



Isle of Man
Government

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**DEPARTMENT OF INFRASTRUCTURE
PROPOSED CHANGES TO PARKING**

PUBLIC CONSULTATION DATA

NOVEMBER 2014

Introduction

The Department of Infrastructure carried out a public consultation between 18 June and 31 July 2014 on proposed changes to the free provision of existing public transport and parking services. The Department directly notified the stakeholders listed below that this consultation was in progress:

Members of the House of Keys;
Members of the Legislative Council;
Government Department Chief Executive Officers;
The Isle of Man Government Cabinet Office;
Road Transport Licensing Committee;
Department of Education and Children Policy Officers;
Department of Health and Social Care Policy Officers;
Department of Health and Social Care Health Promotions Officers;
The Isle of Man Constabulary Chief Constable;
The Isle of Man Constabulary Road Policing Unit;
All Local Authorities;
All Primary School Head Teachers;
All Secondary School Head Teachers;
The Town and Village Centre Regeneration Manager;
The Isle of Man Chamber of Commerce;
Ramsey Chamber for Trade and Commerce;
Castletown Chamber for Trade and Commerce;
Port Erin Chamber for Trade and Commerce;
Port St Mary Chamber for Trade and Commerce;
Douglas Development Partnership;
Manx Taxi Federation;
Island Road Transport Association;
TravelWatch Isle of Man;
DisabledGo –Isle of Man;
Project 21;
Manx Blind Welfare Society;
Manx Deaf Society;
Isle of Man Live at Home Charity;
Age Isle of Man;
Children’s Centre;
Hospice Isle of Man; and
Crossroads Care Isle of Man.

Respondents' Parking Interest Data

The parking questions were completed by the following respondents:

Main Interest	Number	Percentage
Government Building Permit Holder (Douglas)	212	13.34%
Government Building Permit Holder (Outside Douglas)	163	10.26%
Disc Zone Permit Holder	192	12.08%
Reserved Parking Permit Holder	6	0.38%
Disabled Badge Permit Holder	23	1.45%
Resident Living Adjacent to Disc Zone	54	3.40%
Retailer in Disc Zone	13	0.82%
Employed in Disc Zone	143	9.00%
Member of the Public	783	49.28%
Total Responses to this Question	1,589	100%
Respondents who skipped this Question	23	1.45%
Total Number of Response to Parking Consultation	1,612	

Statistical Validity Data

A breakdown of main interest groups is shown above. Between 1,546 and 1,612 responses were received for the majority of the thirty-two questions contained within the parking section of the questionnaire. Question 14, 15, 18, 21, 25, 26, 31 and 32 received less than 1,546 responses. The percentage figures given in the following sections are based upon the number of respondents to each specific question.

Disc Zones

Q2.2 What is your main reason for using on street parking in disc zones?

67% of respondents (1,066) have stated their main reason for parking in a disc zone is to access shopping retail areas.

13% (208 respondents) have stated their main reason for parking in a disc zone is to access their property.

Q2.3 How frequently do you use on street parking in disc zones?

307 (19%) respondents use on street disc zone parking every day. A further 690 (43%) of respondents use on street disc parking more than twice per week.

Q2.4 When do you use on street parking in disc zones?

184 (12%) respondents use on street parking at all times of the day. A further 1055 (67%) of respondents use on street disc zone parking between the hours of 8am to 6pm Monday to Sunday.

Q2.5 Should the Department remove existing disc zones?

1,420 (90%) respondents did not want disc zones removed.

Q2.6 Should the Department provide new disc zones?

943 (61%) respondents did not want new disc zones created.

Q2.7 Should the Department be managing and enforcing disc zones?

1,334 (85%) respondents wanted to see the managed enforcement of disc zones.

Q2.8 Do you believe charging for on street town centre parking will increase walking, cycling and the use of the bus to access retail areas?

1,233 (77%) respondents believed charging for parking would not encourage walking, cycling or the use of the bus to access retail areas.

Q2.9 Do you believe charging for on street town centre parking will be detrimental to the long term viability of our town centre retail areas?

1,297 (81%) respondents believed charging for on street parking in town centres would have a damaging impact on retail areas.

Q2.10 What hourly parking charge would you be willing to pay to park in a town centre disc zone for up to 2 hours?

807 (51%) respondents did not want to pay any charges for parking in a town centre disc zone. 784 (49%) of respondents were in favour of paying £0.20 per hour.

Q2.11 What daily parking charge would you be willing to pay to park in a town centre disc zone?

776 (49%) respondents did not want to pay any charges to park in a town centre disc zone. A further 506 (32%) of respondents believed long stay parking should not be permitted in town centre disc zones.

Q2.12 Do you believe charging for residential disc zone parking permits will reduce vehicle ownership in these areas?

1,341 (84%) believed charging for parking in residential disc zones would not reduce car ownership.

It should be noted 167 (92%) respondents with residents parking permits believed charging for their permits would not encourage them to reduce car ownership.

Q2.13 Do you believe charging for residential disc zone parking permits will increase walking, cycling and the use of the bus to get to work?

1,306 (81%) believed charging for residential parking permits would not increase the number of people who walked, cycled or took the bus to get to work.

It should be noted 161 (89%) respondents with residents parking permits believed charging for their permits would not encourage them to walk, cycle or to take the bus.

Q2.14 What charge per year would you be willing to pay for a disc zone residents parking permit?

956 (62%) respondents wanted residents' disc zone parking permits to remain free of any charges.

It should be noted 135 (75%) respondents with residents parking permits were unwilling to contribute to the cost of providing this service.

Q2.15 Which disc zone residents parking permit charging regime will reduce car ownership?

The most popular option with respondents (721, 58%) was for the charge for each resident permit to increase depending upon the number of resident permits issued to each property address. The option for a fixed charge for every resident permit issued was supported by 529 (42%) respondents.

It should be noted 76 (61%) respondents with resident's disc were in favour of the charge for each resident permit increasing depending upon the number of residents permits issued to each property address.

Government Building Parking

Q2.17 What is your main reason for using Government building parking?

44% of respondents (698) stated that their main reason for parking at Government buildings is to access Government services.

33% (520 respondents) stated that their main reason for parking at Government buildings is to access their employment.

Q2.18 How frequently do you use Government building parking?

740 (46%) respondents use Government building parking more than four times per week. A further 549 (34%) respondents use Government building parking occasionally.

Q2.19 When do you use Government building parking?

988 (68%) respondents use Government building parking between the hours of 8am to 6pm Monday to Friday.

Q2.20 Should the Department continue to provide free parking for public visitors to Government buildings?

1,342 (84%) respondents were in favour of retaining free parking at Government buildings.

Q2.21 Should the Department continue to provide free parking for taxis and other commercial visitors to Government buildings?

1,142 (72%) respondents were in favour of retaining free parking for taxis and other commercial visitors to Government buildings.

Q2.22 Should the Department recover some of the cost of providing managed Government building parking?

768 (50%) respondents were in favour of recovering some of the costs associated with providing managed Government building parking.

It should be noted that 127 (54%) respondents with Government building parking permits were in favour of recovering some of the costs associated with providing managed Government building parking.

Q2.23 Should the Department allow the public to pay for parking in Government building car parks?

835 (54%) respondents believed the public should not be allowed to pay to park in Government building car parks.

Q2.24. Do you have a Government building parking permit?

212 respondents were in possession of a Government Building parking permit in Douglas with 163 outside Douglas.

Q2.25 Should free car parking continue to be made available to some Government employees and Tynwald members who use their vehicles on work business?

954 (61%) respondents were in favour of Government employees and Tynwald members who use their vehicles for work retaining free Government building car parking.

It should be noted that 191 (81%) respondents with Government building parking permits were in favour of Government employees and Tynwald members who use their vehicles for work retaining free Government building car parking.

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

64% of written responses stated staff who do not have a permit should be allowed to pay for all day parking in Government building car parks.

Q2.27 Do you believe charging for parking at Government buildings will increase on street parking in neighbouring areas?

1,370 (78%) respondents believed charging for Government building parking will increase on street car parking in neighbouring areas.

It should be noted 205 (87%) respondents with Government building parking permits believed charging for Government building parking will increase on street car parking in neighbouring areas.

Q2.28 Do you believe charging for parking at Government buildings will increase walking, cycling and the use of the bus to get to work?

1,148 (73%) respondents did not believe charging for Government building parking will increase walking, cycling or the use of the bus to get to work.

It should be noted 158 (69%) respondents with Government building parking permits did not believe charging for Government building parking will increase walking, cycling or the use of the bus to get to work.

Q2.29 What hourly parking charge would you be willing to pay to park at a Government building for a 1 or 2 hour short stay?

898 (57%) respondents did not want to pay any charges for parking in a Government building car park. 678 (43%) of respondents were in favour of paying £0.20 per hour.

It should be noted that 138 (58%) respondents with Government building parking permits did not want to pay any charges for parking in a Government building car park. 101 (42%) of respondents were in favour of paying £0.20 per hour.

Q2.30 What daily parking charge would you be willing to pay to park at a Government building?

957 (62%) respondents did not want to pay any charges to park at a Government building. A further 299 (19%) of respondents believed long stay parking should not be permitted in Government building car parks.

It should be noted that 158 (69%) respondents with Government building parking permits did not want to pay any charges to park at a Government building. 36 (16%) respondents believed long stay parking should not be permitted in Government building car parks.

Q2.31 What Charge Per Year Would You Be Willing to Pay For a Staff Parking Permit?

1,004 (68%) respondents did not want to pay any charges to park at a Government building. 483 (32%) respondents were in favour of paying £250.00 for an annual staff Government building car parking permit.

It should be noted that 172 (72%) respondents with Government building parking permits did not want to pay any charges to park at a Government building. 68 (28%) respondents were in favour of paying £250.00 for an annual staff Government building car parking permit.

Q2.32 Which car parking charging regime is most affordable for public sector employees and Tynwald members?

699 (58%) respondents were in favour of charging an annual fee for a designated parking space.

It should be noted that 121 (69%) respondents with Government building parking permits were in favour of charging an annual fee for a designated parking space.

Summary of Parking Consultation Responses

The details above can be summarised by concluding that the consultation indicates that:

- The existing disc zones should be retained, managed and enforced;
- Residents' permits should continue to be available to those living in disc parking zones; 38% of all respondents are in favour of charging up to £50 per annum for residents disc permits although 75% of respondents with permits opposed the introduction of any charges;
- There is some support for the introduction of charging for on street parking in town centres: 49% of all respondents were in favour of paying £0.20 per hour for on street parking in the town centre disc zone;
- Free visitor parking should be available at Government buildings;
- 30% of all respondents are in favour of charging staff and Tynwald members up to £250 per annum for parking at Government buildings although 18% of respondents with permits supported the introduction of a £250 charge.

Parking Recommendations

The Department is of the view that the following actions are appropriate when the responses to the consultation are considered alongside the parking studies carried out in Douglas, Peel, Castletown and Ramsey over the period 2011-13. In reaching this view the Department has also taken account of the fact that resources are limited and that choices are required about priorities.

1. Retain and manage the existing disc zones and not increasing the current size of these zones;
2. Introducing a charge of £25 per annum for a resident's parking permit once a process of community engagement has taken place and any improvements required to the current system have been identified;
3. Increase the availability of Douglas town centre spaces by providing pay and display parking on the Promenade Walkway between Granville Street and Victoria Street on a trial basis over the winter months and by retaining free disc parking on the Promenade itself in between Granville Street and Victoria Street but reducing the maximum length of stay from 2 hours to 1 hour;
4. Continue existing free public parking at Government buildings; and
5. Introduce a charge of £275 (including VAT) for staff and Tynwald Members allocated parking spaces in or adjacent to Douglas disc zones but with full or partial exemptions for staff who are required to use their car for work or who are lower paid.

In addition, the Department has reviewed the charges it makes for off-street parking. As the charges for the majority of these have not been increased for 4 years the charges will now be subject to a general increase.