in Figure 6) it can be seen that approximately 50% 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. However, It can be seen from the detailed results in Appendix A that there are unrestricted areas where commuters do appear to park, namely:

- Bridge Street (Victoria Road); and
- Scarlett Road (Home Zone).

Off-Street Duration

2.3.6. Duration of stay in publicly owned car parks has been assessed and is shown for comparing with on-street parking durations. From the survey results (shown in Figure 7) it can be seen that approximately 70% of all vehicles parked off-street stayed for 1 hour or less suggesting that it is easier to find a space in Castletown off-street for undertaking short stay shopping/personal business trips.

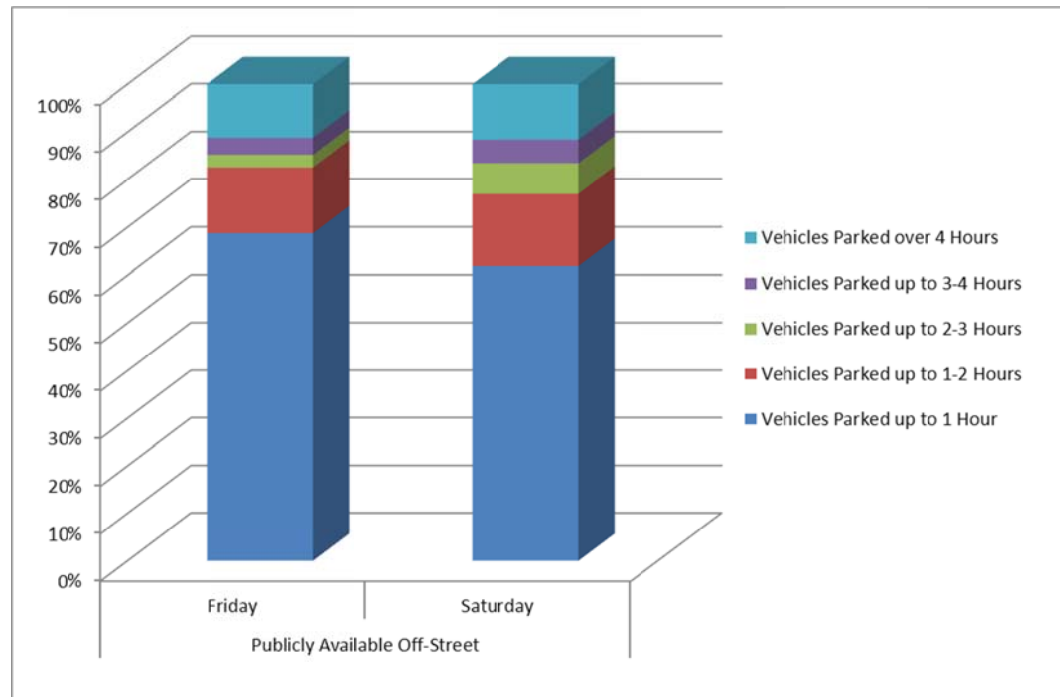


Figure 7: Castletown Off-Street Parking Duration

Illegal/Inconsiderate Parking

2.3.7. Figure 8 shows, in absolute terms, the number of vehicles parked on sections of carriageway where parking is not permitted or where parked vehicles interfere with the free flow of traffic (e.g. at a junction). Details of parking duration are also shown. Detailed analysis showed that the parking acts were predominantly motorists parking on double yellow lines. This is likely to be a function of the lengths of this type of restriction in comparison to others.

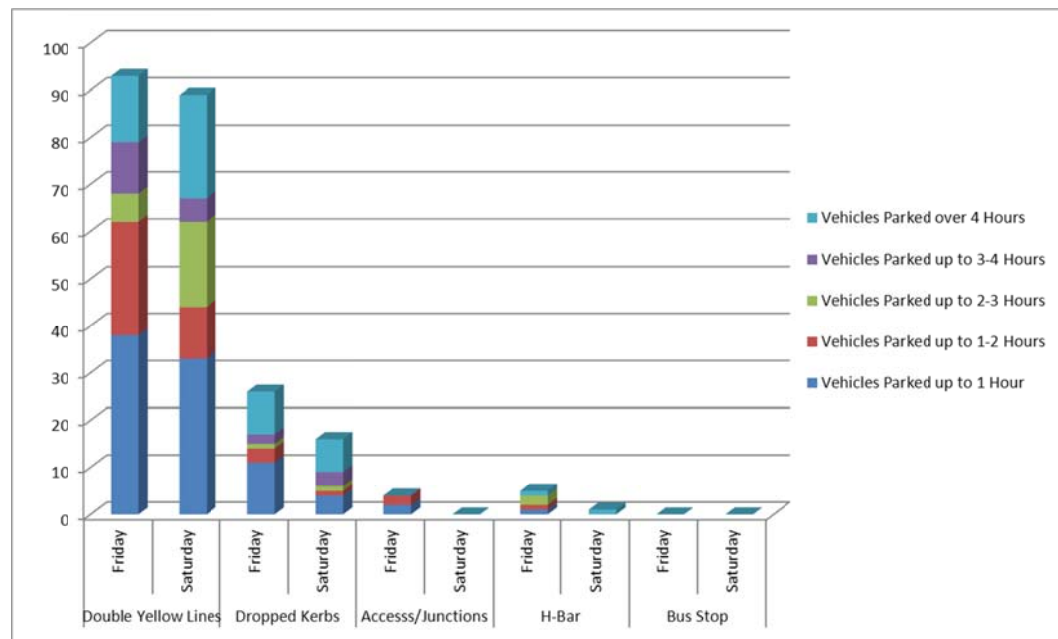


Figure 8: Castletown On-Street Illegal Parking Events

2.3.8. It can be seen from these results that throughout the period of the duration surveys over 100 vehicles were observed to be parking illegally or inconsiderately within Castletown throughout the day. Furthermore, the analysis shows that of these around 60% are staying for over an hour on a Friday with around 65% on a Saturday.

Over Staying

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

Table 4: Number of Vehicles Over Staying the Time Limit in Castletown 12pm-1pm						
Day	Over Staying Parking Events					
	Up to 1 Hour		1-2 Hours		2 Hours+	
	On-Street	Off-Street	On-Street	Off-Street	On-Street	Off-Street
Friday	5	5	7	1	12	8
Saturday	5	3	2	10	17	15

2.3.10. It can be seen from Table 4 that on a Saturday there are currently 52 (21% of capacity) vehicles parked in Castletown and on a Friday there are 38 (15% of capacity) vehicles parked between the hours of 12pm-1pm for longer than the current restrictions allow. On a Saturday some 32 of these vehicles are parked in excess of 2 hours.

2.4. Peak Accumulation Surveys

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

2.4.2. Peak accumulation during the day occurs in virtually all central urban areas between 1100-1300hrs. Castletown also has a large resident population within the town centre who commute out of Castletown daily for employment. Therefore, accumulation surveys were undertaken between 1200-1300 and 2200-2300. Conducting the accumulation surveys at these times determines the maximum normal daily demand. The areas surveyed are shown in Figure 9.

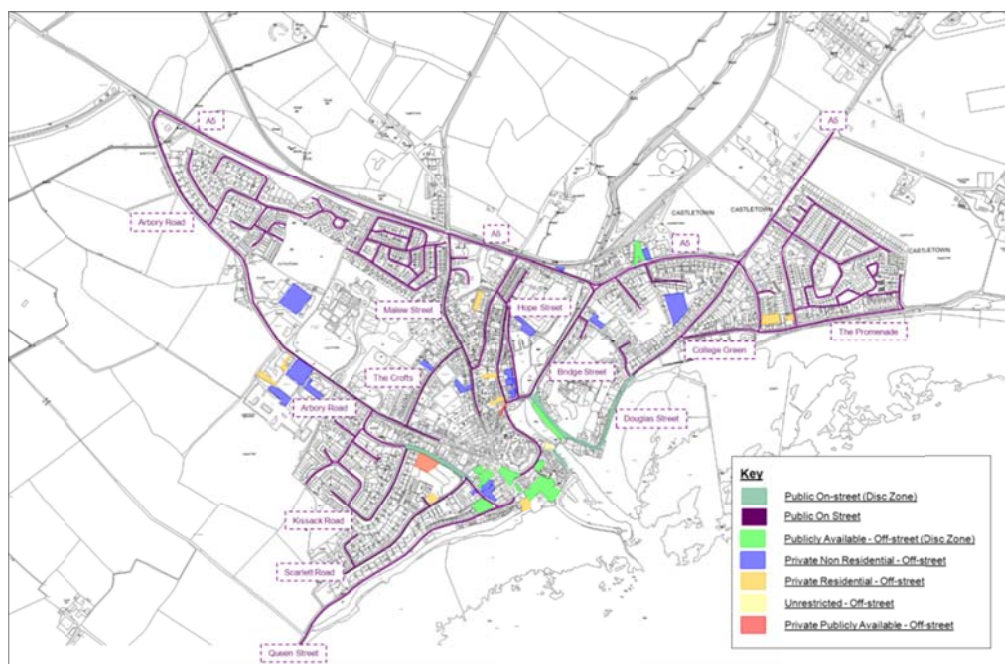


Figure 9: Castletown Accumulation Survey Locations

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

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

2.4.4. Table 5 shows the parking accumulation in Castletown. Individual site occupancy along with occupancy by zone for the different survey periods is shown in Figures 10-15 for Friday day, Saturday day and Friday night respectively, the occupancies are highlighted in the figures depending on identified ranges, as follows:

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

Table 5: Peak Parking Accumulation in the Castletown Study Area Categorised by Type			
Category	Friday Weekday		
	Spaces	Parked	Usage
Public On-Street (Restricted)	56	33	59%
Public On-Street (Unrestricted)	1629	451	28%
Publicly Available Off Street	195	134	69%
Private Publicly Available Off Street	65	5	8%
Private Residential Off Street	87	32	37%
Private Non Residential Off Street	547	336	61%
All Categories Combined	2579	991	38%
Category	Saturday		
	Spaces	Parked	Usage
Public On-Street (Restricted)	56	24	43%
Public On-Street (Unrestricted)	1629	519	32%
Publicly Available Off Street	195	117	60%
Private Publicly Available Off Street	65	2	3%
Private Residential Off Street	87	33	38%
Private Non Residential Off Street	547	99	18%
All Categories Combined	2579	794	31%
Category	Weeknight		
	Spaces	Parked	Usage
Public On-Street (Restricted)	56	30	54%
Public On-Street (Unrestricted)	1629	608	37%
Publicly Available Off Street	195	50	26%
Private Publicly Available Off Street	65	3	5%
Private Residential Off Street	87	26	30%
Private Non Residential Off Street	547	77	14%
All Categories Combined	2579	794	31%

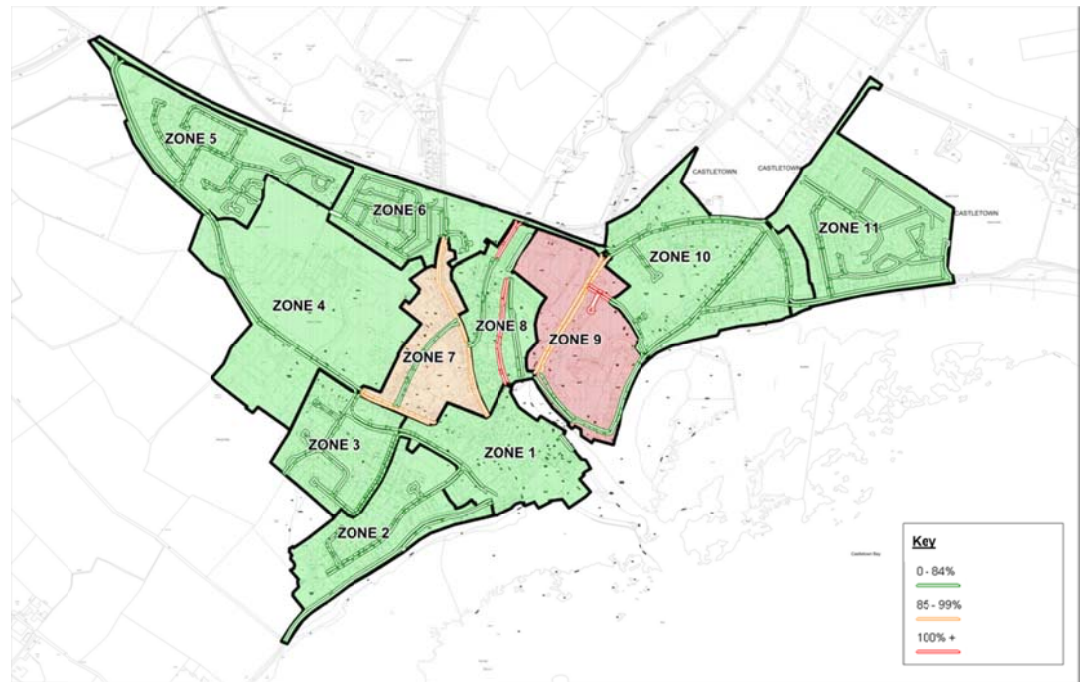


Figure 10: Castletown Friday Daytime Parking Space Usage (On Street)

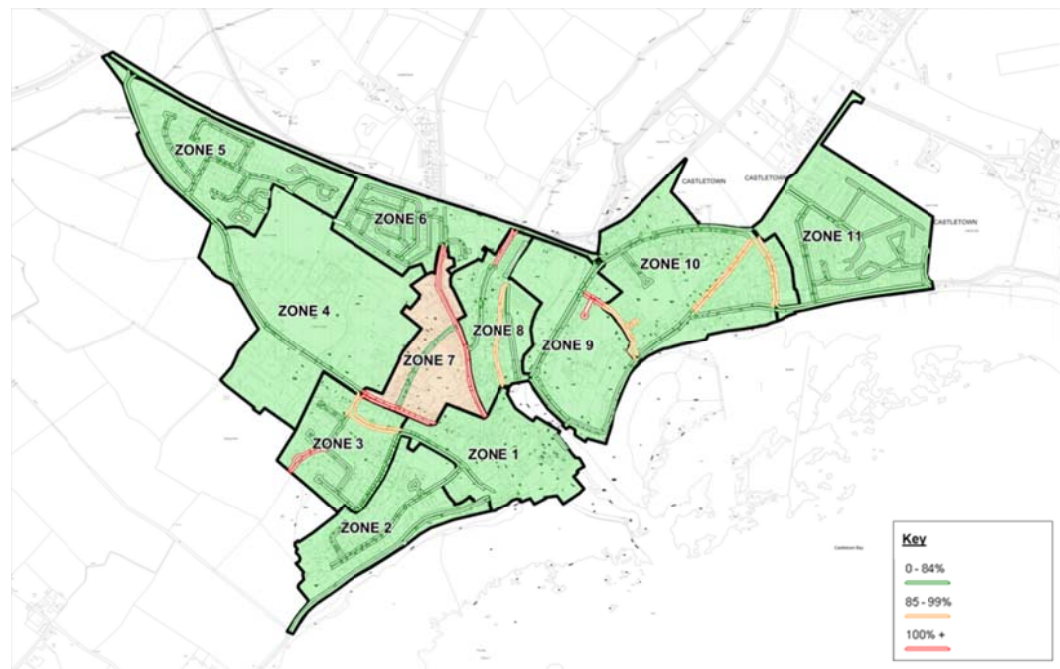


Figure 11: Castletown Saturday Daytime Parking Space Usage (On Street)

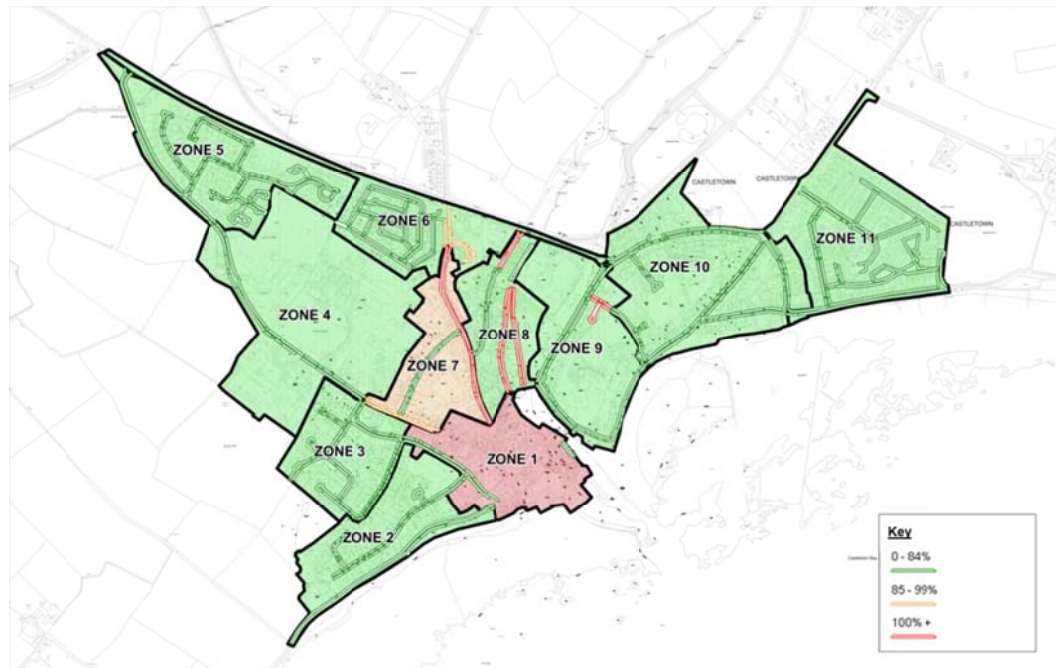


Figure 12: Castletown Friday Nighttime Parking Space Usage (On Street)

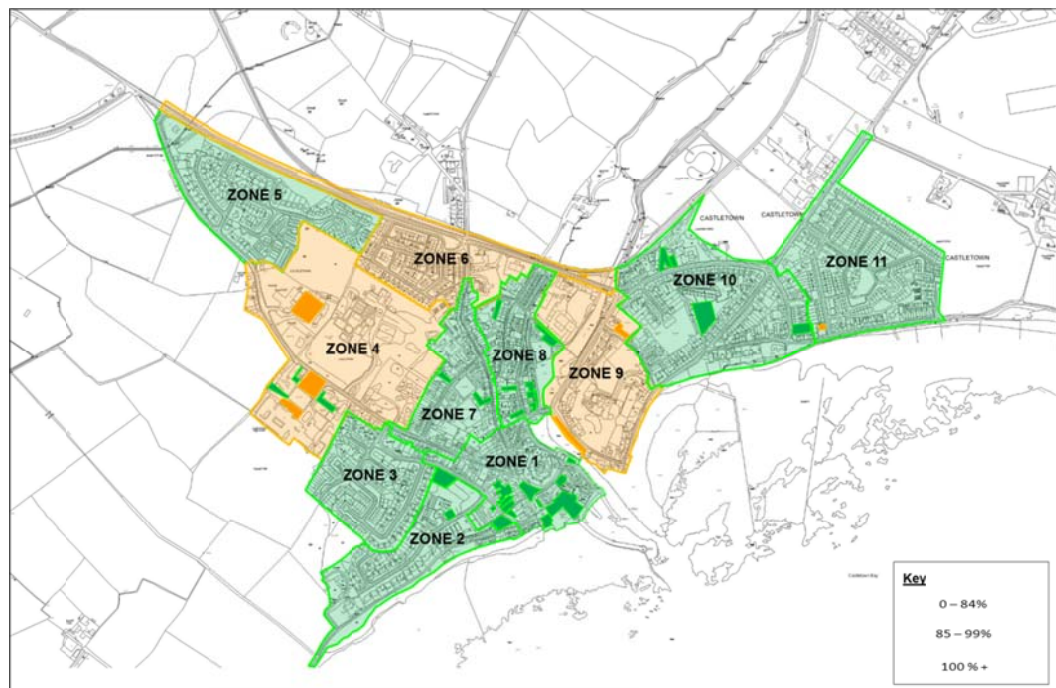


Figure 13: Castletown Friday Daytime Parking Space Usage (Off Street)

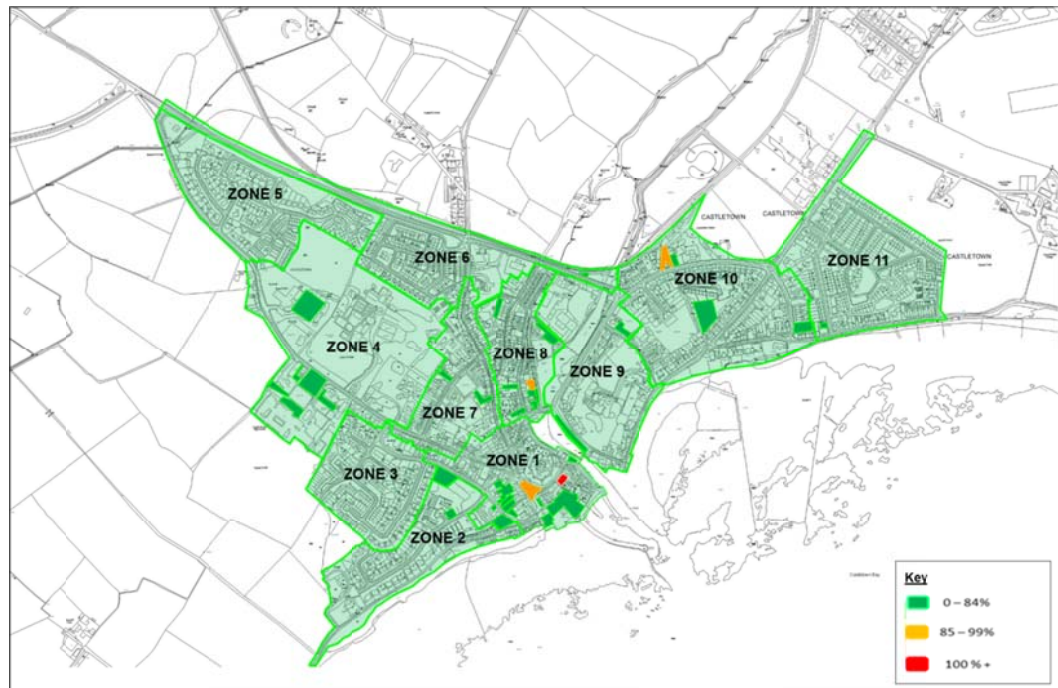


Figure 14: Castletown Saturday Daytime Parking Space Usage (Off Street)

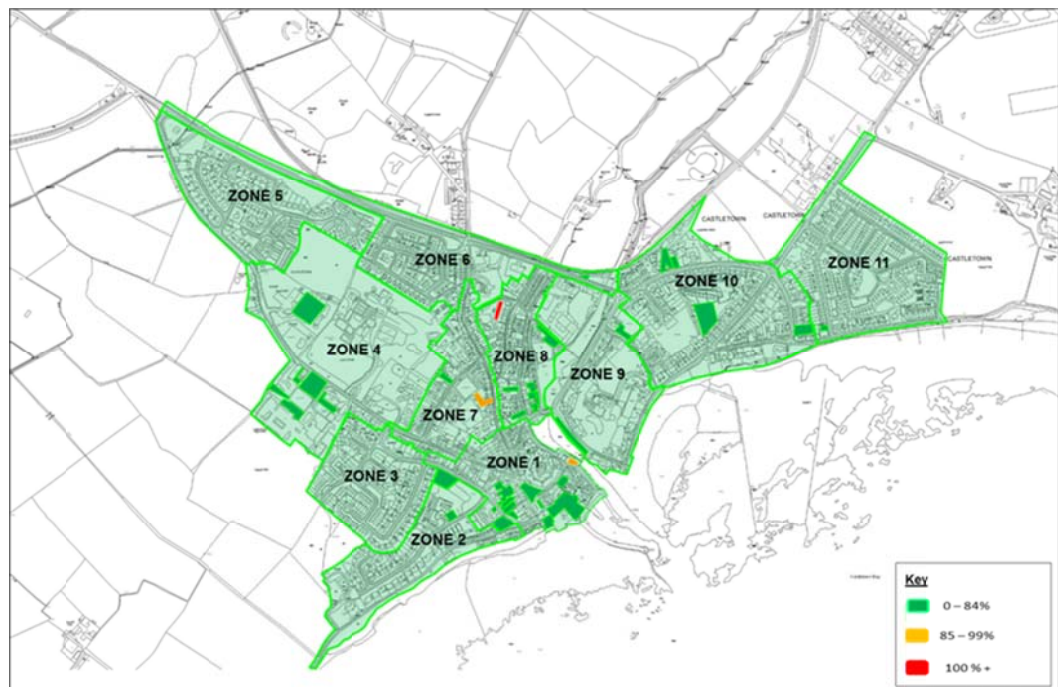


Figure 15: Castletown Friday Nighttime Parking Space Usage (Off Street)

2.4.5. Depending on factors such as accessibility of spaces and car park size, occupancy levels of 85%-90% should be regarded as full utilisation. Thus, it can be seen from Table 5 and Figures 10-15 that there is currently spare capacity in most areas at all times. However, there are a number of publicly available areas within Castletown that are at or approaching full utilisation, namely:

Friday Day

- Arbory Road;
- Malew Street;
- Hope Street;
- Milner Terrace;
- Bridge Street;
- Smetana Close;
- Farrants Way; and
- Bridge Street Quay.

Saturday Day

- Arbory Road;
- Malew Street;
- Hope Street;
- Milner Terrace;
- Smetana Close;
- Farrants Way;
- Close Cairbre;
- Bowling Green Road;
- Parliament Square;
- Market Square; and
- Isle of Man Steam Railway.

Friday Night

- Arbory Road;
- Malew Street;
- Hope Street;
- Hope Street East;
- Ellerslie Garsdens; and

- Smetana Close.

2.5. Automatic Traffic Counts

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

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

- Arbory Road;
- Malew Street; and
- Bridge Street.

2.5.3. The locations are shown in Figure 16 and a summary of the count data is given in Table 6.



Figure 16: Castletown Automatic Traffic Count Locations



Table 6: 12 Hour Automatic Traffic Counts (0700-1900) - Total Vehicles												
Day	Arbory Road			Malew Street			Bridge Street (on-bridge)			Total		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Monday	1551	1450	3001	310	377	687	1441	1366	2807	3302	3193	6495
Tuesday	1991	1793	3784	303	380	683	1754	1616	3370	4048	3789	7837
Wednesday	1966	1761	3727	316	392	708	1904	1651	3555	4186	3804	7990
Thursday	1999	1795	3794	310	392	702	1963	1718	3681	4272	3905	8177
Friday	1961	1802	3763	334	375	709	1969	1838	3807	4264	4015	8279
Average Weekday	1893	1720	3613	315	383	698	1806	1638	3444	4014	3741	7755
Saturday	1128	1148	2276	266	276	542	1276	1275	2551	2670	2699	5369
Sunday	806	846	1652	201	199	400	888	900	1788	1895	1945	3840

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

2.6. Existing Situation Summary

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

- There is a high proportion of vehicles on-street parked for longer than the current restrictions allow;
- There are a high number of illegal parking acts;
- Existing parking enforcement is poor;
- There is inefficient use of parking supply: some areas are consistently full, whilst others consistently have spaces available; and
- Reserved parking spaces account for a large proportion (46 spaces (19%)) of the overall supply in publicly available car parks.

3. Street Audit

3.1. Introduction

- 3.1.1. Castletown is a picturesque town with an extensive history on the south east of the island. For many years, the Tynwald was based in the town before moving to Douglas in 1874. The town has retained much of its historical appeal with narrow streets, small fishing cottages and Castle Rushen, the towns' centrepiece dating back to around 1200. Small fishing boats still dominate the harbour even though local ports witnessed the demise of commercial traffic in the 1970's.
- 3.1.2. Although historic elements of the town have been well maintained, the town has witnessed an expansion in industrial and financial businesses, ensuring that the town continues to attract visitors and business people alike. The pedestrianised core of the town is home to local retailers along with café-bars and restaurants offering visitors both shopping and dining opportunities.

3.2. Context

- 3.2.1. It is important to ensure that the town retains its aesthetic value, but it is also important to ensure that the town is a safe place to be for those who live in, work and visit Castletown. A dangerous and unappealing environment may discourage casual or infrequent visitors from returning to the town at all. The remainder of this chapter looks at some of the key pedestrian/cyclist routes in the town.
- 3.2.2. The following reviews are of existing routes and are based upon both objective assessments and subjective judgements. They provide a means of compiling evidence about pedestrian/cyclist routes and more importantly, can be used to identify trends and subsequently issues that, if addressed, would bring most benefit. The aim is to identify widespread problems and issues rather than to provide a detailed specification of improvements to be addressed.
- 3.2.3. The methodology used assesses the existing conditions in relation to the factors and issues that are most important to pedestrians/cyclists. The areas which were covered as part of the audit were:
- Footway condition;
 - Street furniture and clutter;
 - Crossing facilities;
 - Signage;
 - Lighting;
 - Carriageway Markings;
 - Loading Bays; and

- Cycle facilities.

3.3. Footway Condition

- 3.3.1. The condition and consistency of footway surfaces around the town varies but is generally good. The main shopping centre is located on the pedestrianised Arbory and Malew streets where the footpath condition is very good. These streets are flat and very pleasant to walk around with good lighting. Bollards were introduced in 2010 and operate on Market Square allowing access to business/ homeowners within the pedestrian zone.
- 3.3.2. Elsewhere in the town, footway's are generally consistent and do not pose much of a trip hazard to pedestrians.
- 3.3.3. Dropped kerbs are provided in a variety of locations around the town to assist those pushing prams or wheelchair users to cross roads more easily. No dropped kerbs are provided at the entrance to Scarlett Rd, Kissack Rd and Farrants Park, the largest residential streets to the south of the town centre. Parents were observed bumping up pushchairs against the kerbs to move along Farrants Way.
- 3.3.4. Largely owing to the historic nature of the town, a high proportion of the footways are very narrow, often resulting in pedestrians having to step on or walk onto the main carriageway for a period of time. Traffic speeds around the town are generally low and in the main core area, a limit of 20mph applies. Even within this core area, the reality is that speeds are even lower than this due to the narrow streets and on-street parking.
- 3.3.5. Although traffic speeds around the town are low, there are parts of the town where narrow footways could pose a danger to pedestrians. Castle Street leading from the main square, around the castle and down onto the quayside is an example of where the footpath narrows severley. No footpath is available immediately outside the Castle Arms public house meaning that pedestrians are forced to use the highway to continue their journey. The road network at this point of the town can be busy and aside from cars, buses also use the narrow street.
- 3.3.6. Other examples of narrow footpaths can be found along the extent of Malew Street and the corner of Douglas Street/ Bridge Street.



3.4. Furniture and Clutter

- 3.4.1. Street furniture within an urban landscape has the potential to transform an area but it can also pose a significant hazard to pedestrians. A bench located in a safe area offering fantastic views can improve the streetscape whilst a poorly located traffic sign could pose a substantial risk to a partially sighted individual.
- 3.4.2. Castletown is not adversely affected by street clutter or furniture. The main pedestrianised area does see retailers leaving 'A' boards outside shops but this is generally done in close proximity to their properties and not in the centre of footways.
- 3.4.3. There are exceptions where signs/ lighting columns impede pedestrian desire lines. These obstructions could pose a hazard to blind or partially sighted pedestrians, wheelchair users and people with pushchairs.
- 3.4.4. The corner of Arbory Rd/ Farrants Way is a good example of this obstruction to pedestrians. A number of signs are cluttered in close proximity making it difficult for partially sighted pedestrians or people in wheelchairs to continue along the footway.
- 3.4.5. Another example is further west on Arbory Rd where a lighting column has been poorly positioned in the centre of the footpath, clearly blocking pedestrian access. Pedestrians are forced to step onto the highway network in order to continue along the footpath towards the adjacent bus stop. The positioning of the lighting column would also force wheelchair users and those using pushchairs to use the carriageway. This particular section of Arbory Rd is wide, attracting fast moving traffic even though the actual speed limit is 30mph.
- 3.4.6. It is also important to consider the effect of vegetation on the footways around the town. In certain areas, vegetation has overgrown and restricts visibility for pedestrians or forces them once again to access the highway in order to continue their journey. An example of this is on the bend of Arbory Rd (east of the lighting column illustrated in para 14.5) where a hedge has overgrown forcing pedestrians to either cross the road on a dangerous, high speed bend or step onto the carriageway to pass the foliage.
- 3.4.7. Bins can also be hazardous, in particular for those using wheelchairs as they can restrict the width of footways. Again on Arbory Rd, this time outside Castle Rushen High School, a litter bin is found to be obstructing the footway. This footway is well used due to its close proximity to the school and bus stop.



3.5. Crossing Facilities

- 3.5.1. Castletown is a small town with narrow streets where traffic speeds are generally low. Traffic is forced to reduce speed as the majority of roads in the town are 2-way and there is barely enough room to pass. The part pedestrianised town centre has a speed limit of 10mph, increasing pedestrian safety in the town. Crossing points in the town are limited as pedestrians can access the majority of the town quite comfortably without conflict. Castletown railway station is situated at the north-eastern periphery of the town, near Poulson Park on the A5. Visitors to Castletown need to cross the busy Victoria Rd (A5) in order to gain access to the town. This can be done by using the push button crossing facility immediately outside Station Garage, to the east of the railway station. Tactile paving is provided to assist blind and vision impaired pedestrians at this crossing. Although the crossing does serve a purpose in terms of providing access between the station and town, its location is undesirable, located in between the garage access and egress. Pedestrians would also be forced to walk eastbound in order to cross when their ultimate destination is likely to be southwest of the station in Castletown.
- 3.5.2. New zebra crossings have been provided for pedestrians on the residential streets of Shore Rd and Bowling Green Road immediately south of their respective junctions with the A5.
- 3.5.3. At the A3 junction with the A5, a crossing facility is provided in the form of a signalised junction. The junction allows pedestrian access to and from the residences on the A3, north of the A5. Pedestrians were observed to be ignoring the traffic signals and crossing of their own accord at this junction due to the length of wait for a pedestrian green phase. The speed limit on this particular section of the A5 is 30mph although in reality, traffic is travelling quicker, increasing the risk to pedestrians.
- 3.5.4. A push button crossing point is also located on Arbory Rd to allow for schoolchildren crossing the road to access The Buchan School, Rushen Primary School and Castle Rushen High School. Dropped kerbs and tactile paving are provided to improve access for those with sight or mobility issues.
- 3.5.5. Aside from the crossing points mentioned above, no other crossing facilities are provided around the town. The crossing facilities currently provided in the town are deemed to be adequate for pedestrian movements at the present time. Pedestrians are able to access all relevant land uses on foot without having to come into too much contact with high-speed vehicles.



- 3.5.6. The pedestrian zone on Malew St, Arbory St and Market Square means that the centre of the town is a safe, pedestrian friendly environment for people to enjoy the leisure facilities the town affords.

3.6. Signage

- 3.6.1. The size of the town makes it easy to navigate. There are only 3 main direct routes in and out of the town for traffic; Bridge St to the west, Malew St to the north and Arbory Rd to the west. Signage is readily available directing drivers to both short and long stay car parks in the town.
- 3.6.2. Brown tourist information signs have been placed on all main routes into the town, notably on the A5 east and west and the A3 to the north of the town.
- 3.6.3. Castletown is sign posted as the “*Ancient Capital of Mann*” and the Castle, Steam Railway, Harbour and Golf Links are the key attractions publicised on these signs.
- 3.6.4. Aside from the brown tourist signs, ‘*Welcome to Castletown*’ signs are also exhibited on approaches to the town.
- 3.6.5. Signs are placed in all the main car parks notifying drivers of the allowable length of stay. The signs are clear and well placed.
- 3.6.6. In general, signs are well located and do not cause an obstruction for pedestrians. However, there are examples where signs have been grouped which could cause confusion for drivers or obstruct pedestrians.



3.7. Lighting

- 3.7.1. Street lighting in the town is generally adequate and in keeping with the historic nature of the town. Lighting is also provided at the town’s main car parks, increasing safety for visitors at night.

3.8. Carriageway Markings

- 3.8.1. Carriageway markings in the town should be improved, in particular at junctions where stop lines have worn away. Double yellow lines have also faded away in parts of the town and in some locations, three lines appear where a previous line has not been burnt off completely. There are also locations where it is not clear if parking is permitted. On Malew Street (south of Ellerslie Gardens), parallel parking bays are provided although a yellow line also appears causing confusion for drivers.
- 3.8.2. Double yellow lines are utilised throughout the town and should be re-examined to ensure that they are positioned in sensible locations. There are also locations where single yellow lines appear but have no plate to provide information on time limits.



3.9. Deliveries/Collections

- 3.9.1. Loading Bays do not feature around the town with goods lorries making deliveries in the pedestrianised area of the town centre. Barriers allowing access to the main pedestrianised zone mean that goods vehicles are forced to travel at low speeds, minimising the risk to pedestrians.
- 3.9.2. It would appear sensible that loading and unloading continues to take place in the pedestrianised zone as many of the retailers have no rear entry or space to allow for deliveries/ collections.

3.10. Cycle Facilities

- 3.10.1. Cycle facilities in around the town are almost non-existent. No cycle stands or cycle advisory signs were observed to be in operation. The narrowness of streets in the town centre and the pedestrianised zone make cycling difficult although where streets are wider, cycling could be encouraged.



- 3.10.2. A worn sign does exist on the footbridge connecting the DoT boatyard car park with Bridge Street. This seems at odds with the lack of cycle provision elsewhere in the town.
- 3.10.3. Castletown does form part of Cycle Route 2 on the island. The route begins at Castletown Railway Station before passing through Castletown en route to Ballasalla, passing the airport. The route also takes in the sights of St Marks and Rushen Abbey.

3.11. Street Audit Summary

- 3.11.1. The results of this review provide an indication of the problems and issues at street level. Although there is an element of subjectivity to some of the observations, the review has enabled the identification of issues that should be addressed immediately.
- 3.11.2. Further, more detailed assessments will be required before designs can be developed for specific improvement measures. Priority should be given to:
 - Audit of dropped kerb locations:
 - Examine the main pedestrian desire lines from residential areas to the town centre and provide dropped kerbs where necessary;
 - Audit of street lining:
 - Is there a need for double/ single yellow lines on certain roads;
 - Will also identify where junction markings need upgrading;
 - Improved signing;
 - A relatively small investment can make a significant difference;
 - Will support businesses both in the retail and tourist sectors;
 - Can be used to develop a brand or identity for the Town;
 - Improved pedestrian routes;
 - Improvements should focus upon the visually/mobility impaired;

- Measures should also be taken to ensure that entire routes are consistently of high quality and not only discrete sections;
- Is there a need for further formal crossing points;
- Are current crossing points adequate (Malew Street/ A5/ A3 junction);
- Cycle facilities;
 - Identify potential routes around the town where cycling could be promoted; and
 - Cycle facilities such as stands should be visible, safe and convenient e.g. at the front entrance to key attractors.

4. Consultation

4.1. Introduction

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

4.2. Key Stakeholders

- 4.2.1. Key stakeholders were agreed with the client and the following were consulted, namely:
- Castletown MHK and Commissioners;
 - Manx Heritage;
 - DoI Planning and Control;
 - Rodney Christopher - Director of Property;
 - Isle of Man Bus and Rail;
 - Castle Rushen High School;
 - Castletown Fire Service;
 - Castletown Heritage;
 - Castletown Chamber of Commerce;
 - Friends Provident;
 - Shoprite; and
 - Castletown Police.
- 4.2.2. Discussions were held between the Consultants and key stakeholders during May 2012, with the Amey team setting out their role, the purpose of the study and aims and objectives of the consultation process.
- 4.2.3. These key stakeholders provided an extremely valuable input into the consultation process and highlighted a number of important problems associated with parking in Castletown. In addition a number of options to alleviate the problems were considered and discussed.
- 4.2.4. The main points of discussion for the consultation meetings included:

- The parking disc zones and duration enforcement issues;
- Illegal parking;
- Consolidation of contract parking spaces;
- The potential to introduce parking charges;
- Public transport improvements;
- The improvement of cycling/walking facilities;
- The potential to remove parking from the Market Square;
- The improvement of parking signage for visitors to the area;
- The current economic climate and its impact on parking; and
- Future parking demand.

4.2.5. The main points emerging from the stakeholder consultations were as follows:

- Most respondents felt that better parking enforcement was required, both in terms of the disc system, and general parking violations;
- It was clear that respondents felt that there was a need to reduce commuter parking in the immediate town centre but that any new parking strategy had to take into account motorists who work in Castletown town centre;
- It was generally agreed reserved spaces tend to be unoccupied for long periods;
- Some respondents felt the current parking facilities were adequate to accommodate the volume of cars, whilst others promoted the idea of improved parking facilities and the possibility of a new multi-storey car park. Potential sites were suggested by some;
- Most respondents felt the time restrictions had to be better managed and signed but that both long and short stays should still be allowed to take account of people who work and shop in Castletown;
- It was clear that information for travellers needs to be improved. Also, it was also outlined that tourists would need park for around 4-hours if they were to comfortably visit the tourist attractions Castletown has to offer;
- Some respondents felt that access needed to be improved at the Old Grammar School car park, whilst others suggested that the car park had regeneration potential and would therefore be a greater asset to the town as a development site;
- It was generally agreed that the town was well served by public transport and no further improvements were necessary; and

- Some respondents commented that parking charges would not be considered acceptable. However, the majority view was that in the right circumstances parking charges would be acceptable to the wider community.

4.3. On Street Surveys

- 4.3.1. In total, 309 on-street surveys were conducted with members of the public between Thursday 26th and Saturday 28th April 2012. A copy of the survey questionnaire is given in Appendix B.
- 4.3.2. All of those who took part in the survey began their journey on the Isle of Man and Figure 17 illustrates where that journey began. It can be seen that all those surveyed had origins in the south of the island with the majority coming from the Castletown and Port St Mary area.



Figure 17: Journey Origin of survey respondents in Castletown

- 4.3.3. Unsurprisingly, the most popular origin for respondents was Castletown.
- 4.3.4. Figure 18 illustrates the gender of respondents whilst Figure 19 shows the different ages of those surveyed. A higher proportion of men than women answered the survey whilst 78% were in the age range 18 – 65.

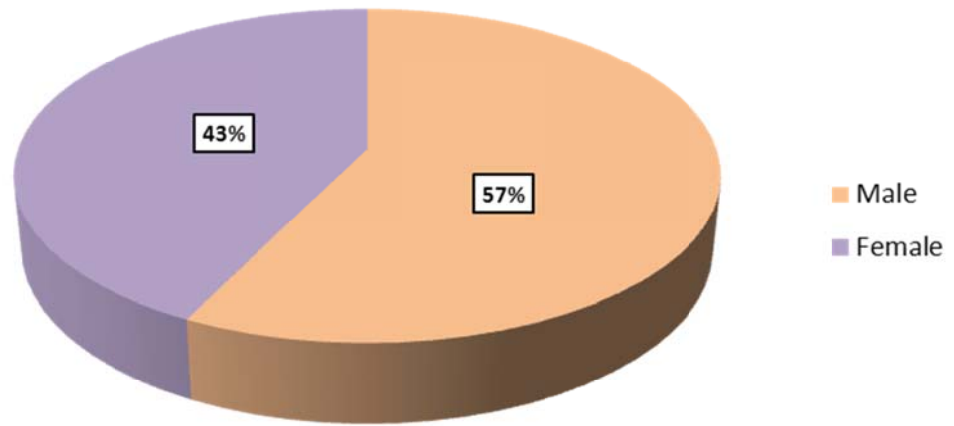


Figure 18: Gender of Respondents

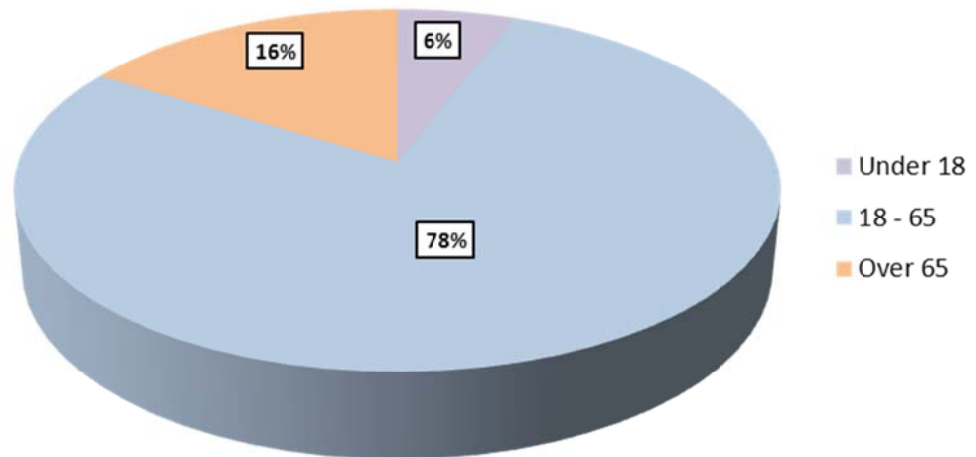


Figure 19: Age range of Respondents

4.3.5. Respondents were asked about the purpose of their journey to Castletown. Figure 20 indicates the results.

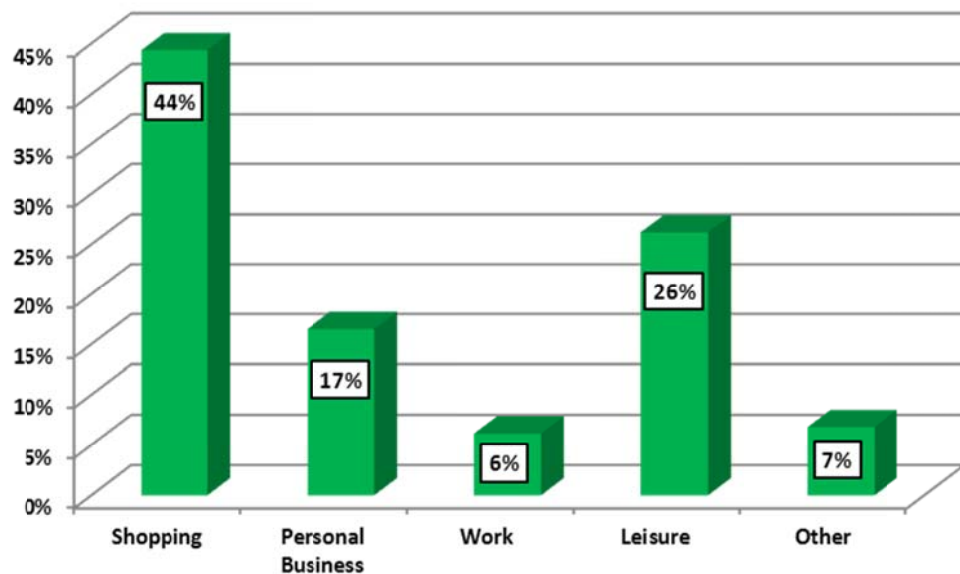


Figure 20: Journey Purpose

4.3.6. 44% of respondents indicated that they were visiting Castletown to access shopping facilities with a further 26% claiming to be accessing leisure facilities. 17% were on personal business whilst only 6% were in town for work purposes.

4.3.7. 84% of respondents drove to Castletown and these people were asked to give the location of where they parked. Figure 21 indicates the parking location (if applicable).

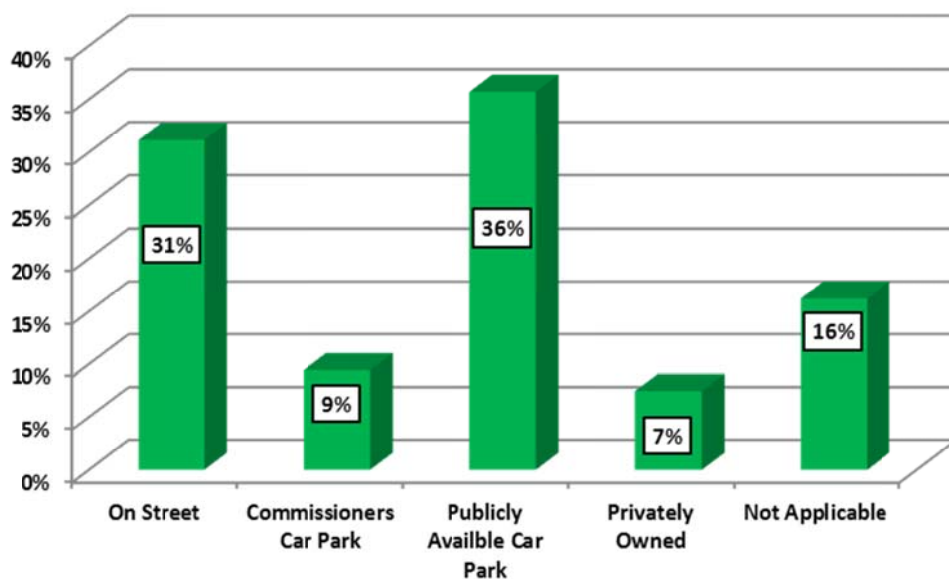


Figure 21: Parking Location

- 4.3.8. The majority of respondents parked either on street (31%) or in a publicly available car park (36%). 9% parked in a commissioners car park whilst 7% had access to a privately owned space. 16% of respondents did not drive to Castletown.
- 4.3.9. Respondents were also asked to suggest how much they would be willing to pay should the council introduce parking charges in the town. Of the 309 who took part in the survey, 303 responded to this question. Figure 22 indicates the results of the question.

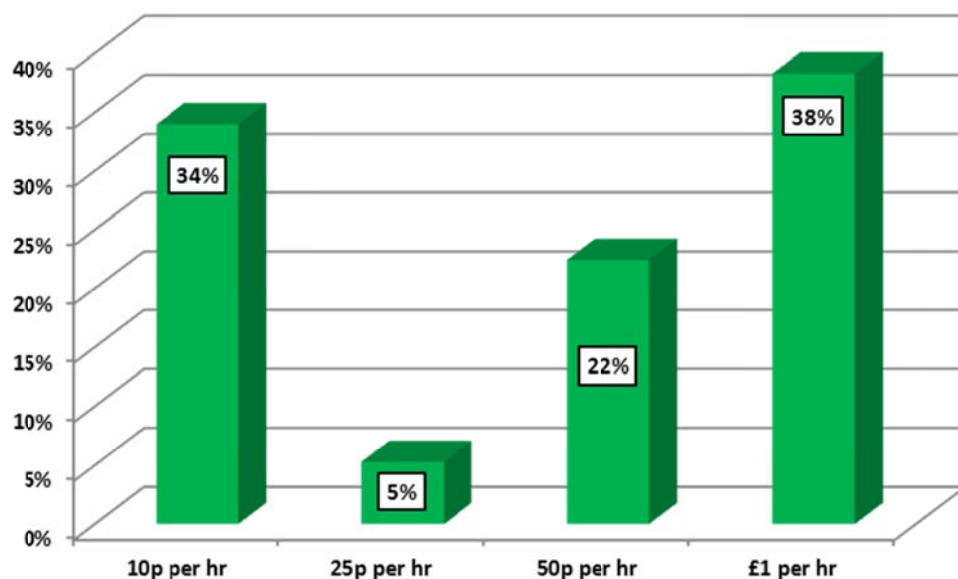


Figure 22: How much would you be willing to pay for parking?

- 4.3.10. Figure 22 indicates that 38% of respondents would be willing to pay £1 per hour for parking whilst 34% would only be willing to pay 10p per hour. 22% indicated that they would be willing to pay 50p per hour with the remaining 5% being prepared to pay 25p per hour. In conclusion, 60% of respondents would be willing to pay 50p or more for parking in Castletown which is interesting considering the high percentage of respondents based locally.
- 4.3.11. An important element of the study is to gain feedback from people who use the town on any factors which may have a negative effect on their parking experience. Table 7 (below) indicates the responses to the question with 180 of the 309 (58%) highlighting particular issues.
- 4.3.12. The most prominent issue amongst respondents was the perceived lack of spaces (88 responses) with a further 31 claiming the parking or town to be too busy. 27 people indicated that signing is poor with a further 29 raising cost concerns. The remaining responses may have been general comments concerning the town as opposed to having a direct correlation with parking.

Table 7: Issues with parking in Castletown	
Issue	Number of Responses
Lack of Spaces	88
Too Busy	31
Cost	29
Poor Signing	27
Poor Parking	1
Hazardous	1
Lack of Police	1
Dog Fouling	1
Litter	1

4.3.13. On a positive note, 116 (38%) of respondents indicated that they experience no issues with parking in Castletown.

4.3.14. Respondents were then asked to suggest methods of improving the parking process in Castletown in relation to the issues encountered.

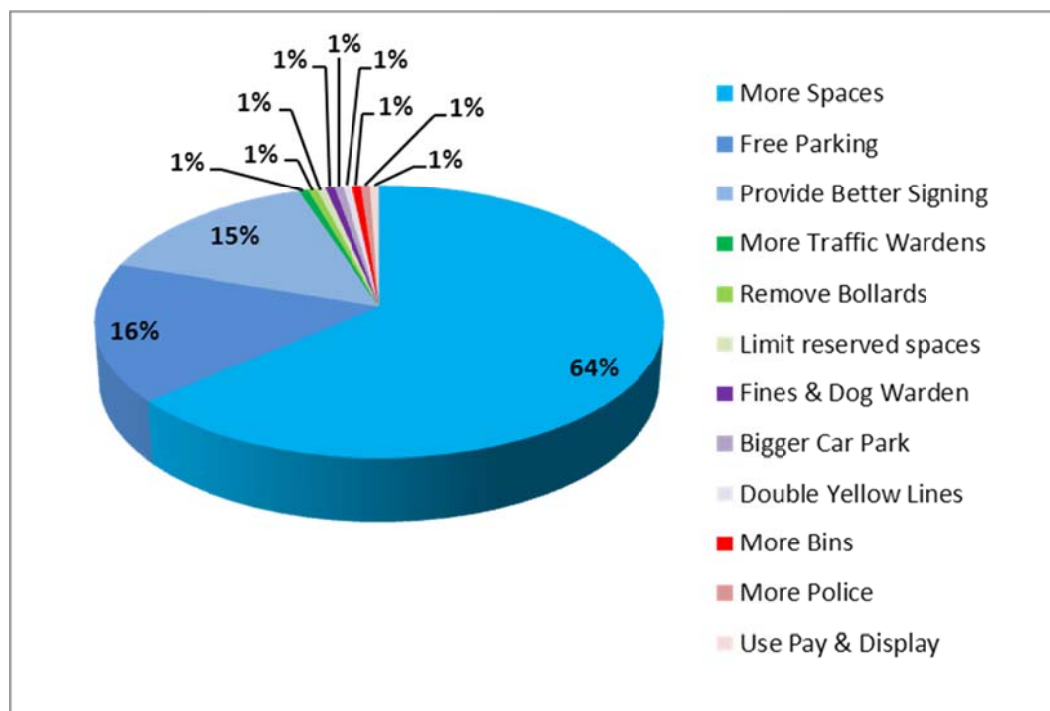


Figure 23: Solutions to parking problems

4.3.15. More spaces was the solution that most respondents would like to see in Castletown with 64% making this suggestion. Providing free parking (16%) and providing better signing (15%) were the other prominent suggestions. In direct relation to parking, respondents suggested more traffic wardens, removing bollards, limiting the amount of reserved spaces, a bigger car park, double yellow lines and using the pay and display as possible solutions to perceived parking problems in the town.

4.4. Conclusion

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

5. Future Parking Demand

5.1. Introduction

5.1.1. This section estimates the potential future level (up to the year 2027) 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, demographic change needs to take account of the predicted increase in the number of households in and around Castletown.

5.1.2. As part of the study we have consulted with Isle of Man Planning & Building Control to gain as much information as possible about the future plans for growth in and around Castletown, namely:

- Developments in Castletown and surrounding areas completed but not occupied (Port Erin and Port St Mary etc);
- Developments in Castletown and surrounding areas completed under construction (Port Erin and Port St Mary etc);
- Developments in Castletown and surrounding areas which are approved but not yet built (Port Erin and Port St Mary etc); and
- Current Southern Area Plan predictions for zoned lands.

5.1.3. The Southern Area Plan is currently under review following the Inspectors report of a public inquiry into the Southern Area Plan in April 2011. The Inspector asked that a more equitable spread of housing be provided in the Castletown area. Therefore, the predictions used in the study are likely to be an underestimate.

5.1.4. Also, consultation with key stakeholders identified that the current economic downturn has resulted in a number of key businesses leaving the town, namely:

- Shell Ship - 40 spaces;
- Canada Life – 10 spaces; and
- PDMS – 10 spaces.

5.1.5. A range of demand estimates (outlined below) have been prepared which, in part, reflect a judgement on the recovery of “lost business” during the continuing economic downturn. The range of forecasts also takes account of uncertainties of the timing of predictions in the southern area plan which are intended to occur as follows.

Short Term (1-5yrs)

- Recovery of 50% of lost business;

- Inclusion of developments in Castletown and surrounding areas (Port Erin, Port St Mary etc) completed but not yet occupied;
- Inclusion of developments in Castletown and surrounding areas under construction; and
- Inclusion of developments in Castletown and surrounding areas which are approved but not yet built.

Medium Term (6-10yrs)

- Recovery of remaining 50% of lost business; and
- Inclusion of 50% of future southern area plan predictions for zoned lands.

Longer Term (10-15yrs)

- Inclusion of remaining 50% of future southern area plan predictions for zoned lands.

5.1.6. The estimated change in households is shown in Table 8 with the resulting growth factors from 2012 shown in Table 9.

Table 8: Demographics and Demographic Changes in Castletown and surrounding Areas				
Parish/Town	Households 2001 Census	Households Completed & Under Construction	Households Approved Not Yet Built	Southern Area Plan Household Predictions
Arbory	730	49	38	197
Castletown	1284	294	7	117
Malew	914	68	14	405
Port Erin	1478	173	26	230
Port St Mary	803	79	68	56
Rushen	630	44	4	9
Totals	5839	707	157	1014

Table 9: Household Growth Factors		
Increase in Households 2012-2027	1171	Growth Factor from 2012
2012 Housholds	5839	-
2012-2017 Estimate	157	1.027
2017-2022 Estimate	507	1.114
2022-2027 Estimate	507	1.174

5.2. Forecasts of Parking Demand

5.2.1. Parking demand based on demographic changes can thus be estimated by applying these combined factors along with the inclusion of lost business to the existing demand found from the peak accumulation surveys. Table 10 shows the results.

Table 10: Future Parking Demand in Castletown			
Category	Friday Weekday		
	2012-2017	2017-2022	2022-2027
Public On-Street (Restricted)	34	37	40
Public On-Street (Unrestricted)	463	502	541
Publicly Available Off Street	138	209	221
Private Publicly Available Off Street	5	6	6
All Categories Combined	640	754	808

Category	Saturday		
	2012-2017	2017-2022	2022-2027
Public On-Street (Restricted)	25	27	32
Public On-Street (Unrestricted)	533	578	694
Publicly Available Off Street	120	130	156
Private Publicly Available Off Street	2	2	3
All Categories Combined	680	737	885
Category	Friday Night		
	2012-2017	2017-2022	2022-2027
Public On-Street (Restricted)	31	34	41
Public On-Street (Unrestricted)	624	695	835
Publicly Available Off Street	51	57	69
Private Publicly Available Off Street	3	3	4
All Categories Combined	710	790	949

5.3. Future Parking Supply

5.3.1. Predicting the future parking supply is necessary to develop an understanding of the likely future supply situation. From consultation with Stakeholders an assessment of future parking supply has been made (shown in Table 11).

- 5.3.2. Predicting the future parking supply is necessary to develop an understanding of the likely future situation. From consultation with Stakeholders, relating to the future regeneration of Castletown, it has been found that five spaces will be lost from the Market Square car park due to regeneration.
- 5.3.3. Table 11 shows how the Castletown Town regeneration scheme will affect the future parking supply.

Table 11: Future Car Parking Supply in the Castletown Study Area				
Category	Friday Weekday			
	2012	2017	2022	2027
Public On-Street (Restricted)	56	56	56	56
Public On-Street (Unrestricted)	1629	1629	1629	1629
Publicly Available Off Street	195	190	190	190
Private Publicly Available Off Street	65	65	65	65
All Categories Combined	1945	1940	1940	1940
Category	Saturday			
	2012	2017	2022	2027
Public On-Street (Restricted)	56	56	56	56
Public On-Street (Unrestricted)	1629	1629	1629	1629
Publicly Available Off Street	195	190	190	190
Private Publicly Available Off Street	65	65	65	65
All Categories Combined	1945	1940	1940	1940
Category	Friday Night			
	2012	2017	2022	2027
Public On-Street (Restricted)	56	56	56	56
Public On-Street (Unrestricted)	1629	1629	1629	1629
Publicly Available Off Street	195	190	190	190
Private Publicly Available Off Street	65	65	65	65
All Categories Combined	1945	1940	1940	1940

5.4. Future Parking Demand

- 5.4.1. From Table 12 it can be seen that parking demand on a Friday night represents peak demand for publicly available parking in Castletown. 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 950 at 2027. Using a peak occupancy of 0.85 to minimise unnecessary traffic circulation (IHT Parking Strategies & Management), the future provision in 2027 to cater for peak demand should be around 1150 spaces.

5.4.2. Currently overall there are just under 2000 (Table 13) parking spaces which are publicly available in Castletown. It is predicted that by 2027 there will be just under 1950 available spaces in the Town against a demand for 1150 spaces.

5.5. Supply and Demand Assessment

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

Public On-Street (Restricted) Parking Supply and Demand

5.5.2. Figure 24 shows the predicted parking demand of the public on-street parking areas which currently have waiting time restrictions in place. The predictions assume the current level of overstaying continues. It shows that demand is unlikely to outstrip optimum occupancy supply throughout the life of the strategy period (next 15 years). This implies that there are unlikely to be any problems occurring in and around these areas due to insufficient parking.

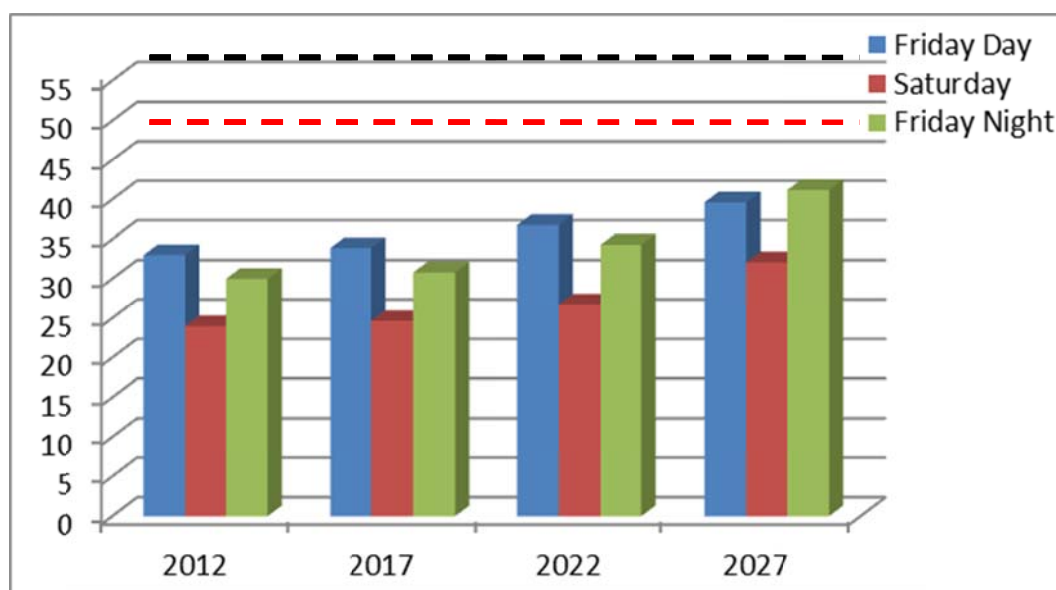


Figure 24: Castletown Public On-Street (Restricted) Parking Supply and Demand

Public On-Street (Unrestricted) Parking Supply and Demand

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

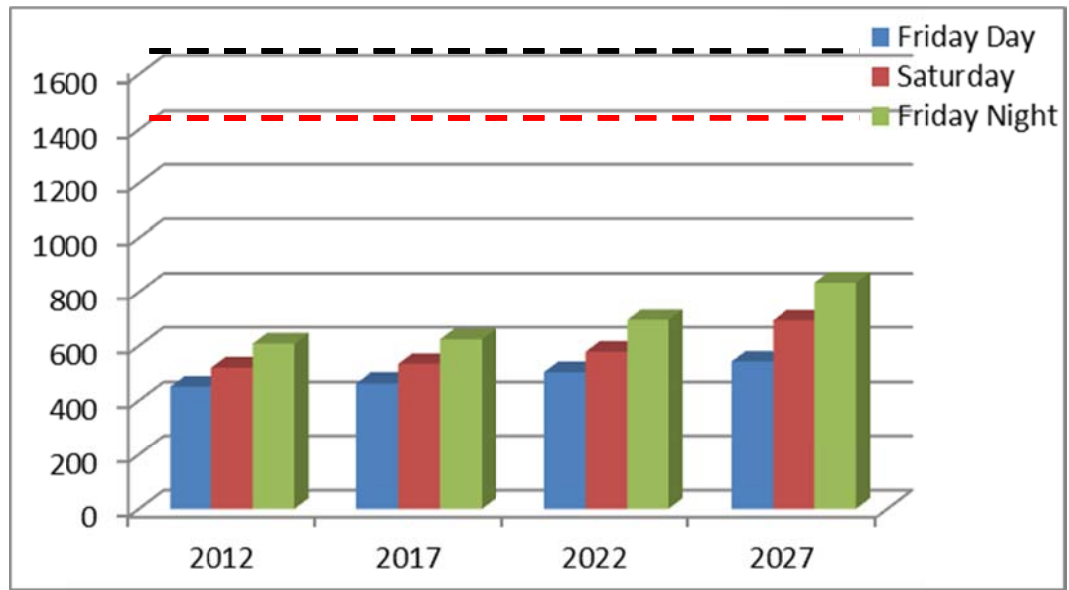


Figure 25: Castletown Public On-Street (Unrestricted) Parking Supply and Demand

Publicly Available Off-Street Parking Supply and Demand

5.5.4. Figure 26 shows the predicted parking demand of the publicly available off-street parking areas. It shows that demand would reach and outstrip optimum supply levels by approximately 2022. This implies problems occurring in and around these areas due to insufficient parking with negative effects on road network performance and the urban environment.

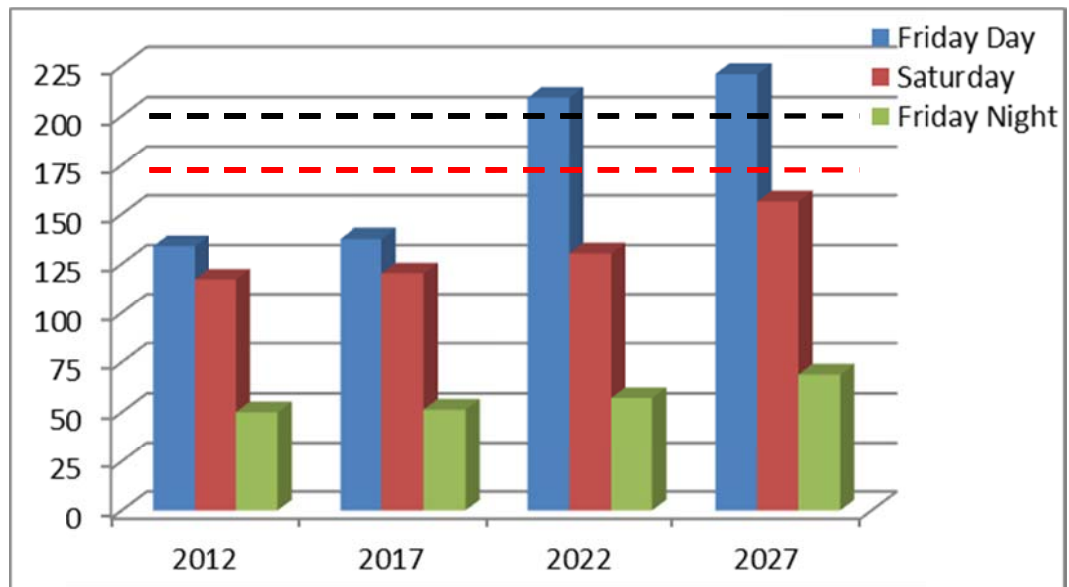


Figure 26: Publicly Available Off-Street Parking Supply and Demand

Private Publicly Available Off-Street Parking Supply and Demand

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

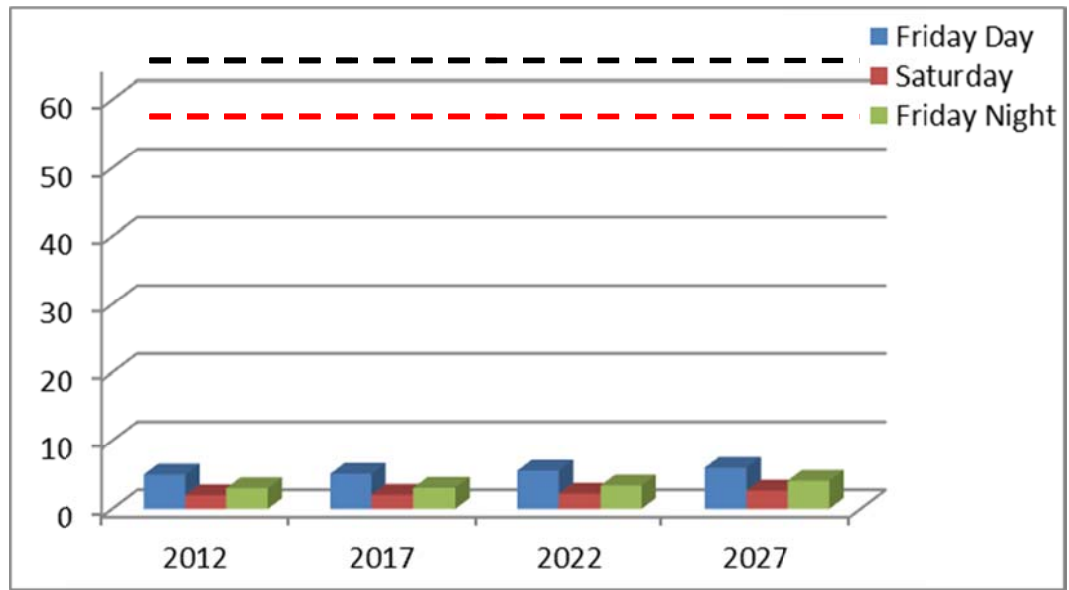


Figure 27: Private Publicly Available Off-Street Parking Supply and Demand

5.6. Supply and Demand Assessment by Zone

5.6.1. Figures 28 to 30 show the predicted parking occupancy by zone for Friday day, Saturday and Friday night respectively. The analysis shows that demand in a number of zones would reach and outstrip optimum supply levels by approximately 2017, namely: Zone 1 (Town Centre), Zone 7 (The Crofts/Malew Street, Zone 8 (Hope Street), Zone 9 (Bridge Street/Douglas Street) and Zone 10 (College Green). This implies that problems will occur in and around these areas due to insufficient parking with negative effects on road network performance and the urban environment.

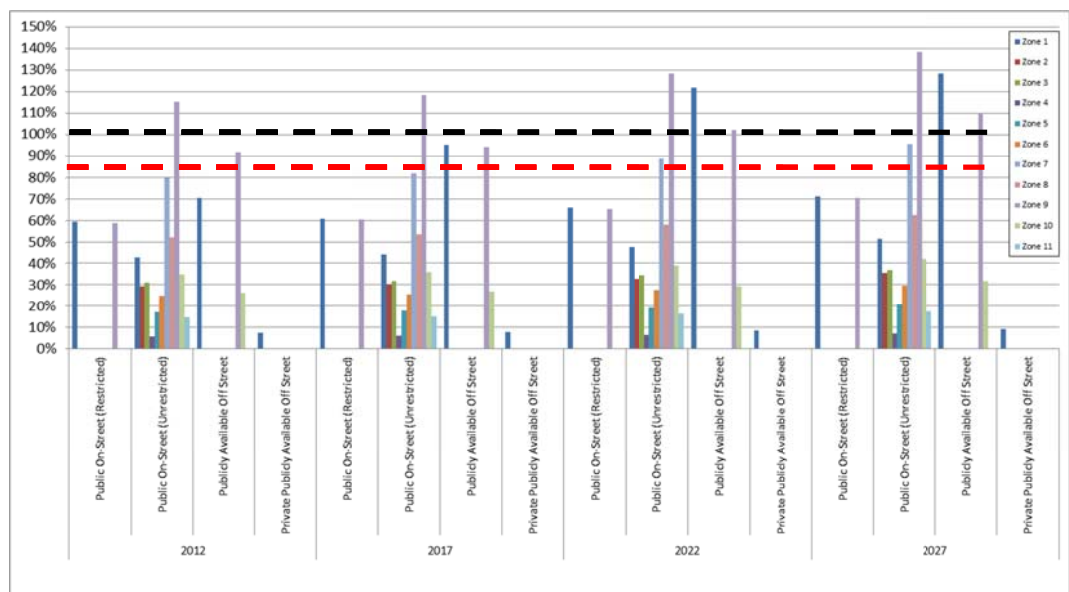


Figure 28: Forecast Parking Occupancy by Zone (Friday Day)

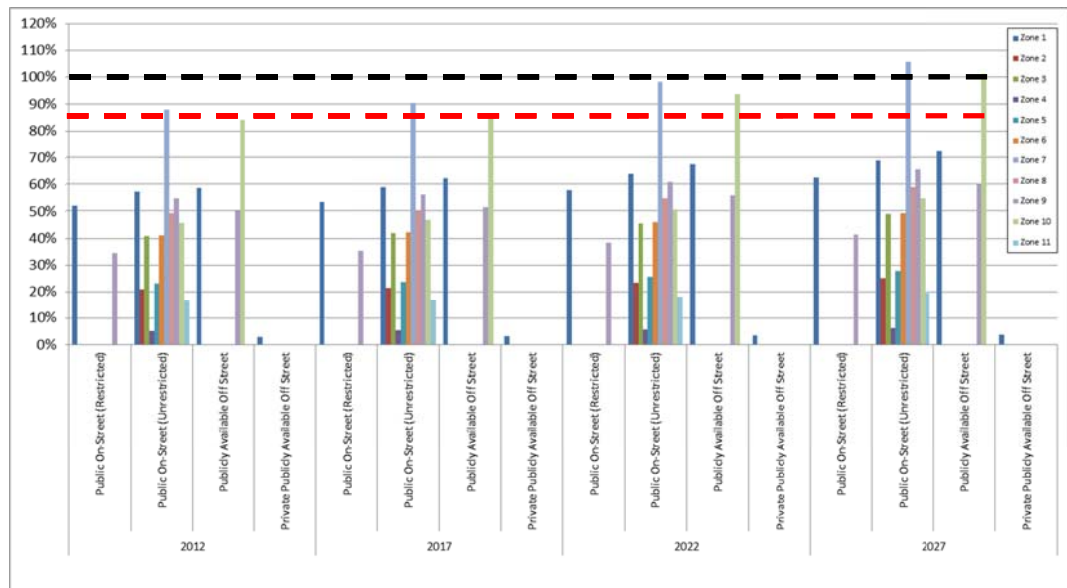


Figure 29: Forecast Parking Occupancy by Zone (Saturday)

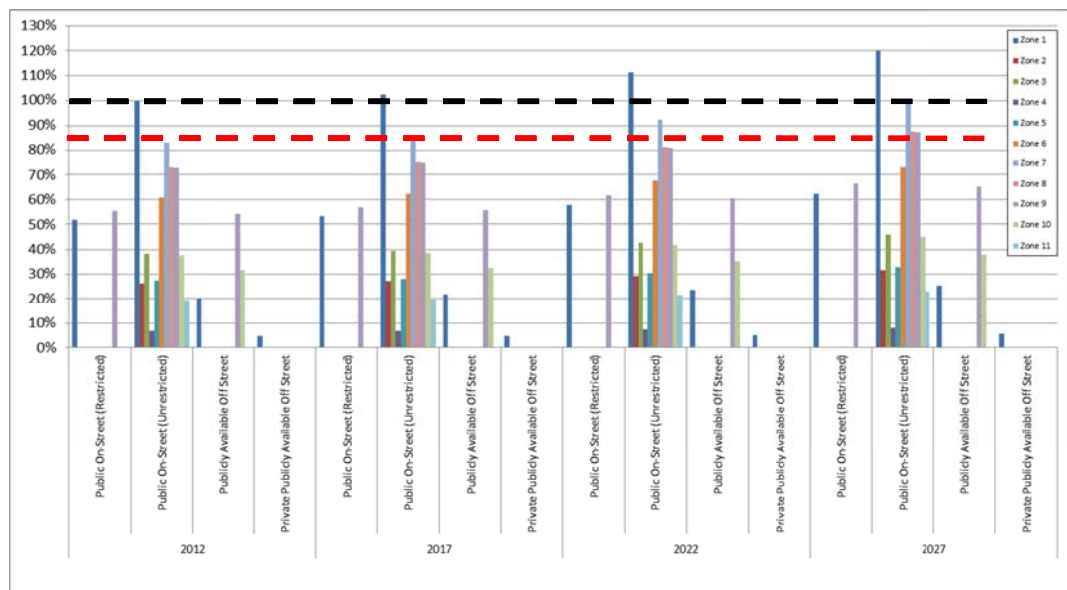


Figure 30: Forecast Parking Occupancy by Zone (Friday Night)

5.7. Supply and Demand Assessment Conclusion

- 5.7.1. A general conclusion that may be drawn from this analysis is that, whilst there is clearly parking pressure, the issue is more one of the management of the parking supply rather than its capacity as such. Though the demand and supply graphs have shown very limited capacity in some areas (e.g. publicly available off-street car parks), others, such as the private pay & display car park offer substantial spare capacity.

6. Strategy Options

6.1. Introduction

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

6.2. Common Improvements

- 6.2.1. A schedule of common elements of any future strategy should include the following, each of which is discussed further below:
 - Improved enforcement of parking and waiting controls;
 - Parking Zone review;
 - Consolidation of reserved spaces from publicly available car parks;
 - Signing Review;
 - Sharing parking spaces;
 - Review of all Traffic Regulation Orders (TRO's);
 - Improved maintenance;
 - Changes to parking standards; and
 - Disabled parking provision.

6.3. Improved Parking Enforcement

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

- 6.3.2. The benefits of enhanced parking enforcement for Castletown are significant traffic management improvements; improved road safety; and a greater availability of parking spaces which will improve town centre vehicle 'turnover' and may improve trading conditions. Increasing the availability of spaces in the town centre does not necessarily mean physically establishing new spaces but to ensure that the people are parking in the correct places for an appropriate time.
- 6.3.3. However, In the face of effective parking enforcement displacement of parking can be expected from the town centre. Between 12pm and 1pm there are currently around 52 vehicles on a Saturday and 38 vehicles on a Friday parked within Castletown for longer than the current restrictions allow along with some 59 vehicles (both Friday and Saturday) parked illegally/inconsiderately on double yellow lines, at accesses/junctions or across dropped kerbs.
- 6.3.4. The introduction of improved enforcement could mean that throughout the day by 2027 around 130 vehicles on a Saturday and around 115 on a Friday could be displaced. It is likely that these vehicles will end up in nearby residential streets such as Scarlett Road or Kissack Road Home Zones which may detract from the home zone ethos and also prevent the residents who have no off-street facility (forecourt, drive, garage etc) finding a parking space reasonably close to their home.

6.4. Parking Zone Review

- 6.4.1. It is clear from the survey analysis that compliance with the existing parking regulations varies considerably depending on the duration of parking permitted. The shorter the permitted stay, the greater the level of non-compliance. It is also clear that there are areas just outside the existing parking zone that currently accommodate displaced longer stay parkers, who are seeking alternative unrestricted parking which is relatively close to the town centre (e.g. Bridge Street (Victoria Road)).
- 6.4.2. An assessment of the existing parking zone should be carried out locally to decide if the existing waiting time restrictions are most suitable based on accessibility, location in relation to the main attractors, proximity to other car parks, usage (from surveys) and future plans for car parks.

6.5. Consolidating Reserved Spaces

- 6.5.1. There are a number of publicly available off-street car parks which have spaces designated as 'Reserved' for contract parking, namely:
- Old Grammar School (16 spaces);
 - George Paddock (21 spaces);
 - Civic Centre (8 spaces); and
 - Isle of Man Steam Railway (1 space).

6.5.2. These spaces detract from efficiency and take up precious spaces (46) that could otherwise be used by visitors and shoppers. This would cover some of the vehicles (46) likely to be displaced by enforcement but would not cater for all the predicted displacement (some 130 vehicles on a Saturday and 115 vehicles on Friday at 2027, Para 6.3.3). Whilst it is understood that 'Reserved' spaces are necessary for business owners/commuters and residents they should be consolidated into a single location within walking distance of the town. Ideally the facility will be within 500m of the town centre (Guidelines for Providing Journeys on Foot, IHT, 2000) as shown in Figure 31.

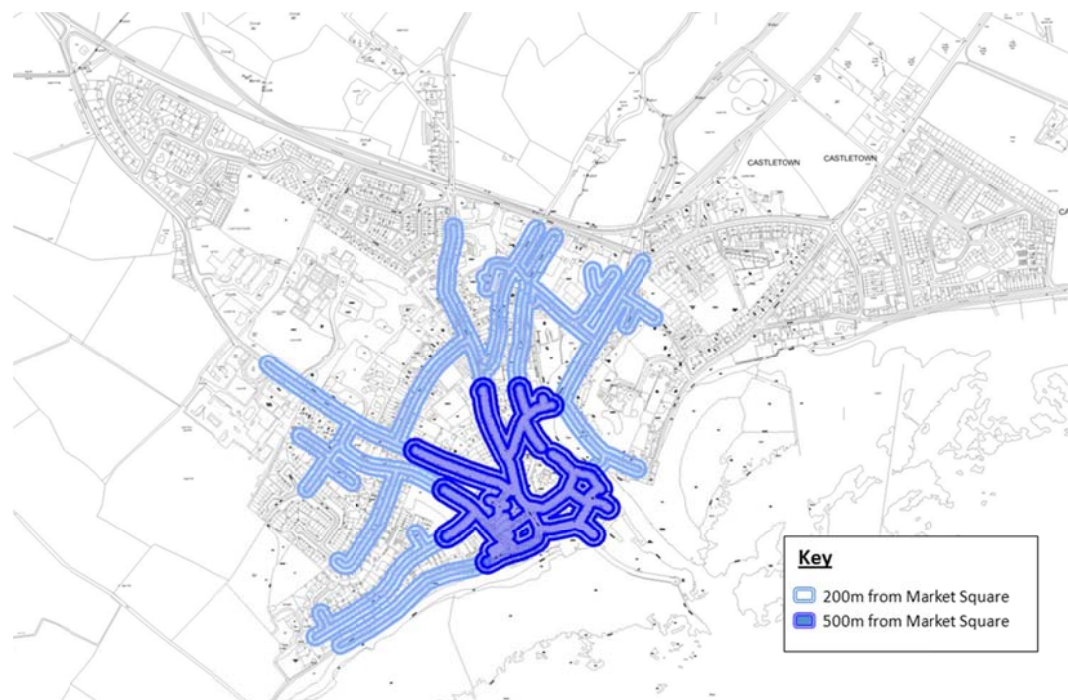


Figure 31: 200m and 500m Walking Isochrone

6.6. Improvements to Signing

6.6.1. Throughout the study it has become apparent that there is concern about signing in the town with the following conclusions being drawn:

- There is a lack of signs on the approaches into Castletown advising motorists of the parking regime;
- There is a lack of signing to visitor attractions and appropriate parking;
- There is a lack of information on car park capacity; and
- There is a lack of information on whether car parks are long or short stay, particularly en-route to the car parks.

- 6.6.2. Supplying good information is vital, signage is crucial, it needs to be comprehensive and clear. The central aim must be to indicate to the user which car parks are meant for them. As a minimum we consider that improved fixed car park signing is necessary within Castletown.

6.7. Sharing Parking Spaces

- 6.7.1. The DoT currently operates two contract car parks within Castletown, namely:

- Quayside (9 spaces); and
- Boatyard (53 spaces).

- 6.7.2. The peak demand for these spaces occurs during weekdays, leaving the majority of them empty at night or at the weekend. These spaces could be shared with residents of nearby areas such as Hope Street, The Crofts and Malew Street who have no off-street facility (forecourt, drive, garage etc) reasonably close to their home.

6.8. Review of all TROs

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

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

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

6.9. Improved maintenance

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

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

6.10. Parking Standards

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

- 6.10.2. Recommended changes to the Isle of Man Parking Standards for Castletown are shown in Table 12.

Table 12: Recommended Changes to Isle of Man Parking Standards for Castletown	
Type of Development	Recommendation
Typical Residential	No Change
Residential Terraces	No Change
Apartments	No Change
Sheltered Housing	No Change
Town Centre Housing	1 space per unit, Residential Permits
Nursing, rest and care homes	No Change
Town Centre Offices	1 space 35 sqm of net floor space
Out of Town Offices	1 space per 20 sqm
Shops	
below 300m ²	1 space per 50 sqm
300 – 1000m ²	1 space per 30 sqm In critical locations one parking space per 14m ² for food retail or 20m ² for non retail. Provision on site for deliveries and loading
Light Industry	1 space per 80sqm net floor space
General Industry	No change
Storage and Distribution	1 space per 150sqm
Medical / Health Services	2 spaces per consulting room plus staff
Hotels	No Change
Assembly and Leisure	No Change

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

6.11. Disabled Parking

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

On-Street Disabled Parking Provision

6.11.2. Currently there are 3 disabled spaces provided on-street. Demand for on-street disabled parking bays was low throughout the duration of the survey with the disabled bays only being used occasionally throughout the period surveyed.

6.11.3. Whilst there are no guidelines for the number of on-street disabled bays that should be provided, surveys have revealed that there appears to be sufficient supply and there does not need to be an increase in the number of on-street disabled parking spaces.

Off-Street Disabled Parking Provision

- 6.11.4. There are currently 4 disabled spaces provided in publicly available off-street car parks. An assessment of the number of disabled parking spaces against guidance contained within UK guideline TA 05/95 reveals that there is sufficient disabled parking spaces in the off-street car parks.
- 6.11.5. Whilst additional bays need not be provided, an assessment should be carried out locally to decide if the existing spaces are the most suitable, based on accessibility, location in relation to the main attractors, proximity to other car parks, usage (from surveys) and future plans for car parks.

6.12. Improving and Promoting Alternatives to the Private Car

- 6.12.1. Improving the quality and attractiveness of alternative modes to encourage reducing private car use for short journeys, including:
- Planning communities and employment sites so as to encourage walking, cycling and public transport access, including introducing cycle infrastructure; and,
 - Promoting smarter choices such as workplace, schools and residential travel plans and increasing car sharing.

6.13. Parking Options

- 6.13.1. The key issues to be considered in developing a future parking strategy are:
- What level of demand should be accommodated;
 - Should parking be charged; and
 - How and at what level should enforcement be provided.
- 6.13.2. The following sections cover the options developed to deal with these issues.

6.14. Future Provision

- 6.14.1. For each option it has been assumed that the unconstrained demand would be accommodated. This is a reasonable assumption for a town the size of Castletown since demand management through parking restraint is not considered a viable option due to the effect on the economic viability of the town.
- 6.14.2. The most practicable options to cater for the increased demand are:
- Do nothing – use current spare capacity; and
 - Develop additional car parks in the form of either:
 - Surface car parks;

- Conventional multi-story car park; or
- Steel demountable structure.

6.14.3. Each option is considered further below.

Do Nothing – Use Current Spare Capacity

- 6.14.4. From the analysis contained in Chapter 5 it can be seen that in absolute terms the parking demand in 2027 for the Town can be satisfied by existing supply. However the increased demand and displaced parking is likely only to be accommodated in existing residential areas or where there is currently spare capacity.
- 6.14.5. This option assumes that residents in those streets where increased parking occurs do not object because of the reduced opportunities to park outside their properties.

Develop Additional Publicly Available Car Parks

- 6.14.6. Additional publicly available 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.
- 6.14.7. Using Friday as the peak, assuming enforcement of time limits (38 spaces) and illegal parking (59 spaces) is effective, future demand at publicly available off-street car parks above ideal capacity (51 spaces) is catered for, and consolidation of 'Reserved' spaces occurs some 120 additional spaces will need to be provided by 2027.
- 6.14.8. Using a peak occupancy of 0.85 to minimise unnecessary traffic circulation within the car park, the future additional provision in 2027 should be around 140 spaces.
- 6.14.9. The options to provide additional car parks are:
- Provide additional Publicly Available Surface Car Parks;
 - Build a Conventional Multi-Storey Car Park; and
 - A conventional reinforced concrete multi-storey car park to accommodate up to 140 vehicles will cost the order of £1.5 million - £2 million at current prices.
 - Build a Demountable Steel Structure.
 - The cost of this type of car park to accommodate up to 140 vehicles would be approximately £1 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.

6.14.10. Ideally, any facility will be within 200m of the town centre (Guidelines for Providing Journeys on Foot, IHT, 2000).

6.15. Parking Charges

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

6.15.2. 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.

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

6.15.4. Table 13 outlines the revenue predictions for each of the charging options.

Table 13: Revenue Predictions				
Pricing Structure	Year			
	2012	2017	2017	2027
Option 1 10p per Hr On and Off-Street	£63,000	£65,000	£70,000	£74,000
Option 2 20p per Hr On-Street and 10p per Hr Off- Street	£84,000	£86,000	£94,000	£99,000

7. Recommendations

7.1. Introduction

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

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

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

7.2. Short Term 0-5 Years

Recommendations

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

Additional Parking Provision

7.2.2. During the next five years consideration should be given to finding a suitable facility in which 'Reserved' parking for use by business owners, commuters and residents can be accommodated. In the short term we cannot see the need to provide any additional parking over and above this. Our surveys showed that there is adequate vacant space to accommodate the demand.

7.2.3. 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;

- 7.2.4. At the end of the period peak accumulation surveys should be undertaken to establish whether the situation has changed.

Parking Charging

- 7.2.5. Introduce a 10p/hr charge for parking in restricted streets and off-street car parks, using pay and display meters. All residents and visitors would pay the charge.

- 7.2.6. From our consultation 34% of the people questioned would be prepared to pay 10p/hr. Since the survey did not specify which part or parts of the town would be charged, we believe that by restricting charges to the currently restricted streets a majority of drivers would not object to this proposal.

Enforcement

- 7.2.7. We estimate that this charge could raise up to £63,000 per year (2012) which should be used to substantially increase the level of enforcement. Currently there is a significant proportion of drivers overstaying the current on-street restrictions, some by a very considerable time. This reduces the number of short term spaces available and means anyone who only wants to make a short visit to a shop or a bank is inconvenienced.

- 7.2.8. If full time enforcement is not possible we recommend patrols should be frequent and irregular. Currently drivers seem to be well aware when enforcement will take place and act accordingly.

Parking Zone Review

- 7.2.9. An assessment of the existing parking zone should be carried out locally to decide if the existing waiting time restrictions are most suitable based on accessibility, location in relation to the main attractors, proximity to other car parks, usage (from surveys) and future plans for car parks.

Signing

- 7.2.10. Supplying good information is vital, signage is crucial, it needs to be comprehensive and clear. The central aim must be to indicate to the user which car parks are meant for them. As a minimum we consider that improved fixed car park signing is necessary within Castletown.

Shared Spaces

- 7.2.11. Consideration should be given to allowing shared use of the DoT operated contract car parks. These spaces could be shared with residents of nearby areas such as Hope Street, The Crofts and Malew Street who have no off-street facility (forecourt, drive, garage etc) reasonably close to their home.

Cycling

- 7.2.12. 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.
- 7.2.13. 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

- 7.2.14. Currently there appear to be sufficient disabled spaces but an assessment should be carried out locally to decide which car parks are most suitable based on accessibility, location in relation to attractors, proximity to other car parks, usage (from surveys) and future plans for car parks.

Maintenance

- 7.2.15. Waiting restrictions (yellow lines) should be reviewed for consistency and appropriateness. Double yellow lines (no parking at any time) should be laid where the road or street must be kept clear for moving traffic. This will usually be at junctions or narrow sections of street with two way traffic. If double yellow lines are used sparingly it will be obvious why they are there and be better observed.
- 7.2.16. Single yellow lines should be used where the whole road capacity needs to be available, for instance during peak periods or where loading takes place.
- 7.2.17. 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.

Monitoring and Review

- 7.2.18. A regular review should be undertaken to track the implementation of key changes and impacts of the strategy, in particular whether displacement into predominantly residential areas has occurred and if this is proving a problem.
- 7.2.19. If the problems are very localised, the solution may be to introduce limited waiting restrictions to solve the specific problem which may simply be blocking of individual accesses.

7.3. Medium Term 5-10 years

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

- Increase charges in the restricted streets from 10p/hr to 20p/hr;
- At this stage it is likely to become necessary to introduce further restrictions in the nearer residential areas. Concurrently a revised residents parking scheme should be introduced to permit drivers to park close to where they live. A charge should be made to cover administrative costs of a residents parking scheme and our recommendation is that it should not be less than £50 a year. (A residents permit would not allow drivers to park in the metered streets without paying);
- We cannot see that a conventional reinforced concrete multi-storey car park would ever be justified in Castletown. As far as we are aware no town of this size is currently considering such a facility, since the current cost of a 140 (para 6.11.9) space car park could be around of £2 million. It is unlikely that a developer or the local authority could afford this amount unless the economic climate changed considerably; and
- If the peak demand increases or cannot be reasonably accommodated on the currently available overspill areas, consideration should be given to the provision of a suitable parking facility within 200m of the town centre.

7.4. Long Term More than 10 years

7.4.1. Again, subject to a peak parking demand survey an additional site may need to be sought to satisfy demand to 2027.

7.4.2. We do not recommend any high structures (i.e. more than ground floor plus possibly two parking decks) in Castletown since the scale of structure would be inappropriate due to the towns conservation area.

7.5. Responsibilities

7.5.1. Responsibility for parking on the Isle of Man is often fragmented with a number of bodies being responsible for parking, namely:

- Department of Infrastructure Highways Division - on street parking provision, civil parking enforcement, residential parking, some publicly available off-street car parks and some private contract car parking;
- Department of Infrastructure Harbours Division - off-street harbours car parks; and

- Town Commissioners – some publicly available off-street car parks and some private contract car parking.

Table 14: Responsibilities			
Recommendation	Department of Infrastructure Highways Division	Department of Infrastructure Harbours Division	Castletown Commissioners
Additional Parking Provision			✓
Introduction of Parking Charging	✓		✓
Enforcement Improvements	✓		✓
Parking Zone Review	✓	✓	✓
Signing Improvements	✓		
Shared Parking Spaces	✓		
Cycling Improvements	✓		
Disabled Space Review	✓		✓
Highway Maintenance	✓		
Monitoring and Review	✓		

7.6. Conclusions

- 7.6.1. By implementing these recommendations we believe parking demand in Castletown can be accommodated up to 2027. The associated traffic management measures will complement the rationalisation of parking and help to engender a sense of pride in the appearance of the town centre and hopefully enhance the economic viability of the area.
- 7.6.2. The essence of our recommendations is flexibility. Improvements should be made in small steps so as not to incur unnecessary expenditure until it is fully justified.



Appendix A

Detailed Parking Survey Results

Appendix A - On-Street Accumulation Summary Categorised by Zone, Street and Restriction - Friday Daytime

Zone/Street Name	Number Parked												Capacity	Usage	Capacity		Parked		Usage	
	Restricted (0 Minutes)	Restricted (1 Hour)	Restricted (2 Hours)	Disabled	Unrestricted	Drop-In Yellow Lines	Dropped Kerb	Access/Junction	Bar	Bus Stops	Reserved	Public On-Street (Restricted)			Public On-Street (Unrestricted)	Public On-Street (Restricted)	Public On-Street (Unrestricted)	Public On-Street (Restricted)	Public On-Street (Unrestricted)	
Zone 1 - Town Centre																				
Castle Street	0	0	0	0	1	0	0	0	0	0	0	0	0	Zero Capacity *	0	0	1	-	Zero Capacity *	
Farrants Way	2	0	4	0	0	1	2	0	0	0	2	18	61%	11	7	9	2	82%	29%	
Queen Street	0	0	0	0	0	0	0	0	0	0	0	0	0	Zero Capacity	0	0	0	-	Zero Capacity	
Scarlett Road	0	0	0	0	0	0	0	0	0	0	0	0	0	Zero Capacity	0	0	0	-	Zero Capacity	
The Quay	0	0	7	0	0	0	0	0	0	0	0	16	44%	16	0	7	-	44%	-	
Zone 2 - Scarlett Road/Queen Street																				
Queen Street	0	0	0	0	10	0	0	0	0	0	0	55	18%	0	55	-	10	-	18%	
Scarlett Road (Home Zone)	0	0	0	0	25	0	2	0	1	0	0	74	38%	0	74	-	28	-	38%	
Zone 3 - Kissack Road																				
Close Garbrae (Home Zone)	0	0	0	0	0	0	1	0	0	0	0	2	50%	0	2	-	1	-	50%	
Close Malaw (Home Zone)	0	0	0	0	1	0	2	0	0	0	0	19	16%	0	19	-	3	-	16%	
Close Rushen (Home Zone)	0	0	0	0	6	0	0	0	0	0	0	11	55%	0	11	-	6	-	55%	
Farrant Park (Home Zone)	0	0	0	0	2	0	0	0	0	0	0	0	Zero Capacity	0	0	-	2	-	Zero Capacity *	
Farrants Way	0	0	0	0	6	0	0	0	0	0	0	14	43%	0	14	-	6	-	43%	
Kissack Road (Home Zone)	0	0	0	0	2	0	5	0	0	0	0	35	20%	0	35	-	7	-	20%	
Zone 4 - Arbory Road																				
Arbory Road	0	0	0	0	8	0	0	0	0	0	0	134	6%	0	134	-	8	-	6%	
Zone 5 - Bayr Grianagh																				
Arbory Road	0	0	0	0	0	0	0	0	0	0	0	157	0%	0	157	-	0	-	0%	
Bayr Grianagh (Home Zone)	0	0	0	0	28	0	4	0	0	0	0	87	37%	0	87	-	32	-	37%	
Road Ny Gabhail (Home Zone)	0	0	0	0	6	0	0	0	0	0	0	28	21%	0	28	-	6	-	21%	
Reayt Ulean (Home Zone)	0	0	0	0	6	0	1	0	0	0	0	40	18%	0	40	-	7	-	18%	
Rheast Barrule & Stowell Pl (Home Zone)	0	0	0	0	17	0	2	0	0	0	1	64	31%	0	64	-	20	-	31%	
Zone 6 - School Hill																				
A5	0	0	0	0	2	0	0	3	0	0	0	0	Zero Capacity	0	0	-	5	-	Zero Capacity *	
Ellerslie Gardens	0	0	0	0	2	0	0	0	0	0	0	10	20%	0	10	-	2	-	20%	
Malaw Street	0	0	0	0	12	0	0	0	0	0	1	23	57%	0	23	-	13	-	57%	
School Hill Ave (Home Zone)	0	0	0	0	13	0	0	0	0	0	0	85	15%	0	85	-	13	-	15%	
West Hill Ave (Home Zone)	0	0	0	0	24	0	1	0	0	0	1	121	21%	0	121	-	26	-	21%	
Zone 7 - The Crofts/Malew Street																				
Arbory Road	0	0	0	0	12	4	0	0	0	0	2	20	90%	0	20	-	18	-	90%	
Malew Street	0	0	0	0	9	4	0	0	0	0	0	14	93%	0	14	-	13	-	93%	
The Crofts	0	0	0	0	14	0	0	0	0	0	2	25	64%	0	25	-	16	-	64%	
Zone 8 - Hope Street																				
Atholl Terrace	0	0	0	0	5	0	0	0	0	0	0	20	25%	0	20	-	5	-	25%	
Castle Street	0	0	0	0	0	0	0	0	0	0	0	0	Zero Capacity	0	0	-	0	-	Zero Capacity	
Hope Street	0	0	0	0	21	4	0	0	0	0	1	23	113%	0	23	-	26	-	113%	
Hope Street East	0	0	0	0	1	0	0	0	0	0	0	8	13%	0	8	-	1	-	13%	
Mill Ct	0	0	0	0	0	0	0	0	0	0	0	0	Zero Capacity	0	0	-	0	-	Zero Capacity	
Mill Street	0	0	0	0	14	0	0	0	0	0	0	43	33%	0	43	-	14	-	33%	
Milner Terrace	0	0	0	0	5	0	0	1	0	0	0	6	100%	0	6	-	6	-	100%	
Zone 9 - Bridge Street/Douglas Street																				
Bridge Street	0	0	9	0	31	2	0	1	0	0	0	49	88%	17	32	9	34	53%	106%	
Douglas Street	0	0	7	0	0	1	0	0	0	0	0	12	67%	12	0	8	-	67%	-	
Smetana Close	0	0	0	0	0	1	0	0	0	0	3	1	400%	0	1	-	4	-	400%	
Zone 10 - College Green																				
Bowling Green Road	0	0	0	1	12	0	3	1	0	0	0	40	43%	0	40	-	17	-	43%	
College Green	0	0	0	0	10	0	1	0	0	0	0	32	34%	0	32	-	11	-	34%	
Douglas Street	0	0	0	0	14	0	0	0	0	0	1	29	52%	0	29	-	15	-	52%	
Elizabeth Rise	0	0	0	0	9	0	2	0	0	0	0	18	61%	0	18	-	11	-	61%	
Pickard Close	0	0	0	0	4	0	0	0	0	0	0	8	50%	0	8	-	4	-	50%	
Shore Road	0	0	0	0	6	0	2	0	0	0	0	16	50%	0	16	-	8	-	50%	
Victoria Road	0	0	0	0	6	0	2	0	0	0	0	38	21%	0	38	-	8	-	21%	
Victoria Road South	0	0	0	0	5	1	0	0	0	0	0	48	13%	0	48	-	6	-	13%	
Zone 11 - James Road/King Williams Way																				
Bromet Road	0	0	0	0	0	0	0	0	0	0	0	38	0%	0	38	-	0	-	0%	
Bromet Road South	0	0	0	0	6	0	0	0	0	0	0	17	35%	0	17	-	6	-	35%	
James Road	0	0	0	0	9	0	0	0	0	0	0	37	24%	0	37	-	9	-	24%	
James Road East	0	0	0	0	6	0	0	0	0	0	0	0	Zero Capacity *	0	0	-	6	-	Zero Capacity *	
King Williams Way	0	0	0	0	0	0	0	0	0	0	0	55	0%	0	55	-	0	-	0%	
Orry Place	0	0	0	0	0	0	0	0	0	0	0	16	0%	0	16	-	0	-	0%	
Stanley Crescent	0	0	0	0	0	0	0	0	0	0	0	16	0%	0	16	-	0	-	0%	
The Promenade	0	0	0	0	11	0	4	0	0	0	0	65	23%	0	65	-	15	-	23%	
Victoria Road	0	0	0	0	0	0	0	0	0	0	0	0	Zero Capacity	0	0	-	0	-	Zero Capacity	
Overall (All Zones)	2	0	27	1	381	18	34	6	1	0	14	1687	29%	56	1631	33	451	59%	28%	
Zone 1 - Town Centre																				
Zone 2 - Scarlett Road/Queen Street																				
Zone 3 - Kissack Road																				
Zone 4 - Arbory Road																				
Zone 5 - Bayr Grianagh																				
Zone 6 - School Hill																				
Zone 7 - The Crofts/Malew Street																				
Zone 8 - Hope Street																				
Zone 9 - Bridge Street/Douglas Street																				
Zone 10 - College Green																				
Zone 11 - James Road/King Williams Way																				

Appendix A - On-Street Duration Summary Categorised by Zone, Street and Restriction - Friday

Zone/Street Name	Restricted (15 Minutes)	Restricted (1 Hour)	Restricted (2 Hours)	Disabled	Unrestricted	Double Yellow Lines	One-way	Accession	HLR	Bus Stop	Reserved	Total (Restricted)	Total (Unrestricted)	Total (Hours/Minutes)
Zone 1 - Town Centre														
Marine Way														
Vehicles Parked up to 1 Hour	0	0	11	2	0	8	1	0	0	0	0	13	0	9
Vehicles Parked up to 1-2 Hours	3	0	4	1	0	5	0	0	0	0	0	8	0	5
Vehicles Parked up to 2-3 Hours	2	0	2	0	0	0	1	0	1	0	0	2	0	2
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Vehicles Parked over 4 Hours	0	0	1	0	0	0	2	0	0	0	0	1	0	2
James Street														
Vehicles Parked up to 1 Hour	0	0	5	0	0	0	0	0	0	0	0	5	0	0
Vehicles Parked up to 1-2 Hours	0	0	1	0	0	0	0	0	0	0	0	1	0	0
Vehicles Parked up to 2-3 Hours	0	0	5	0	0	0	0	0	0	0	0	5	0	0
Vehicles Parked up to 3-4 Hours	0	0	5	0	0	0	0	0	0	0	0	5	0	0
Vehicles Parked over 4 Hours	0	0	1	0	0	0	0	0	0	0	0	1	0	0
Zone 2 - Greenfield (West/Down Street)														
Down Street														
Vehicles Parked up to 1 Hour	0	0	0	0	10	0	1	0	0	0	0	0	10	1
Vehicles Parked up to 1-2 Hours	0	0	0	0	4	0	0	0	1	0	0	0	4	1
Vehicles Parked up to 2-3 Hours	0	0	0	0	3	0	0	0	0	0	0	0	3	0
Vehicles Parked up to 3-4 Hours	0	0	0	0	4	0	1	0	0	0	0	0	4	1
Vehicles Parked over 4 Hours	0	0	0	0	13	0	2	0	1	0	0	0	13	3
Zone 3 - Kiskadee Road														
St. Clare (Home Zone)														
Vehicles Parked up to 1 Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0
St. Clare (Home Zone)														
Vehicles Parked up to 1 Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0
St. Clare (Home Zone)														
Vehicles Parked up to 1 Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked over 4 Hours	0	0	0	0	1	0	0	0	0	0	0	0	1	0
Zone 4 - Airbury Road														
Airbury Road														
Vehicles Parked up to 1 Hour	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Vehicles Parked up to 1-2 Hours	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Vehicles Parked up to 2-3 Hours	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Zone 5 - Bayr Drinagh														
Airbury Road														
Vehicles Parked up to 1 Hour	0	0	0	0	1	2	0	0	0	0	0	0	0	3
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Zone 6 - School Hill														
Ellesmere Gardens														
Vehicles Parked up to 1 Hour	0	0	0	0	7	1	0	0	0	0	0	0	7	1
Vehicles Parked up to 1-2 Hours	0	0	0	0	8	0	0	0	0	0	0	0	8	0
Vehicles Parked up to 2-3 Hours	0	0	0	0	7	0	0	0	0	0	0	0	7	0
Vehicles Parked up to 3-4 Hours	0	0	0	0	5	0	0	0	0	0	0	0	5	0
Vehicles Parked over 4 Hours	0	0	0	0	9	0	0	0	0	1	0	0	10	0
Zone 7 - The Crofts/Malew Street														
Airbury Road														
Vehicles Parked up to 1 Hour	0	0	0	0	15	4	0	0	0	0	0	0	15	4
Vehicles Parked up to 1-2 Hours	0	0	0	0	3	3	0	0	0	0	0	0	3	3
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked up to 3-4 Hours	0	0	0	0	1	3	0	0	0	0	0	0	1	3
Vehicles Parked over 4 Hours	0	0	0	0	12	4	0	0	0	0	2	0	14	4
Zone 8 - Hops Street														
Down Street														
Vehicles Parked up to 1 Hour	0	0	0	1	9	14	0	0	0	0	0	1	9	14
Vehicles Parked up to 1-2 Hours	0	0	0	0	4	4	0	0	0	0	0	0	4	4
Vehicles Parked up to 2-3 Hours	0	0	0	0	3	3	0	0	0	0	0	0	3	3
Vehicles Parked up to 3-4 Hours	0	0	0	0	6	4	0	0	0	0	0	0	6	4
Vehicles Parked over 4 Hours	0	0	0	0	5	4	0	0	0	0	0	0	5	4
Zone 9 - Hops Street														
Down Street														
Vehicles Parked up to 1 Hour	0	0	0	0	11	1	0	0	0	0	2	0	13	1
Vehicles Parked up to 1-2 Hours	0	0	0	0	10	1	0	0	0	0	2	0	12	1
Vehicles Parked up to 2-3 Hours	0	0	0	0	3	0	0	0	0	0	0	0	3	0
Vehicles Parked up to 3-4 Hours	0	0	0	0	4	0	0	0	0	0	0	0	4	0
Vehicles Parked over 4 Hours	0	0	0	0	12	0	0	0	0	0	2	0	14	0
Zone 10 - Hops Street														
Down Street														
Vehicles Parked up to 1 Hour	0	0	0	0	13	8	0	0	1	0	0	0	13	8
Vehicles Parked up to 1-2 Hours	0	0	0	0	10	7	0	0	0	0	0	0	10	7
Vehicles Parked up to 2-3 Hours	0	0	0	0	4	1	0	0	1	0	0	0	4	2
Vehicles Parked up to 3-4 Hours	0	0	0	0	6	1	0	0	0	0	0	0	6	1
Vehicles Parked over 4 Hours	0	0	0	0	17	4	0	0	0	0	1	0	18	4
Zone 11 - James Wood/King Williams Way														
Down Street														
Vehicles Parked up to 1 Hour	0	0	0	0	1	0	0	0	0	0	0	0	1	0
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked up to 3-4 Hours	0	0	0	0	1	0	0	0	0	0	0	0	1	0
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Zone 12 - College Green														
College Green														
Vehicles Parked up to 1 Hour	0	0	0	0	13	1	2	0	0	0	0	0	13	3
Vehicles Parked up to 1-2 Hours	0	0	0	0	10	0	1	0	0	0	0	0	10	1
Vehicles Parked up to 2-3 Hours	0	0	0	0	8	0	0	0	0	0	0	0	8	0
Vehicles Parked up to 3-4 Hours	0	0	0	0	7	0	0	0	0	0	1	0	7	0
Vehicles Parked over 4 Hours	0	0	0	0	13	0	0	0	0	0	1	0	14	0
Zone 13 - James Wood/King Williams Way														
Down Street														
Vehicles Parked up to 1 Hour	0	0	10	0	2	0	0	0	0	0	0	10	2	0
Vehicles Parked up to 1-2 Hours	0	0	5	0	0	1	0	0	0	0	0	5	0	1
Vehicles Parked up to 2-3 Hours	0	0	4	0	0	2	0	0	0	0	0	4	0	2
Vehicles Parked up to 3-4 Hours	0	0	1	0	0	0	0	0	0	0	0	1	0	0
Vehicles Parked over 4 Hours	0	0	5	0	0	0	0	0	0	0	0	5	0	0
Zone 14 - James Wood/King Williams Way														
Down Street														
Vehicles Parked up to 1 Hour	0	0	0	0	1	0	0	0	0	0	0	0	1	0
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked over 4 Hours	0	0	0	0	1	0	0	0	0	0	0	0	1	0
Zone 15 - James Wood/King Williams Way														
Down Street														
Vehicles Parked up to 1 Hour	0	0	0	0	1	0	0	0	0	0	0	0	1	0
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked up to 3-4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked over 4 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Zone 16 - James Wood/King Williams Way														
Down Street														
Vehicles Parked up to 1 Hour	0	0	0	0	1	0	0	0	0	0	0	0	1	0
Vehicles Parked up to 1-2 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked up to 2-3 Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Parked up to 3-4 Hours														

Appendix A - Off-Street Accumulation Summary Categorised by Zone, Street and Restriction - Friday Night

Ref.	Name/Location	Type	Number of Parked										Capacities					Usage										
			Restored (1 Hour)	Restored (2 Hours)	Restored (3 Hours)	Restored (6 Hours)	Restored (7 days)	Reserved/ Private	Disabled	Motorcycle	Overall Capacity	P.A. Capacity	P.P.A. Capacity	PR Capacity	PNR Capacity	Overall Parked	PA Parked	P.P.A. Parked	PR Parked	PNR Parked	Overall Usage	PA Usage	P.P.A. Usage	PR Usage	PNR Usage			
Zone 1 - Town Centre																												
CP26	Parliament Square	PA	1	0	0	0	0	0	0	0	0	0	3	3	0	0	0	1	1	-	-	-	-	33%	33%	-	-	-
CP27	The Old Grammar School	PA	0	0	0	5	0	5	0	0	0	123	107	0	0	16	10	5	-	-	-	5	8%	5%	-	-	31%	
CP29	The Parade	PA	1	0	0	0	0	0	0	0	7	7	0	0	0	0	1	1	-	-	-	-	14%	14%	-	-	-	
CP30	Market Square	PA	12	0	0	0	0	0	0	0	24	24	0	0	0	0	12	12	-	-	-	-	50%	50%	-	-	-	
CP31	George Paddock	PA	2	0	0	0	0	12	0	0	30	9	0	0	21	14	2	-	-	-	12	47%	22%	-	-	57%		
CP33	Civic Centre	PA	10	0	0	0	0	1	0	0	22	14	0	0	8	11	10	-	-	-	1	50%	71%	-	-	13%		
CP2	Castle Court (Pay & Display)	PPA	0	0	0	0	3	0	0	0	65	0	65	0	0	3	-	3	-	-	-	-	5%	-	5%	-	-	
CP28	St Mary's Church	PR	0	0	0	0	0	0	0	0	14	0	14	0	0	-	-	-	-	-	-	-	0%	-	-	0%	-	
CP25	Police Station	PNR	0	0	0	0	0	6	0	0	8	0	0	0	8	6	-	-	-	-	6	75%	-	-	-	75%		
CP32	Fire Station	PNR	0	0	0	0	0	4	0	0	12	0	0	0	12	4	-	-	-	-	4	33%	-	-	-	33%		
CP34	George Hotel	PNR	0	0	0	0	0	3	0	0	16	0	0	0	16	3	-	-	-	-	3	19%	-	-	-	19%		
CP35	Isle of Man Bank	PNR	0	0	0	0	0	1	0	0	7	0	0	0	7	1	-	-	-	-	1	14%	-	-	-	14%		
Zone 2 - School Hill / The Crofts/Malew Street																												
CP1	Castle Court	PR	0	0	0	0	0	2	0	0	8	0	0	8	0	2	-	-	-	2	-	-	25%	-	-	-	25%	
Zone 4 - Arbury Road																												
CP3	Castle Rushen High School	PNR	0	0	0	0	0	5	0	0	10	0	0	0	10	5	-	-	-	5	50%	-	-	-	-	50%		
CP4	Castle Rushen High School	PNR	0	0	0	0	0	1	0	0	32	0	0	0	32	0	-	-	-	0	0%	-	-	-	-	0%		
CP5	Castletown Swimming Pool	PNR	0	0	0	0	0	0	0	0	27	0	0	0	27	0	-	-	-	0	0%	-	-	-	-	0%		
CP6	Castle Rushen High School	PNR	0	0	0	0	0	0	0	0	30	0	0	0	30	0	-	-	-	0	0%	-	-	-	-	0%		
CP7	Castle Rushen High School	PNR	0	0	0	0	0	6	0	0	20	0	0	0	20	0	-	-	-	0	0%	-	-	-	-	0%		
CP8	Friends Provident	PNR	0	0	0	0	0	3	0	0	148	0	0	0	148	0	-	-	-	0	0%	-	-	-	-	0%		
Zone 5 - School Hill																												
CP17	Canada Life	PNR	0	0	0	0	0	0	0	0	6	0	0	0	6	0	-	-	-	0	0%	-	-	-	-	0%		
Zone 7 - The Crofts/Malew Street																												
CP9	The Buchan Rear Car Park	PNR	0	0	0	0	0	4	0	0	12	0	0	0	12	4	-	-	-	4	33%	-	-	-	-	33%		
CP11	Tennis Courts/Bowling Green	PNR	0	0	0	0	0	15	0	0	20	0	0	0	20	15	-	-	-	15	75%	-	-	-	-	75%		
Zone 8 - Hope Street																												
CP12	Residential off Mill Street	PR	0	0	0	0	0	11	0	0	10	0	0	10	0	11	-	-	-	11	-	-	110%	-	-	110%		
CP13	Mill Hope Close	PR	0	0	0	0	0	8	0	0	11	0	0	11	0	0	-	-	-	0	-	-	0%	-	-	0%		
CP14	Quayside House	PR	0	0	0	0	0	7	0	0	10	0	0	10	0	0	-	-	-	0	-	-	0%	-	-	0%		
CP15	DoT (Quayside)	PNR	0	0	0	0	0	3	0	0	9	0	0	0	9	3	-	-	-	3	33%	-	-	-	-	33%		
CP36	St Mary's on The Harbour	PNR	0	0	0	0	0	2	0	0	4	0	0	0	4	2	-	-	-	2	50%	-	-	-	-	50%		
CP37	The Slip Inn	PNR	0	0	0	0	2	0	0	6	0	0	0	6	2	-	-	-	-	2	33%	-	-	-	-	33%		
CP16	DoT (Boat Yard)	PNR	0	0	0	0	0	8	0	0	53	0	0	0	53	8	-	-	-	8	15%	-	-	-	-	15%		
Zone 9 - Bridge Street/Douglas Street																												
CP24	Bridge Street Quay	PA	0	0	0	13	0	0	0	0	24	24	0	0	0	13	13	-	-	-	-	54%	54%	-	-	-		
CP21	Victoria Road School	PNR	0	0	0	0	0	1	0	0	20	0	0	0	20	1	-	-	-	1	5%	-	-	-	-	5%		
Zone 10 - College Green																												
CP18	Isle of Man Steam Railway	PA	0	6	0	0	0	0	0	0	20	19	0	0	1	6	6	-	-	-	-	30%	32%	-	-	-		
CP19	The Viking	PNR	0	0	0	0	0	4	0	0	10	0	0	0	10	4	-	-	-	4	40%	-	-	-	-	40%		
CP20	Castletown Health Centre	PNR	0	0	0	0	0	1	0	0	51	0	0	0	51	1	-	-	-	1	2%	-	-	-	-	2%		
CP22	Shore Road	PR	0	0	0	0	0	11	0	0	30	0	0	30	0	11	-	-	-	11	-	-	37%	-	-	37%		
Zone 11 - James Road / King Williams Way																												
CP23	James Road	PR	0	0	0	0	0	2	0	0	4	0	0	4	0	2	-	-	-	2	-	-	50%	-	-	50%		
Overall (All Zones)																												
			26	6	0	18	3	103	0	0	606	297	65	87	647	156	50	3	26	77	12%	34%	5%	90%	14%			
Zone 1 - Town Centre																												
Zone 2 - Scarlett Road/Queen Street			8	0	0	8	0	8	0	2	0	0	2	0	2	0	-	-	-	0	25%	-	-	25%	-			
Zone 3 - Kiskadee Road																												
Zone 4 - Arbury Road			267	0	0	0	0	0	0	267	5	0	0	0	5	2%	-	-	-	5	2%	-	-	-	2%			
Zone 5 - Bayr Granagh																												
Zone 6 - School Hill			6	0	0	0	0	6	0	0	0	0	0	0	0	0	-	-	-	0	0%	-	-	-	0%			
Zone 7 - The Crofts/Malew Street																												
Zone 8 - Hope Street			32	0	0	0	0	32	0	19	0	0	0	19	59%	-	-	-	19	59%	-	-	-	-	59%			
Zone 9 - Bridge Street/Douglas Street																												
Zone 10 - College Green			103	0	0	31	72	36	0	0	11	15	25%	-	-	-	-	-	11	15	25%	-	-	35%	21%			
Zone 11 - James Road/King Williams Way			111	19	0	30	62	22	6	0	11	5	20%	32%	-	-	-	-	11	5	20%	32%	-	-	37%	8%		
			4	0	0	4	0	2	0	0	2	0	0	2	0	0	-	-	-	2	0	50%	-	-	50%	-		

Appendix A - On-Street Accumulation Summary Categorised by Zone, Street and Restriction - Friday Night

Zone/Street Name	Restricted (8-9 minutes)	Restricted (1 Hour)	Restricted (2 Hours)	Disabled	Number Parked							Capacity	Usage	Capacity				Usage		
					Unrestricted	Disabled Yellow Lines	Dropped kerb	Access/Drainage	Bar	Bus Stops	Reserved			Public On-Street (Restricted)	Public On-Street (Unrestricted)	Public On-Street (Restricted)	Public On-Street (Unrestricted)	Public On-Street (Restricted)	Public On-Street (Unrestricted)	
Zone 1 - Town Centre																				
Castle Street	0	0	0	0	2	0	0	0	0	0	0	0	0	Zero Capacity *	0	0	-	2	-	Zero Capacity *
Farrants Way	0	0	2	1	0	0	1	0	1	0	5	21	48%	11	7	5	5	45%	71%	
Queen Street	0	0	0	0	0	0	0	0	0	0	0	0	Zero Capacity	0	0	-	0	-	Zero Capacity	
Scarlett Road (Home Zone)	0	0	0	0	0	0	0	0	0	0	0	0	Zero Capacity	0	0	-	0	-	Zero Capacity	
The Quay	0	0	9	0	0	0	0	0	0	0	0	16	56%	16	0	9	-	56%	-	
Zone 2 - Scarlett Road/Queen Street																				
Queen Street	0	0	0	0	11	0	0	0	0	0	1	55	22%	0	55	-	12	-	22%	
Scarlett Road (Home Zone)	0	0	0	0	22	0	0	0	0	0	0	74	30%	0	74	-	22	-	30%	
Zone 3 - Kissack Road																				
Close Cairbre (Home Zone)	0	0	0	0	1	0	0	0	0	0	0	2	50%	0	2	-	1	-	50%	
Close Malew (Home Zone)	0	0	0	0	3	0	5	0	0	0	0	19	42%	0	19	-	8	-	42%	
Close Rushen (Home Zone)	0	0	0	0	3	0	0	0	0	0	0	11	27%	0	11	-	3	-	27%	
Farrant Park (Home Zone)	0	0	0	0	1	0	0	0	0	0	0	0	Zero Capacity *	0	0	-	1	-	Zero Capacity *	
Farrants Way	0	0	0	0	5	0	1	0	1	0	0	14	50%	0	14	-	7	-	50%	
Kissack Road (Home Zone)	0	0	0	0	2	0	9	0	0	0	0	35	31%	0	35	-	11	-	31%	
Zone 4 - Arbory Road																				
Arbory Road	0	0	0	0	6	2	0	0	0	0	1	134	7%	0	134	-	9	-	7%	
Zone 5 - Bayr Grianagh																				
Arbory Road	0	0	0	0	0	0	0	0	0	0	0	157	0%	0	157	-	0	-	0%	
Bayr Grianagh (Home Zone)	0	0	0	0	38	0	5	0	0	0	0	87	49%	0	87	-	43	-	49%	
Road Ny Gabhail (Home Zone)	0	0	0	0	8	0	1	0	0	0	0	28	32%	0	28	-	9	-	32%	
Reayrt Ueann (Home Zone)	0	0	0	0	7	0	4	0	0	0	0	40	28%	0	40	-	11	-	28%	
Rheast Barrule & Stowell Pl (Home Zone)	0	0	0	0	39	0	1	0	0	0	0	64	63%	0	64	-	40	-	63%	
Zone 6 - School Hill																				
A5	0	0	0	0	4	0	0	9	0	0	0	0	Zero Capacity *	0	0	-	13	-	Zero Capacity *	
Ellerslie Gardens	0	0	0	0	7	1	0	0	0	0	0	10	80%	0	10	-	8	-	80%	
Malaw Street	0	0	0	0	18	1	0	0	0	0	3	23	96%	0	23	-	22	-	96%	
School Hill Ave (Home Zone)	0	0	0	0	31	0	0	0	0	0	1	85	38%	0	85	-	32	-	38%	
West Hill Ave (Home Zone)	0	0	0	0	64	0	5	0	0	0	1	121	58%	0	121	-	70	-	58%	
Zone 7 - The Crofts/Malew Street																				
Arbory Road	0	0	0	0	12	5	0	0	0	0	1	20	90%	0	20	-	18	-	90%	
Malew Street	0	0	0	0	9	4	0	0	1	0	0	14	100%	0	14	-	14	-	100%	
The Crofts	0	0	0	0	13	0	2	0	0	0	0	25	68%	0	25	-	17	-	68%	
Zone 8 - Hope Street																				
Atholl Terrace	0	0	0	0	13	0	0	0	0	0	0	20	65%	0	20	-	13	-	65%	
Castle Street	0	0	0	0	0	0	0	0	0	0	0	0	Zero Capacity	0	0	-	0	-	Zero Capacity	
Hope Street	0	0	0	0	13	11	0	0	0	0	1	23	109%	0	23	-	25	-	109%	
Hope Street East	0	0	0	0	6	0	0	0	0	0	3	8	113%	0	8	-	9	-	113%	
Mill Ct	0	0	0	0	0	0	0	0	0	0	0	0	Zero Capacity	0	0	-	0	-	Zero Capacity	
Mill Street	0	0	0	0	17	0	0	0	0	0	0	43	40%	0	43	-	17	-	40%	
Milner Terrace	0	0	0	0	6	3	0	0	0	0	0	6	150%	0	6	-	9	-	150%	
Zone 9 - Bridge Street/Douglas Street																				
Bridge Street	0	0	8	0	16	1	1	0	0	0	0	49	53%	17	32	8	18	47%	56%	
Douglas Street	0	0	8	0	0	0	0	0	0	0	0	12	67%	12	0	8	-	67%	-	
Smetana Close	0	0	0	0	0	1	0	0	0	0	5	1	600%	0	1	-	6	-	600%	
Zone 10 - College Green																				
Bowling Green Road	0	0	0	0	23	1	1	0	0	0	0	40	63%	0	40	-	25	-	63%	
College Green	0	0	0	0	13	1	0	0	0	0	0	32	44%	0	32	-	14	-	44%	
Douglas Street	0	0	0	0	12	0	1	0	0	0	0	29	45%	0	29	-	13	-	45%	
Elizabeth Rise	0	0	0	0	8	0	3	0	0	0	0	18	61%	0	18	-	11	-	61%	
Pickard Close	0	0	0	0	5	0	0	0	0	0	0	8	63%	0	8	-	5	-	63%	
Shore Road	0	0	0	0	8	0	1	0	0	0	0	16	56%	0	16	-	9	-	56%	
Victoria Road	0	0	0	0	5	2	0	0	0	0	0	38	18%	0	38	-	7	-	18%	
Victoria Road South	0	0	0	0	2	0	0	0	0	0	0	48	4%	0	48	-	2	-	4%	
Zone 11 - James Road/King Williams Way																				
Bromet Road	0	0	0	0	0	0	0	0	0	0	0	38	0%	0	38	-	0	-	0%	
Bromet Road South	0	0	0	0	8	0	0	0	0	0	0	17	47%	0	17	-	8	-	47%	
James Road	0	0	0	0	11	0	1	0	0	0	0	37	32%	0	37	-	12	-	32%	
James Road East	0	0	0	0	8	0	0	1	0	0	0	0	Zero Capacity *	0	0	-	9	-	Zero Capacity *	
King Williams Way	0	0	0	0	0	0	0	0	0	0	0	55	0%	0	55	-	0	-	0%	
Orry Place	0	0	0	0	0	0	0	0	0	0	0	16	0%	0	16	-	0	-	0%	
Stanley Crescent	0	0	0	0	0	0	0	0	0	0	0	16	0%	0	16	-	0	-	0%	
The Promenade	0	0	0	0	16	0	2	0	0	0	0	65	28%	0	65	-	18	-	28%	
Victoria Road	0	0	0	0	0	0	0	0	0	0	0	0	Zero Capacity	0	0	-	0	-	Zero Capacity	
Overall (All Zones)	0	0	27	1	496	33	44	10	3	0	24	1690	38%	56	1631	30	608	54%	37%	
Zone 1 - Town Centre																				
Zone 2 - Scarlett Road/Queen Street	-	-	-	-	-	-	-	-	-	-	-	-	-	27	7	14	7	52%	100%	
Zone 3 - Kissack Road	-	-	-	-	-	-	-	-	-	-	-	-	-	81	-	31	-	-	38%	
Zone 4 - Arbory Road	-	-	-	-	-	-	-	-	-	-	-	-	-	134	-	9	-	-	7%	
Zone 5 - Bayr Grianagh	-	-	-	-	-	-	-	-	-	-	-	-	-	376	-	103	-	-	27%	
Zone 6 - School Hill	-	-	-	-	-	-	-	-	-	-	-	-	-	239	-	145	-	-	61%	
Zone 7 - The Crofts/Malew Street	-	-	-	-	-	-	-	-	-	-	-	-	-	59	-	49	-	-	83%	
Zone 8 - Hope Street	-	-	-	-	-	-	-	-	-	-	-	-	-	100	-	73	-	-	73%	
Zone 9 - Bridge Street/Douglas Street	-	-	-	-	-	-	-	-	-	-	-	-	-	29	33	16	24	55%	73%	
Zone 10 - College Green	-	-	-	-	-	-	-	-	-	-	-	-	-	229	-	86	-	-	38%	
Zone 11 - James Road/King Williams Way	-	-	-	-	-	-	-	-	-	-	-	-	-	244	-	47	-	-	19%	

Appendix A - Off-Street Accumulation Summary Categorised by Zone, Street and Restriction - Saturday Daytime

Ref.	Name/Location	Type	Number of Parked										Capacities					Usage										
			Restored (1 Hour)	Restored (2 Hours)	Restored (3 Hours)	Restored (6 Hours)	Restored (7 days)	Reserved/ Private	Disabled	Motorcycle	Overall Capacity	P.A. Capacity	P.P.A. Capacity	PR Capacity	PNR Capacity	Overall Parked	PA Parked	P.P.A. Parked	PR Parked	PNR Parked	Overall Usage	PA Usage	P.P.A. Usage	PR Usage	PNR Usage			
Zone 1 - Town Centre																												
CP26	Parliament Square	PA	3	0	0	0	0	0	0	0	0	0	3	3	0	0	0	3	3	-	-	-	-	100%	100%	-	-	-
CP27	The Old Grammar School	PA	0	0	4	43	0	3	0	0	0	123	107	0	0	16	50	47	-	-	-	3	41%	44%	-	-	19%	
CP29	The Parade	PA	5	0	0	0	0	0	0	0	0	7	7	0	0	0	5	5	-	-	-	-	71%	71%	-	-	-	
CP30	Market Square	PA	19	0	0	0	0	0	0	0	0	24	24	0	0	0	22	22	-	-	-	-	92%	92%	-	-	-	
CP31	George Paddock	PA	6	0	0	0	0	0	7	0	0	30	9	0	0	21	13	6	-	-	-	7	43%	67%	-	-	33%	
CP33	Civic Centre	PA	6	0	0	0	0	0	1	0	0	22	14	0	0	8	7	6	-	-	-	1	32%	43%	-	-	13%	
CP2	Castle Court (Pay & Display)	PPA	0	0	0	0	2	0	0	0	0	65	0	65	0	0	2	-	2	-	-	-	3%	-	3%	-	-	
CP28	St Mary's Church	PR	0	0	0	0	1	0	0	0	14	0	0	14	0	1	-	-	-	-	-	1	7%	-	-	-	7%	
CP25	Police Station	PNR	0	0	0	0	0	0	4	0	0	8	0	0	0	8	4	-	-	-	-	4	50%	-	-	-	50%	
CP32	Fire Station	PNR	0	0	0	0	0	2	0	0	12	0	0	0	12	2	-	-	-	-	-	2	17%	-	-	-	17%	
CP34	George Hotel	PNR	0	0	0	0	0	8	0	0	16	0	0	0	16	8	-	-	-	-	-	8	50%	-	-	-	50%	
CP35	Isle of Man Bank	PNR	0	0	0	0	0	3	0	0	7	0	0	0	7	3	-	-	-	-	-	3	43%	-	-	-	43%	
Zone 2 - School Hill / Victoria Street																												
CP1	Castle Court	PR	0	0	0	0	0	3	0	0	8	0	0	8	0	3	-	-	-	-	-	3	38%	-	-	-	38%	
Zone 4 - Arbury Road																												
CP3	Castle Rushen High School	PNR	0	0	0	0	0	4	0	0	10	0	0	0	10	4	-	-	-	-	-	4	40%	-	-	-	40%	
CP4	Castle Rushen High School	PNR	0	0	0	0	0	7	0	0	32	0	0	0	32	7	-	-	-	-	-	7	22%	-	-	-	22%	
CP5	Castletown Swimming Pool	PNR	0	0	0	0	0	5	0	0	27	0	0	0	27	5	-	-	-	-	-	5	19%	-	-	-	19%	
CP6	Castle Rushen High School	PNR	0	0	0	0	0	3	0	0	30	0	0	0	30	3	-	-	-	-	-	3	10%	-	-	-	10%	
CP7	Castle Rushen High School	PNR	0	0	0	0	0	4	0	0	20	0	0	0	20	4	-	-	-	-	-	4	20%	-	-	-	20%	
CP8	Friends Provident	PNR	0	0	0	0	0	7	0	0	148	0	0	0	148	7	-	-	-	-	-	7	5%	-	-	-	5%	
Zone 5 - School Hill																												
CP17	Canada Life	PNR	0	0	0	0	0	0	0	0	6	0	0	0	6	0	-	-	-	-	-	0	0%	-	-	-	0%	
Zone 7 - The Crofts/Malew Street																												
CP9	The Buchan Rear Car Park	PNR	0	0	0	0	0	3	0	0	12	0	0	0	12	3	-	-	-	-	-	3	25%	-	-	-	25%	
CP11	Tennis Courts/Bowling Green	PNR	0	0	0	0	0	11	0	0	20	0	0	0	20	11	-	-	-	-	-	11	55%	-	-	-	55%	
Zone 8 - Hope Street																												
CP12	Residential off Mill Street	PR	0	0	0	0	0	7	0	0	10	0	0	0	10	7	-	-	-	-	-	7	70%	-	-	-	70%	
CP13	Mill Hope Close	PR	0	0	0	0	0	6	0	0	11	0	0	0	11	6	-	-	-	-	-	6	55%	-	-	-	55%	
CP14	Quayside House	PR	0	0	0	0	0	1	0	0	10	0	0	0	10	1	-	-	-	-	-	1	10%	-	-	-	10%	
CP15	DoT (Quayside)	PNR	0	0	0	0	0	7	0	0	9	0	0	0	9	7	-	-	-	-	-	7	78%	-	-	-	78%	
CP36	St Mary's on The Harbour	PNR	0	0	0	0	2	0	0	4	0	0	0	4	2	-	-	-	-	-	-	2	50%	-	-	-	50%	
CP37	The Slip Inn	PNR	0	0	0	0	2	0	0	6	0	0	0	6	2	-	-	-	-	-	-	2	33%	-	-	-	33%	
CP16	DoT (Boat Yard)	PNR	0	0	0	0	0	7	0	0	53	0	0	0	53	7	-	-	-	-	-	7	13%	-	-	-	13%	
Zone 9 - Bridge Street/Douglas Street																												
CP24	Bridge Street Quay	PA	0	0	0	12	0	0	0	0	24	24	0	0	0	12	12	-	-	-	-	50%	50%	-	-	-	-	
CP21	Victoria Road School	PNR	0	0	0	0	0	6	0	0	20	0	0	0	20	6	-	-	-	-	-	6	30%	-	-	-	30%	
Zone 10 - College Green																												
CP18	Isle of Man Steam Railway	PA	0	16	0	0	0	1	0	0	20	19	0	0	1	17	16	-	-	-	-	1	85%	84%	-	-	-	
CP19	The Viking	PNR	0	0	0	0	0	2	0	0	10	0	0	0	10	2	-	-	-	-	-	2	20%	-	-	-	20%	
CP20	Castletown Health Centre	PNR	0	0	0	0	0	1	0	0	51	0	0	0	51	1	-	-	-	-	-	1	2%	-	-	-	2%	
CP22	Shore Road	PR	0	0	0	0	0	14	0	0	30	0	0	0	30	0	14	-	-	-	-	14	47%	-	-	-	47%	
Zone 11 - James Road/King Williams Way																												
CP23	James Road	PR	0	0	0	0	0	1	0	0	4	0	0	4	0	1	-	-	-	-	-	1	25%	-	-	-	25%	
Overall (All Zones)																												
			39	16	4	55	2	133	3	0	666	297	65	87	547	252	117	2	33	180	56	57%	5%	58%	18%			
Zone 1 - Town Centre																												
Zone 2 - Scarlett Road/Queen Street																												
Zone 3 - Kiskadee Road																												
Zone 4 - Arbury Road																												
Zone 5 - Bayr Granagh																												
Zone 6 - School Hill																												
Zone 7 - The Crofts/Malew Street																												
Zone 8 - Hope Street																												
Zone 9 - Bridge Street/Douglas Street																												
Zone 10 - College Green																												
Zone 11 - James Road/King Williams Way																												

Appendix A - On-Street Accumulation Summary Categorised by Zone, Street and Restriction - Saturday Daytime

Zone/Street Name	Restricted (5 Minutes)	Restricted (1 Hour)	Restricted (2 Hours)	Disabled	Number Parked							Capacity	Usage	Capacity			Parked		Usage	
					Unrestricted	Don't Know/Other	Dropped Kerb	Access/Uncon	Bar	Bus Stops	Reserved			Public On-Street (Restricted)	Public On-Street (Unrestricted)	Public On-Street (Restricted)	Public On-Street (Unrestricted)	Public On-Street (Restricted)	Public On-Street (Unrestricted)	
Zone 1 - Town Centre																				
Castle Street	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Farrants Way	0	0	8	0	0	2	0	0	0	0	0	3	21	62%	11	7	10	3	91%	
Queen Street	0	0	0	0	0	0	0	0	0	0	0	0	0	Zero Capacity	0	0	-	0	-	
Scarlett Road (Home Zone)	0	0	0	0	0	1	0	0	0	0	0	0	0	Zero Capacity*	0	0	-	1	-	
The Quay	0	0	4	0	0	0	0	0	0	0	0	0	16	25%	16	0	4	-	25%	
Zone 2 - Scarlett Road/Queen Street																				
Queen Street	0	0	0	0	9	0	0	0	0	0	0	0	55	16%	0	55	-	9	-	
Scarlett Road (Home Zone)	0	0	0	0	18	0	0	0	0	0	0	0	74	24%	0	74	-	18	-	
Zone 3 - Kissack Road																				
Close Cairbre (Home Zone)	0	0	0	0	1	0	1	0	0	0	0	0	2	100%	0	2	-	2	-	
Close Malew (Home Zone)	0	0	0	0	6	0	1	0	0	0	0	0	19	37%	0	19	-	7	-	
Close Rushen (Home Zone)	0	0	0	0	2	0	1	0	0	0	0	0	11	27%	0	11	-	3	-	
Farrant Park (Home Zone)	0	0	0	0	1	0	1	0	0	0	0	0	0	Zero Capacity*	0	0	-	2	-	
Farrants Way	0	0	0	0	10	0	0	0	1	0	0	0	14	79%	0	14	-	11	-	
Kissack Road (Home Zone)	0	0	0	0	4	0	4	0	0	0	0	0	35	23%	0	35	-	8	-	
Zone 4 - Arbory Road																				
Arbory Road	0	0	0	0	6	0	0	0	0	0	0	1	134	5%	0	134	-	7	-	
Zone 5 - Bayr Grianagh																				
Arbory Road	0	0	0	0	0	0	0	0	0	0	0	0	157	0%	0	157	-	0	-	
Bayr Grianagh (Home Zone)	0	0	0	0	33	0	3	0	0	0	0	0	87	41%	0	87	-	36	-	
Road Ny Gabhli (Home Zone)	0	0	0	0	9	0	2	0	0	0	0	0	28	39%	0	28	-	11	-	
Reayrt Ueann (Home Zone)	0	0	0	0	6	0	0	0	0	0	0	0	40	15%	0	40	-	6	-	
Rheast Barnule & Stowell Pl (Home Zone)	0	0	0	0	32	0	2	0	0	0	0	0	64	53%	0	64	-	34	-	
Zone 6 - School Hill																				
A5	0	0	0	0	4	0	0	2	0	0	0	0	0	Zero Capacity*	0	0	-	6	-	
Ellerslie Gardens	0	0	0	0	3	1	2	0	0	0	0	0	10	60%	0	10	-	6	-	
Malew Street	0	0	0	0	16	0	0	0	0	0	1	23	74%	0	23	-	17	-		
School Hill Ave (Home Zone)	0	0	0	0	19	0	2	0	0	0	0	0	85	25%	0	85	-	21	-	
West Hill Ave (Home Zone)	0	0	0	0	45	0	2	0	0	0	0	1	121	40%	0	121	-	48	-	
Zone 7 - The Crofts/Malew Street																				
Arbory Road	0	0	0	0	13	5	0	0	0	0	0	2	20	100%	0	20	-	20	-	
Malew Street	0	0	0	0	10	9	0	0	0	0	0	0	14	136%	0	14	-	19	-	
The Crofts	0	0	0	0	11	0	0	0	0	0	0	2	25	52%	0	25	-	13	-	
Zone 8 - Hope Street																				
Atholl Terrace	0	0	0	0	6	0	0	0	0	0	0	0	20	30%	0	20	-	6	-	
Castle Street	0	0	0	0	0	0	0	0	0	0	0	0	0	Zero Capacity	0	0	-	0	-	
Hope Street	0	0	0	0	13	7	0	0	0	0	0	0	23	87%	0	23	-	20	-	
Hope Street East	0	0	0	0	3	0	0	0	0	0	0	0	8	38%	0	8	-	3	-	
Mill Ct	0	0	0	0	0	0	0	0	0	0	0	0	0	Zero Capacity	0	0	-	0	-	
Mill Street	0	0	0	0	12	0	0	0	0	0	0	0	43	28%	0	43	-	12	-	
Milner Terrace	0	0	0	0	8	0	0	0	0	0	0	0	6	133%	0	6	-	8	-	
Zone 9 - Bridge Street/Douglas Street																				
Bridge Street	0	0	5	0	13	1	1	0	0	0	0	0	49	41%	17	32	5	15	29%	
Douglas Street	0	0	5	0	0	0	0	0	0	0	0	0	12	42%	12	0	5	-	42%	
Smetana Close	0	0	0	0	0	0	0	0	0	0	0	3	1	300%	0	1	-	3	-	
Zone 10 - College Green																				
Bowling Green Road	0	0	0	1	27	1	2	1	0	0	0	0	40	80%	0	40	-	32	-	
College Green	0	0	0	0	12	0	0	0	0	0	0	0	32	38%	0	32	-	12	-	
Douglas Street	0	0	0	0	11	0	0	0	0	0	0	1	29	41%	0	29	-	12	-	
Elizabeth Rise	0	0	0	0	12	0	1	0	0	0	0	0	18	72%	0	18	-	13	-	
Pickard Close	0	0	0	0	6	0	0	0	0	0	0	0	8	75%	0	8	-	6	-	
Shore Road	0	0	0	0	11	0	1	0	0	0	0	0	16	75%	0	16	-	12	-	
Victoria Road	0	0	0	0	10	0	0	0	0	0	0	0	38	28%	0	38	-	10	-	
Victoria Road South	0	0	0	0	7	0	0	0	0	0	0	0	48	15%	0	48	-	7	-	
Zone 11 - James Road/King Williams Way																				
Bromet Road	0	0	0	0	0	0	0	0	0	0	0	0	38	0%	0	38	-	0	-	
Bromet Road South	0	0	0	0	4	0	0	0	0	0	0	0	17	24%	0	17	-	4	-	
James Road	0	0	0	0	10	0	0	0	0	0	0	0	37	27%	0	37	-	10	-	
James Road East	0	0	0	0	12	0	0	1	0	0	0	0	0	Zero Capacity*	0	0	-	13	-	
King Williams Way	0	0	0	0	0	0	0	0	0	0	0	0	55	0%	0	55	-	0	-	
Orry Place	0	0	0	0	0	0	0	0	0	0	0	0	16	0%	0	16	-	0	-	
Stanley Crescent	0	0	0	0	0	0	0	0	0	0	0	0	16	0%	0	16	-	0	-	
The Promenade	0	0	0	0	12	0	1	0	0	0	0	0	65	20%	0	65	-	13	-	
Victoria Road	0	0	0	0	0	0	0	0	0	0	0	0	0	Zero Capacity	0	0	-	0	-	
Overall (All Zones)	0	0	22	1	447	27	27	4	1	0	14	1690	32%	56	1631	24	519	43%	32%	
Zone 1 - Town Centre																				
													27	7	14	4	52%	57%		
Zone 2 - Scarlett Road/Queen Street																				
													-	129	-	27	-	21%		
Zone 3 - Kissack Road																				
													-	81	-	33	-	41%		
Zone 4 - Arbory Road																				
													-	134	-	7	-	5%		
Zone 5 - Bayr Grianagh																				
													-	376	-	87	-	23%		
Zone 6 - School Hill																				
													-	239	-	98	-	41%		
Zone 7 - The Crofts/Malew Street																				
													-	59	-	52	-	88%		
Zone 8 - Hope Street																				
													-	100	-	49	-	49%		
Zone 9 - Bridge Street/Douglas Street																				
													29	33	10	18	34%	55%		
Zone 10 - College Green																				
													-	229	-	104	-	45%		
Zone 11 - James Road/King Williams Way																				
													-	244	-	40	-	16%		



Appendix B

On-Street Questionnaire

Castletown Town Centre: Parking Survey
CO03022427

A. For On-Street Surveys

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

2 How did you get to Castletown Town Centre?

Walk Cycle

Car Public Transport

Other, eg mobility scooter

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

On Street

In a Commissioners car park

In a publicly available car park, e.g. supermarket

In a privately owned space not available to the general public

**3 Do you have problems parking in Castletown 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 Castletown 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