



Isle of Man
Government

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**DEPARTMENT OF INFRASTRUCTURE
PROPOSED CHANGES TO PUBLIC TRANSPORT AND PARKING PROVISION**

PUBLIC CONSULTATION DOCUMENT

JUNE 2014

Introduction

This document is part of an ongoing consultation with the public on how best to meet the large scale budgetary challenge facing the Department of Infrastructure. The Department is responsible for achieving cost savings of £5 million in the current financial year. This is half of Government's overall target for 2014-15 and is an 11% reduction in the Department's budget.

The Department of Infrastructure is at the very forefront of efforts to achieve the savings required to rebalance public finances. The importance of achieving these cost savings cannot be understated if Government is to achieve the national priority of balancing the Isle of Man's budget by 2016. I am under no illusions about the size of the task ahead. The challenge of securing savings of £5 million, on the back of the significant cost reductions that have already been achieved by the Department, is one that will require a bold and innovative response.

Meeting the Department's budget responsibilities will require a whole package of measures. The Department cannot focus on cutting operational budgets, reducing services or increasing income in isolation, though each option offers means of reducing the costs of public transport and other infrastructure services. We are working hard to strike the right balance to ensure we continue to deliver high quality services that protect the vulnerable and allow the Isle of Man to attract the new investment necessary to secure future economic growth.

The Department has saved £3 million in staff costs since 2011-12 through a reduction of more than 100 full-time posts. This work is continuing through the rationalisation of management structures, merging of Department Divisions, merging teams which carry out similar infrastructure support functions into shared service teams, reviewing the staff resources we use to deliver the Department's services and identifying new methods of service delivery, including outsourcing certain functions to the private sector. Although the responsibility for public transport was only transferred to the Department in April 2014, it is already clear that although the previous Department made good progress to reduce costs and increase income, there is still much to be done to ensure in particular that the bus services that the Island needs are affordable.

It is important that the Department receives as many views from the public as possible to ensure we have a detailed understanding of the impact that changes to public transport and parking will have on individuals prior to making a firm decision on how the Department will deliver these services in the future.

I urge you therefore to take the time to read through this document and let us know your thoughts. Please answer the questions contained in the questionnaire at the end of the document and add any additional comments you may have.

Why Do We Need to Change?

This consultation document seeks the public's view on reducing the annual costs associated with providing the bus service and operating car parking infrastructure including its maintenance. It considers the role these services play on the Island and who should pay for them. In particular this consultation considers the services that are most heavily subsidised, either because they are little used or because the users do not have to pay. Given the fiscal challenges facing the Isle of Man Government it is highly unlikely that the current levels of subsidy can be afforded into the future, so finding an appropriate mechanism for recovering some of these operating costs from the users of these services will be needed if they are to continue. This consultation document provides a background and options for consideration. A number of questions are asked within this document and a questionnaire is provided for your response.

Public Transport

In the 2014/15 financial year, the Department is committed to making further savings of over £500,000 in the public transport budget. By the end of 2014/15 the public transport budget will have reduced by 14.8% over a five year period.

The savings to date have been achieved by reviewing the bus network, reducing the numbers of buses and drivers by about 20 and making significant savings to operating costs. During this time passenger numbers have increased by around 4%. The Bus Vannin network provides approximately 4 million passenger journeys each year.

Public transport services allow those who do not wish to or cannot travel by active means such as walking or cycling or private means such as riding a motorcycle or driving a car, to participate in the economic and social life of the Island. Car sharing schemes are promoted on the Island under the Journey Match initiative but much car sharing is informally arranged. Private car use can be associated with traffic congestion and parking difficulties, though other than at peak times or during road closures the level of inconvenience to motorists is not so great that there has been a widespread shift to public transport. Bus usage increases are more likely to be caused currently by the increasing cost of private transport including car parking which is considered within this consultation document.

The Department aims to provide bus services to support economic and social activity and to allow for social inclusion. The Island's bus services are currently subsidised from general revenue at a level of about £5.5m a year. The Agenda for Change Quarterly Performance Report issued for the last quarter of 2013-4 shows that the cost of bus services has fallen from £3.76/ mile in 2012/13 to £2.30, whilst income has increased from £1.27/mile in 2012/13 to £1.30. Income has increased not only because of rising ticket prices but also through the creation of new routes and services, such as the premium priced late night buses. Despite these positive changes, the fact that on school days about 60% of those carried on the Island's buses do not have to pay for their journeys means that those who do pay fares are now subsidising those who do not. If they are taxpayers, they are therefore subsidising free travel both through their taxes and through their ticket purchase.

Subsidies take a number of forms. Few routes on the Island are commercially successful to the extent that they would be run profitably by a private operator. If the Island's bus services were not subsidised it is quite likely that the only routes operated with any sort of frequency would be the routes from Douglas to the South via the airport with regular but less frequent journeys between Douglas and Peel and Douglas and Ramsey. Some of the subsidy is used to increase the frequency on these routes but subsidies are also used to operate services within and between major residential and business centres. Services are provided on an infrequent basis to areas where passengers' numbers are too low to support the offering of any services but where there is a need for social inclusion of those without private transport. This may not be a daily service but does allow for journeys to a larger town a few times a week- examples are the routes operated in Port Soderick and Maughold.

Timetables are changed annually to reflect changes in demand and the budget available. Recent years have seen increased service on busy routes and reductions in less well used routes as the Department seeks to generate income and reduce costs. The loss of routes and changes of timings cause concern amongst some members of the public. Approval for route changes is given by the Road Transport Licensing Committee following consultation but there is no direct consultation with users for minor changes, though it is accepted that minor changes can have an impact on passengers. The questionnaire section of this paper provides room for comment on individual bus routes.

Subsidised bus travel is currently available when there has been a decision that certain groups of passengers need not pay a fare or are only asked to pay a part of the normal fare, both being referred to as concessionary fares. There are many groups of passengers who do not have to pay the full fare, the largest being senior citizens and school children. Tynwald confirmed that concessionary fares should be available for those in receipt of a state pension and for other vulnerable groups in 1983, though residents can currently obtain a free bus pass at the age of 60, rather than at state pension age. The introduction of a new bus ticketing system in the second half of 2014 will allow the use of smartcard tickets and more sophisticated concessionary fare systems. This may allow choices other than the current ones of either reducing the service or removing some or all of the concessions.

Concessionary fares not only allow free travel; they encourage it. Whilst this can be beneficial to the user, it increases the number of vehicles that have to be operated, increasing the total cost of the bus service. The Department currently operates 32 school service routes in the morning and 32 in the afternoon on any school day. These routes are operated by 25 buses or 36% of the Department's bus fleet. The operating cost of providing this service is approximately £1,250,000 per year. This is equivalent to a £2.91 per school day fare on a full double deck bus carrying 88 school pupils. The operation of the school service buses during the busy morning commuter period from 8:30 am to 9:00 am Monday to Friday increases the number of buses and drivers the Department needs to operate public transport services. Other effects of the current concessionary travel schemes may be considered by some as undesirable, for example, the Tynwald Scrutiny Committee on the Environment and Infrastructure has highlighted concerns for child health caused by children using school buses when they could walk to school (Plan for

Tackling Childhood Overweight and Obesity in the Isle of Man January 2013). Perhaps more worryingly, the Department has had to alert Social Services officers to child welfare concerns where very young children were being put onto school buses far outside catchment areas or much earlier on the route, in some cases resulting in children being on a bus for over an hour for school journeys that should take less than 15 minutes. Whilst it is accepted that such cases raise complex issues, they are at least in part the result of free bus travel.

School Bus Transport

The Department of Infrastructure does not have a legal obligation to provide school service buses. Neither the Department of Infrastructure nor the Department of Education and Children is legally obliged to provide either subsidised or free travel for students attending state schools or the Isle of Man College. Public transport buses including dedicated school service routes can be accessed free of charge by all pupils travelling to or from schools operated by the Department of Education and Children. This includes those who live within walking or cycling distance of their local school.

The introduction of free bus transport for children to and from school was made in 2000. In 1999 each child using a school service bus paid £0.15 for each journey to or from school or they could purchase 10 journeys for £1.50. Since 1999 the cost of frequent travel for fare paying adult passengers has increased as follows. A child fare is normally half the cost of an adult fare.

Bus Journey	1999 Single Fare	2014 Single Fare	Increase
Ramsey or Port St Mary-Douglas	£1.95	£3.10	£1.15
Port Erin-Douglas	1.85	£3.10	£1.25
Laxey or Ballasalla-Douglas	£1.40	£2.70	£1.30
Peel – Douglas	£1.50	£2.70	£1.20
Onchan –Douglas	£0.70	£1.30	£0.60
Douglas Area	£0.50	£1.10	£0.60

The requirement to achieve cost savings has reduced the Department’s ability to sustain the existing levels of subsidised public bus travel. The provision of school bus transport is a major part of the services provided by Bus Vannin and currently no income is obtained to offset the costs of providing this service. To safeguard the long term viability of all bus service operations, difficult choices must be made on whether the current school bus transport arrangements can be operated in the future and if so, should they remain free to all pupils irrespective of how far from school they live.

Car Parking

The Department is responsible for achieving a £5 million cost saving this year. This is an 11% reduction in the Department’s budget and half these savings must be found within

the Estate Shared Services and Highway Services areas which have responsibility for off-street car parking including at Government buildings and on-street the public highway parking respectively.

The Department provides and manages a large number of car parking spaces for members of the public and public sector employees. All public on-street parking and parking associated with Government building is provided free of charge at this time. The operation of these car parking spaces costs £400,000; the maintenance of Government building car parks costs £70,000 per year. The Department cannot evaluate an annual maintenance cost for providing on-street parking spaces because they are part of the overall road highway network which is maintained at public expense.

On-street parking allows those who do not have access to off-street residential car parking to own and store a vehicle close to their property. Access to a vehicle provides freedom of movement for residents to participate in the economic and social life on our predominately rural Island. Reserved and disabled parking spaces are provided to improve accessibility for members of our communities with proven mobility and medical conditions.

On-street parking management regimes have evolved in the last 20 years with higher levels of car ownership and increased volumes of traffic on our roads. Many of the parking restrictions which are in place are to promote road safety through providing unobstructed visibility of other road users or to keep traffic moving on busy routes. Other parking restrictions such as disc zones have come into operation to discourage long stay parking in town centres and commuter parking in residential areas. These amenity restrictions are designed to support the viability of retail areas by providing convenient, low cost short stay shopper parking and to enhance quality of life in residential areas respectively. Traffic regulation orders with the appropriate road marking and signage is required for each of these restrictions. This costs the Department £200,000 per year.

Currently a large number of public sector employees Island wide and Tynwald Members have access to parking for their private cars during work hours. No fee is charged for this currently and such parking provision is not a contractual entitlement. The Department operates most staff car parks on behalf of other Departments through its Estate Shared Services and could implement an all Island charge for staff who park.

In addition, the price of parking is one of the key costs that motorists will consider before using their car to commute to and from work. An increase in the cost of driving will encourage more people to walk, cycle or travel by bus.

The additional physical activity associated with walking and cycling to work will have positive health benefits for adult commuters and will reduce road congestion, traffic pollution and carbon emissions in our town areas. The Isle of Man Health and Lifestyle Survey 2009 found that 15.9% of adults were obese and a further 34.5% were overweight. These figures are likely to increase in the future unless adults change their dietary patterns and lifestyle behaviours.

This consultation document considers a number of possible changes to parking provision.

Options for Change: Provision of Public Transport

The Department could consider contracting out bus services to a private operator in whole or in part. In other jurisdictions, school services and social inclusion routes can be operated separately from the main public transport network, typically by private businesses or the third sector. The Island's bus network has been designed to reduce the peak vehicle requirement by integrating school and regular service buses and routes. This is largely how 20 buses have been removed from the fleet over the last few years. Providing these services separately, even by another existing operator with a lower cost base, would not be guaranteed to reduce costs as there would be a need for another fleet, another depot and another management structure. Similarly, whilst smaller vehicles could be used to operate social inclusion routes that cater for smaller numbers of passengers, the vehicles that operate these routes are also used on main routes and on school services. Whilst the Department has purchased a number of smaller vehicles, it cannot operate too many of these without duplicating vehicles needed for regular service, which would not be economical. It is possible that a private operator could provide services with a Government subsidy. That operator would seek to make a profit, and careful calculations would be required to ensure that any reduction in operating costs through lower wages and reduced staff benefits and other overheads were not overtaken by the profit margin recovered by a private operator.

Do you have any views as to whether or not the Island's bus services should be provided either in whole or in part by the private sector (see questionnaire)?

Although a wide range of options are possible in the long term, the Department accepts that the Government's financial position means that change is urgently required. The remainder of this consultation paper concentrates on school bus transport services and other concessionary fares.

School Bus Transport Options

The Department could cease to operate the existing school bus transport arrangements or contract them out to a third party to permit them to recover their operating costs from their passengers. It could also stop providing regular bus services close to schools or charge school pupils for travel. These charges could be fixed so that no discount was given for those travelling a short distance to encourage walking.

The questionnaire asks for your views on whether the Department should continue to provide school bus transport or allow the private sector to operate some or all school bus transport and for your views on whether or not school bus transport should still be subsidised.

If the Department seeks to recover some of the costs of providing school bus transport through charging fares, this could be based upon the original 1999 fare regime (including comparable fare increases to 2014) or the 2014 fares rates.

Prior to 2000 school pupils were charged £0.15 for every school bus transport journey regardless of the distance they travelled. The cost of general fares has increased by a minimum of £0.60 for an adult single journey between 2000 and 2014. This is equivalent to a £0.30 increase in a child fare. If £0.30 is added to the 1999 School Service bus fare the 2014 School Service bus fare would be £0.45.

The bus fare currently applicable to a child is £0.50 for travelling three bus stops and £0.55 for travelling in the Douglas area.

This suggests that if a maximum fare was applicable regardless of the distance the school pupil has travelled (a reinstatement of the 1999 scheme) a school bus transport fare of £0.50 (being the average of £0.45 and £0.55) per journey would be applicable.

Alternatively, fares could increase with the distance the school pupil travels on a bus. Using the same method of calculation as described above this would result in maximum school bus transport fares per journey from rural areas and villages which do not have a secondary school within their area being £1.05 (between £0.75 and £1.35) for two zone travel, £0.55 (between £0.45 and £0.65) for one zone travel and £0.25 for three stops.

The questionnaire asks for your views on paying for school bus transport, on the amount you would be prepared to pay and on the continued provision of services from outside school catchment areas.

Community wellbeing: School Bus Transport

School bus transport reduces congestion at school opening and closing times when children are dropped off in the morning and collected in the afternoon. A significant increase in the number of cars travelling to schools will have a negative impact on road safety, parking and the residential environment in housing estates adjacent to the schools. The Department accepts that school bus transport fares should be priced to encourage the use of the buses and discourage the use of vehicles owned by the public.

The proportion of the population which is classified as obese is increasing in the majority of western economies. Obesity is linked to a number of long term health problems including Type 2 diabetes. A Department of Health study in 2012 has reported 7.1% of reception class children were obese and a further 12.6% were overweight in the Isle of Man's schools. The Department of Health developed an action plan in January 2013 to tackle this issue which involves a number of initiatives targeted at increasing child physical activity. In addition, the Department of Infrastructure provides free cycle and pedestrian road safety training to every primary school to give children the necessary skills to use the public highway. Any school bus transport fares should be priced to encourage children to either walk or cycle to their school if they live 1 mile from their primary school or 2 miles from their secondary school.

The Department believes that it should be encouraging children to walk or cycle short distances to school; you can give your views in the questionnaire.

Protecting the vulnerable: School Bus Transport

The Government is committed to protecting the most vulnerable in society. In the absence of proper means testing, reference could be made to existing benefits. The Department suggests that children entitled to free school meals or in receipt of Family Income Supplement should not be charged for school bus transport if they live more than 1 mile from their primary school or 2 miles from their secondary school.

School bus transport also allows parents with work or family commitments more time to attend to those commitments rather than having to take children to school. In some cases, removing school services would mean that parents could no longer reach work in time and care for their dependents.

The responses to the questionnaire will help the Department understand how many families rely on school bus transport to get children to school.

All state school pupils currently have free access to school bus transport. In poor or adverse weather conditions the number of school pupils on buses increases. Any new school bus transport fares could be designed to allow occasional use in poor weather conditions if services with sufficient capacity are available. In addition, with changes in family and domestic arrangements school pupils may need to be able to travel to different locations on different days.

Should school bus transport arrangements retain the flexibility to allow occasional use or varying journeys by school pupils in the future? Your views can be given in the questionnaire.

Concessionary Travel Options

Currently a number of groups are eligible for concessionary bus fares. The granting of concessionary fares decreases the income from buses which must be compensated for in other ways. This in effect means that the subsidy needed to operate the Island's bus services has to increase. Reducing the amount of free bus travel will allow income to increase and the overall subsidy to decrease. This could be done either by reducing the number of people who are entitled to travel free or by restricting the times that they can travel free. Medical prescriptions are now provided free of charge to those over state pension age whilst bus passes are still free to anyone over 60 years of age. The Department is considering aligning the provision of free bus travel with state pension age so that those who have not yet reached retirement age do not automatically qualify for free bus travel. As well as restricting the issue of free bus passes to those who have reached state pension age the Department could seek a small charge, such as £1.00 a day, from those who hold a pass. Similarly, those holding a pass are currently not given free travel in the morning peak. This restriction could be applied in the evening peak as well.

Many benefits have eligibility criteria that do not apply equally across services or users. Whilst free travel for senior citizens is common in many countries, it might be possible in future to apply means testing criteria to individuals of any age so that those who can

afford to pay do so, whilst those who are more vulnerable are supported. This could be applied to other concessionary groups in future. Until such time as means testing is readily applied on the Island, the Department does not intend to apply such an approach.

The Department will use the answers to the questionnaire to help decide which groups should retain concessions and what, if any, restrictions should be placed on those holding concessionary bus passes, either in terms of their making a contribution to the cost of travel or in terms of restricting the times that passes can be used.

Options for Change: Parking

The Department currently contracts out on-street parking enforcement to a private sector operator. In addition, the management of on-street parking has been streamlined in recent years through the Department taking on more on-street parking management and enforcement work from the Isle of Man Constabulary.

The Department has recently undertaken a number of parking studies in Ramsey, Douglas, Castletown and Peel. These studies have identified where additional parking will be required in the long term and how improved management of the existing on-street and off-street parking will improve the availability of parking to meet existing public demand in many areas.

Both the Department and the local authorities manage a large number of pay/display and free public car parks. The Department is working closely with the local authorities to ensure a simplified, uniform and comprehensive approach is taken to the management of public off and on-street car parking across the whole Island. This work is at an early stage and a key issue will be reducing the cost of managing, maintaining and operating these car parks.

Although a wide range of options are possible in the long term, financial constraints require the Department to make some changes now. It is for this reason the remainder of this consultation paper concentrates on highway disc zones and parking associated with all Government properties.

Disc Zone Options

The Department could remove existing disc zones or recover some of the costs of operating these on street parking arrangements from those who park in these areas. It could also stop implementing further disc zones or reduce the levels of enforcement. Your views on the Department's management and enforcement of disc zones are sought in the questionnaire.

On Street Parking Options

If the Department seeks to recover some of the costs of providing managed on-street parking in disc zones, it must look at the charges applied in neighbouring off-street car parks. Currently charging occurs mainly in Douglas town centre car parks. The cost of

parking varies between £1.50 and £2.30 for 2 hours. This should result in a charge of between £0.75 and £1.15 per hour. Recent studies in the United Kingdom have identified the importance of providing managed low cost or free convenient parking to support the long term viability of high street retailing, particularly with recent increases in online shopping. The on-street town centre disc parking currently provides this convenient short stay free car parking in all the Island's retail centres.

Do you believe charging for on street town centre parking will be detrimental to the long term viability of our town centre retail areas? Or do you feel that the Department should recover some of the cost of providing on-street managed car parking? Should the Department allow the public to pay for all day parking in town centre disc zones (see questionnaire)?

Off Street Parking Options

The Department controls a significant proportion of off-street parking in Douglas and other towns and villages. Charges are applied to off-street parking in many of the Department's car parks, especially in Douglas. Charges are also applied by private off-street parking providers. Someone paying to park all day in Chester Street Car Park will pay about £1000 in charges for a typical working year. The Department operates and provides parking associated with Government buildings Island wide. This is currently provided free of charge to staff and visitors. The Department could recover the costs of operating these Government building car parks from their users. However, the imposition of a parking charge may restrict access to Government services and important transport interchanges. The Department could allow staff car parks to operate as paid public car parks outside office hours or could make some or all of the spaces in certain car parks available for paid public parking throughout the day.

This consultation is seeking your views on whether the Department should continue to provide free parking for public visitors to Government buildings or whether it should try to recover some of the cost of providing managed Government building parking. The questionnaire will also allow you to comment on the idea that the public could be allowed to pay for parking in Government building car parks at certain times of day.

Currently a large number of the public sector employees Island wide and Tynwald Members have access to free parking for their vehicles near to buildings they work in. No contractual entitlement exists for this free parking provision. Where the number of parking spaces is restricted, priority is given to those members of staff who use their vehicle for work purposes. This arrangement may have to continue for some time as otherwise a large number of pool vehicles may have to be purchased for official use. Private sector employers already buy annual passes from Bus Vannin to allow them to offer their employees discounted bus travel to work, usually with the cost being reclaimed monthly through the wages. This approach could be extended to Government staff. Alternatively, a park and ride scheme could be operated or cycle storage facilities improved.

The Department could recover some of the costs of operating Government building car parks from employees and Tynwald Members. The amount charged could be applied uniformly across all Government owned parking. Alternatively, charges could be based on

commercial rates across the Island, which might mean that in many places the charge made would be limited to a contribution to the cost of operating and maintaining staff car parks.

The questionnaire seeks views on the issue of free car parking for some Government employees and Tynwald members, particularly in respect of those who use their vehicles on work business, and on associated issues.

Community wellbeing: Parking

The management of parking in residential and town centre streets supports accessibility to town centres and improves the residential amenity and environment around homes. However, a balance must be struck because the cost and availability of car parking affects the choices people make about owning a car and using it for even short journeys. If parking is affordable and readily available in towns, those who own cars are less likely to walk, cycle or travel by bus to work or to the shops. This not only creates pollution and increases carbon emissions but also increased congestion in the town centre and residential areas.

The imposition of charges in car parks associated with Government buildings could result in the public, pupils and employees using lower cost or free on street parking in other areas. The Department accepts any parking charges should be priced to prevent a negative impact on road safety, parking availability and the residential environment in neighbouring areas.

The proportion of the population which is classified as obese is predicted to increase. The United Kingdom Foresight Report 2007 predicts by 2050 the prevalence of obesity will affect 60% of adult men and 50% of adult women. Any parking charges should be priced to encourage adults to either walk or cycle for short journeys.

Do you believe charging for parking at Government buildings will increase walking, cycling and the use of the bus to work or the retail areas (see questionnaire)?

Protecting the Vulnerable: Parking

The Government is committed to protecting the most vulnerable in society. The Department suggests that disabled parking associated with Government buildings will continue to be provided free of charge. In addition, users of on-street reserved parking spaces and disabled spaces will not be charged for using these car parking spaces.

QUESTIONNAIRE

PART I PUBLIC TRANSPORT

1.1. What is your main interest in public transport?

- School service bus user
- Parent/Guardian
- School pupil
- Regular service bus user
- Resident living adjacent to a school
- Member of the public
- Department or Government employee
- Concessionary pass holder

1.2. How frequently do you or your child travel on school service buses to get to school?

- Never
- Occasionally
- Once a week
- 2 to 3 times a week
- 4 to 5 times a week

1.3. How far do you or your child travel on school service buses to get to school?

- Not Applicable**
- Up to 1 mile**
- 1 to 2 miles**
- 2 to 3 miles**
- 3 to 5 miles**
- More than 5 miles**

1.4. How frequently do you or your child travel on regular service buses to get to school?

- Never**
- Occasionally**
- Once a week**
- 2 to 3 times a week**
- 4 to 5 times a week**

1.5. How far do you or your child travel on regular service buses to get to school?

- Not Applicable**
- Up to 1 mile**
- 1 to 2 miles**
- 2 to 3 miles**
- 3 to 5 miles**
- More than 5 miles**

1.6. Should the Department continue to provide school bus transport on designated school and regular service buses?

Yes

No

1.7. Should the Department continue to provide designated school service buses?

Yes

No

1.8. Should the Department continue to subsidise school bus transport?

Yes

No

1.9. Should the private sector provide school bus transport?

Yes

No

1.10. Do you believe subsidised school bus transport reduces vehicle traffic, parking, vehicle noise and pollution around schools?

Yes

No

1.11. Should the Department be encouraging children to walk and cycle short distances to school?

Yes

No

1.12. Are you reliant on school bus transport to get you or your child to school?

No

Occasionally every school term

Occasionally every school week

Every school day

1.13. Should school bus transport arrangements retain the flexibility to allow occasional use by school pupils in the future?

Yes

No

1.14. Should school bus transport be provided for travel outside the catchment area?

Yes

No

1.15. Should higher fares be charged for school bus transport from outside the catchment area for a school?

Yes

No

1.16. What school pupil fare per journey should be paid to support the ongoing provision of the school bus transport?

£0.00

£0.20

£0.50

£1.00

Half a Standard Adult Fare

1.17. Which charging regime is the most affordable for journeys to school?

A single maximum fare for all users regardless of journey length

A fare dependent upon the length of journey taken

1.18. Which charging regime would encourage walking or cycling short distances to school?

A single maximum fare for all users regardless of journey length

A fare dependent upon the length of journey taken

1.19. Any additional comments in relation to school bus transport?

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1.20. Which group or groups do you think should be given concessionary fares on buses? Tick any on the list below that you think should receive concessionary fares.

- People receiving state pension (currently 62 for women and 65 for men)
- People with impaired mobility
- Registered helpers accompanying disabled person
- All school children for school journeys
- Children entitled to free school meals or in receipt of Family Income Supplement for school journeys
- All Isle of Man College students for College journeys
- Apprentices for work journeys
- Young persons (16 – 19) not in education, employment or training (NEETS)
- Any other group (Please Specify)

1.21. Should concessionary bus pass holders pay anything towards the cost of fares?

- Yes
- No

1.22. What concessionary pass fare per journey should be paid to support the ongoing provision of concessionary bus pass travel?

- £0.00
- £0.50
- £1.00
- Half the Standard Adult Fare

1.23. Should concessionary bus pass holders have to pay to travel in the morning peak commuter period?

Yes

No

1.24. Should concessionary bus pass holders have to pay to travel in the evening peak commuter period?

Yes

No

1.25. Do you have any views as to whether or not the Island's bus services should be provided either in whole or in part by the private sector?

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1.26. Any additional comments in relation to individual bus routes?

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PART II CAR PARKING

2.1. What is your main interest in car parking?

- Government building car parking pass holder for the Douglas area**
- Government building car parking pass holder for outside the Douglas area**
- Disc zone resident parking permit holder**
- Reserved parking permit holder**
- Disabled badge parking permit holder**
- Resident living immediately outside existing disc zone**
- Retailer within a disc zone**
- Employed within a disc zone**
- Member of the public**

2.2. What is your main reason for using *on street parking* in disc zones?

- Shopping in retail area**
- Operating retail premises in disc zone**
- Visiting businesses premises**
- Operating business premises in disc zone**
- Visiting residential property**
- Live in disc zone**
- Deliveries including taxis**
- Other**

2.3. How frequently do you use on street parking in disc zones?

- Never
- Occasionally
- Once a week
- 2 to 3 times a week
- 4 to 5 times a week
- Most days or every day

2.4. When do you use on street parking in disc zones?

- Between 8 am and 6pm Monday to Friday
- Between 8 am and 6pm Monday to Saturday
- Between 8 am and 6pm Monday to Sunday
- Between 8 am and 6pm Saturdays and Sundays only
- Outside 8 am to 6pm Monday to Sunday
- Disc zone resident permit holder

2.5. Should the Department remove existing disc zones?

- Yes
- No

2.6. Should the Department provide new disc zones?

- Yes
- No

2.7. Should the Department be managing and enforcing disc zones?

- Yes
- No

2.8. Do you believe charging for on-street town centre parking will increase walking, cycling and the use of the bus to access the retail areas?

Yes

No

2.9. Do you believe charging for on-street town centre parking will be detrimental to the long term viability of our town centre retail areas?

Yes

No

2.10. What hourly parking charge would you be willing to pay to park in a town centre disc zone for up to 2 hours?

£0.00 per hour

£0.20 per hour

£0.50 per hour

£1.00 per hour

2.11. What daily parking charge would you be willing to pay to park in a town centre disc zone?

£0.00 per day

£5.00 per day

£10.00 per day

Long stay should not be permitted

2.12. Do you believe charging for residential disc zone parking permits will reduce vehicle ownership in these areas?

Yes

No

2.13. Do you believe charging for residential disc zone parking permits will increase walking, cycling and the use of the bus to get to work?

Yes

No

2.14. What charge per year would you be willing to pay for a disc zone residents parking permit?

- £0.00 per year
- £25.00 per year
- £50.00 per year
- £100.00 per year

2.15. Which disc zone residents parking permit charging regime will reduce car ownership?

- The charge for each resident permit increases depending upon the number of residents permits issued to each property address
- A standard charge for every resident permit that is issued

2.16. Any additional comments in relation to disc zone parking?

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2.17. What is your main reason for using Government building parking?

- Accessing Government services
- Attending medical appointments
- Accessing school or education premises
- Accessing ferry travel
- Accessing air travel
- Public sector employee
- Deliveries including taxis
- Visiting retail premises
- Other

2.18. How frequently do you use Government building parking?

- Never**
- Occasionally**
- Once a week**
- 2 to 3 times a week**
- 4 to 5 times a week**
- Most days or every day**

2.19. When do you use Government building parking?

- Between 8 am and 6pm Monday to Friday**
- Between 8 am and 6pm Monday to Saturday**
- Between 8 am and 6pm Monday to Sunday**
- Between 8 am and 6pm Saturdays and Sundays only**
- Outside 8 am to 6pm Monday to Sunday**
- Government building car parking pass holder**

2.20. Should the Department continue to provide free parking for public visitors to Government buildings?

- Yes**
- No**

2.21. Should the Department continue to provide free parking for taxis and other commercial visitors to Government buildings?

- Yes**
- No**

2.22. Should the Department recover some of the cost of providing managed Government building parking?

- Yes**
- No**

2.23. Should the Department allow the public to pay for parking in Government building car parks?

Yes

No

2.24. Do you have a Government building parking permit?

Yes

No

2.25. Should free car parking continue to be made available to some Government employees and Tynwald Members who use their vehicles on work business?

Yes

No

2.26. Should the Department allow the staff who do not have a permit to pay for all day parking in Government building car parks?

Yes

No

2.27. Do you believe charging for parking at Government buildings will increase on street parking in neighbouring areas?

Yes

No

2.28. Do you believe charging for parking at Government buildings will increase walking, cycling and the use of the bus to get to work?

Yes

No

2.29. What hourly parking charge would you be willing to pay to park at a Government building for a 1 or 2 hour short stay?

£0.00 per hour

£0.20 per hour

£0.50 per hour

£1.00 per hour

2.30. What daily parking charge would you be willing to pay to park at a Government building?

£0.00 per day

£5.00 per day

£10.00 per day

Long stay public parking should not be permitted

2.31. What charge per year would you be willing to pay for a staff parking permit?

£0.00 per year

£250.00 per year

£500.00 per year

£1000.00 per year

2.32. Which car park charging regime is most affordable for public service employees and Tynwald members?

An annual cost for a designated parking space

A daily charge for occupying an unallocated parking space

2.33. Any additional comments in relation to Government building parking?

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WHAT HAPPENS NEXT

Thank you for reading this consultation. Please tear off the questionnaire, complete and return to the Department of Infrastructure by no later than 31 July 2014.

Alternatively, visit the Government website at www.gov.im where the questionnaire can be completed and submitted online. **Strategy Policy and Performance Division, Department of Infrastructure, Sea Terminal Building, Douglas, Isle of Man. IM1 2RF Tel +44 (0)1624 686643**