Isle of Wight Council

Isle of Wight Parking Delivery Plan

Full Report

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WYG was commissioned by the Isle of Wight Council to develop an island-wide parking strategy for the period 2016-2021. The purpose of this strategy is to provide a consistent island wide policy framework for the management of parking across the island, both within Council managed off-street car parks and on-street.

This strategy was approved and implemented by the Isle of Wight Council in 2016 and provided 13 Primary Recommendations (PR1-PR13) and 22 Supporting Recommendations (SR1-SR22) to deliver its aims and objectives. Of the primary recommendations, five have been completed, six are ongoing and are reviewed in this report, and two have not been progressed.

To provide an up to date picture of car park utilisation across the Island, and to supplement the surveys undertaken in 2015, WYG undertook a series of 'snapshot surveys' at peak times over 4-6 days in 2019 for 10 car parks across the island.

From the 2019 surveys, it was found that typically, car parks had spare capacity during survey periods, particularly in winter, with Church Litten in Newport and Central Car Park, Ventnor being the most heavily utilised.

Reviewing future demand, it is considered that an increasing background growth in car-borne trips, alongside increasing average number of cars owned per household as well as growth in the number of households itself will create higher levels of demand for parking areas within the Isle of Wight. This is due to the increase in demand being generated mostly by local residents in the main urban areas, particularly those with retail and leisure opportunities, which will be more impacted by the increase in demand.

The portfolio of car parks has been reviewed with regard to disposal for regeneration, and creation of additional parking. A number of sites have already been identified by a Council study concerning regeneration – in addition to those highlighted in that report, several more could be investigated further including Fore Street, Sandown (partially) and Mornington Road, Cowes.

Areas with car parks approaching capacity have been considered for the provision of additional parking; of these, Newport and Ventnor are not considered suitable for additional parking. The Cross Street car park in West Cowes could be developed to provide additional parking, however there would be significant cost and amenity implications.

The use of VMS technology to direct drivers to car parks with available capacity, in line with PR3 from the 2016-2021 Parking Strategy, should be considered to optimise the use of existing car parks, particularly in towns with some car parks typically operating at capacity while others nearby have spare capacity, such as Newport and Ventnor.

A consultation exercise has highlighted the key issues that stakeholders believe to be relevant to improving the car park offering across the island. These included more flexibility in parking (pay on exit); exploring the possibility of offering the first hour or two of parking for free; improving signage and real-time capacity information; and implementing measures to encourage people to return to the high streets following COVID-19.

A business case has been prepared that considers various options, including an analysis of the increased 2020 tariffs of around 20p per hour; and offering one or two-hours parking for free.

The financial forecasting, which is based on a number of assumptions regarding elasticity of demand, shows that overall revenue would be expected to grow with the increased parking charges, as the decrease in demand would not offset the extra revenue generated.

Free parking for the first hour or two hours would lead to a loss in revenue of approximately £80-100 per hour offered per 100 vehicles parking. This is based on a number of assumptions, as there is little evidence available to model the impact of such an offer.

Similarly, the impact on footfall of free parking is difficult to model, as there are many variable factors which affect people's decision making; whilst it may increase footfall on the high street, equally it may encourage shoppers to stay for a shorter period to fall within the free charging period.

1 Introduction

Brief

1.1 WYG was previously commissioned by the Isle of Wight Council to develop an island-wide parking strategy for the period 2016-2021. The purpose of this initial strategy was to provide a consistent island wide policy framework for the management of parking across the island, both within Council managed off-street car parks and on-street.

1.2 This strategy was approved and implemented by the Isle of Wight Council in 2016 and provided 13 Primary Recommendations (PR1-PR13) and 22 Supporting Recommendations (SR1-SR22) to deliver its aims and objectives.

1.3 The Parking Delivery Plan (PDP) reviews the implementation of these recommendations and provides additional suggested policies to build on the work done previously.

1.4 The PDP is focused into the following key Objectives:

- Production of the delivery/implementation plan report and business case.
- Identification of opportunities to increase income generated through council operated parking provision.
- Identification and mapping of all parking provision (public and private) to include recording capacity and usage where information is available and data can be gathered in accordance with scope.
- Delivery of an assessment of current and future demand for parking in these areas.
- Development of common standards for parking that recognise the different local parking challenges.
- Identification of locations for new off-street parking opportunities across the Island.
- Delivery of a report on the viability of extending the park and ride at Cowes.
- Consideration of 'radical' approaches to parking provision linked to transportation plans and sustainable transport.

1.5 Underpinning the above objectives is the need to **balance revenue potential** from parking activities **against the economic impact** of charges and policies.

Isle of Wight 2016-2021 Parking Strategy

1.6 The Isle of Wight 2016-2021 Parking Strategy was approved and implemented from 2016 onwards, and is provided in full at **Appendix A**.

1.7 The parking strategy set out within this document provided a high level recommended policy position for the Council with regards to a number of key factors, including; the effective management of parking on the Isle of Wight, consistent with both national and local policies regarding parking and sustainability; management of Council owned car parking stock; car parking guidelines; setting of appropriate parking tariffs, which aim to maximise revenue whilst ensuring that Council owned and managed car parking is well utilised; parking for tourists and visitor attractions; parking at the Isle of Wight ferry terminals; and appropriate parking provision for specific user groups including mobility impaired users.

1.8 This document included a review of existing public car parking provision on the island, including Council operated car parks and on-street parking supply. It also provided a summary of existing parking controls currently in force on the island, including existing Resident's Parking Places.

1.9 This review showed that there was a large variation in the nature and extent of on street parking controls across the island; parking restricted areas already exist to a limited extent, but there is an apparent lack of consistency regarding how they are implemented and managed across the island.

1.10 The majority of car parking across the island is centred around the main towns, with Newport and Ryde together providing approximately 35% of total Council-owned parking provision.

1.11 A review of ticket sales data for 2014/15 supplied by the Council demonstrated that the majority of ticket sales occur in Newport. It is notable that, aside from Newport, the remaining large towns on the island (Sandown, Shanklin and Ryde) all have identifiable peaks across the year, in July and August coinciding with the peak holiday period, whereas ticket sales in Newport remained relatively constant throughout the year.

1.12 It is evident that the majority of parking demand at most major towns across the island is governed by tourism during summer months.

1.13 Based on the parking data supplied by Council, supplemented with the August and September 2015 surveys, and an assessment of existing trends, an assessment of potential future car parking demand was carried out.

1.14 Prior to COVID-19, it was forecast that, by 2021, there would be over 10,000 extra cars on the island with an average of almost 1.3 cars per household (increase from 0.99 cars per household in 1991; 1.1 in 2001; and 1.19 in 2011). All of these additional vehicles will need to be accommodated within the island's on-street and off-street parking facilities. However, the long-term impacts of COVID-19 are unclear at this stage, therefore a number of assumptions have been made about future growth. These are discussed further within this report.

1.15 The Parking Strategy report set out the recommended parking strategy for the island. The various recommendations comprise 'primary recommendations' (denoted PR1, etc) and 'supporting recommendations' (denoted SR1, etc), which were developed to assist the delivery of the primary recommendations.

1.16 The primary recommendations are set out as follows:

- PR1 – Overall Parking Management
- PR2 – Council Parking Stock Management
- PR3 – Variable Message Signage (VMS) Strategy
- PR4 – Council Off-Street Parking Stock Management
- PR5 – Council On-Street Parking Stock Management
- PR6 – Private Parking Management
- PR7 – Parking Charges
- PR8 – Off-Street Car Park Payment Methods
- PR9 – Off-Street Parking permits
- PR10 – On-Street Parking Permits
- PR11 – Parking Enforcement
- PR12 – Island-Wide Parking Guidelines
- PR13 – Additional Parking Provision

Structure of Report

1.17 This report details the results of Work Package 1 and sets out to review the primary and secondary recommendations provided in the Isle of Wight 2016-2021 Parking Strategy.

1.18 The structure of this Parking Deliver Plan is as follows:

- **Chapter 2:** Policy Framework – Summarises the relevant national, regional and local policy;
- **Chapter 3:** Existing Parking Conditions and Supply – Sets out the baseline parking conditions on the island and the level of parking provision available;
- **Chapter 4:** Progress against the Isle of Wight 2016-2021 Parking Strategy – Reviews the implementation of the 2016-2021 Parking Strategy to date;
- **Chapter 5:** Parking Surveys – Summarises the 2015 parking surveys and compares the results to the 2019 parking surveys;
- **Chapter 6:** Demand Forecast – Details the predicted car parking growth for the Island over the strategy period;
- **Chapter 7:** Summary of Existing Revenue and Operating Performance – Sets out the financial performance from car parking on the island; and,
- **Chapter 8:** Summary and Conclusion – Summarises and concludes the report.

2 Policy Framework

Introduction

2.1 This chapter sets out the policy framework for the delivery plan, which has been developed and informed in the context of national and local transport and parking policy.

2.2 The following policy documents have been reviewed in this chapter:

National Policy

- Road Traffic Regulation Act (1984);
- Road Traffic Act (1991); and,
- Government's National Planning Policy Framework (NPPF) (2019).

Regional and Local Policy

- Isle of Wight Council: Strategic Asset Management Plan 2010/11 – 2012/13;
- Island Transport Plan (2011);
- Island Plan: Core Strategy (2012);
- Draft Island Planning Strategy Development Plan (2018);
- Isle of Wight Council: Corporate Plan (2019);
- Isle of Wight: Guidance on the Introduction of Residents Parking Schemes
- Shaping Newport; and,
- Solent Transport.

National Policy

Road Traffic Regulation Act (1984)

2.3 The Road Traffic Regulation Act (1994) granted local authorities' powers to manage traffic on local roads including the provision and regulation of on-street and off-street parking. Parking places are specified and legally enshrined through Traffic Regulation Orders (TROs).

Road Traffic Act (1991)

2.4 The Road Traffic Act (1991) made provision for the de-criminalisation of the majority of parking related offences giving local government the authority to enforce parking regulations and, if necessary, take civil action against those committing parking offences.

2.5 This purpose of this Act was to make provisions for road network management and road works. It introduced Traffic Officers employed by the Highways Agency with powers to regulate traffic on the strategic road network.

2.6 In addition, the Act added new provisions for the civil enforcement of traffic offences including parking. Further legislation on civil enforcement was made in 2007 and came into force in 2008 setting out all general regulations and for representations and appeals. The Network Management Duty, Section 16 of the Act, requires authorities to ensure road networks are managed so as to ensure all road users can move efficiently.

National Planning Policy Framework (February 2019)

2.7 The NPPF was originally published in March 2012 but has subsequently been updated with the latest update in 2019.

2.8 The NPPF sets out the Government's expectations and requirements from the planning system. It is meant as a high-level guidance for local councils to use when defining their own personal local and neighbourhood plans. This approach allows the planning system to be tailored to reflect the needs and priorities of individual communities.

2.9 The key objective of the NPPF is to promote sustainable development. The document sets out three dimensions to this role:

- **An economic role** – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- **A social role** – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
- **An environmental role** - contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

2.10 Chapter 9: Promoting Sustainable Transport within the NPPF, which provides guidance on transport and parking specifically. Paragraph 105 of the framework sets out the following guidance regarding parking standards:

"If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- *the accessibility of the development;*
- *the type, mix and use of development;*

- *the availability of and opportunities for public transport;*
- *local car ownership levels; and*
- *the need to ensure an adequate provision of spaces for changing plug-in and other ultra-low emission vehicles."*

2.11 The NPPF calls on local authorities to seek to improve the quality of town centre parking, improving safety, security, convenience and charging that facilitate growth and promote the vitality of town centres. Paragraph 160 of the framework states:

"In town centres local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists"

Regional and Local Policy

Isle of Wight Council – Strategic Asset Management Plan 2010/11 – 2012/13

2.12 The Isle of Wight Council Strategic Asset Management Plan 2010/11 – 2012/13 is the first annual update of the Council's Strategic Asset Management Plan (SAMP) building on the 2009 SAMP approved in July of that year. The 2009 SAMP was based upon the previous document approved in November 2006 which provided a "direction of travel" rather than a blueprint for the future and which required considerable re-working to bring it up to modern expectations and standards.

2.13 The purpose of the Strategic Asset Management Plan (SAMP) is to support and help enable the achievement of the Council priorities set out in The Vision and Corporate Plan. The Medium-Term Financial Strategy, Value for Money Strategy and the Delivering Better Services / Transformation Programme (which includes the strategic office accommodation rationalisation) also set the scene as to the outcomes that need to be achieved from the Council's asset base.

2.14 In Paragraph 4.4 it states that "the Isle of Wight Council has identified 7 key priorities as its focus for the next 4 years, based on political priorities outlined in the 2009 elections, and these are often described as the major projects. They include:

- Delivering Better Services/Transformation
- School Reorganisation
- Transforming Social Care
- Roads PFI Scheme
- Regeneration and the Economy
- Fire Service Modernisation
- Local Housing"

2.15 In Paragraph 4.5 it states that "the key outcomes from this are to:

(i) Unlock the full opportunities and value from our Asset base

(ii) Identify and effectively dispose of surplus assets

(iii) Ensure that the Assets we keep are fit for purpose and enable effective service delivery

(iv) Ensure that the Assets we keep are cost effectively managed and operational costs are minimised

(v) Understand and monitor our costs and demonstrate that we are delivering VFM"

2.16 In Paragraphs 8.14.42 and 8.14.43 on Car Parking, it states that:

8.14.42. It is anticipated that where our car parks are located on or adjacent to key opportunity sites they might play a key role in the Island's regeneration. However, it is necessary for any change in the extent or nature of car parking provision to be carefully assessed alongside other priorities. A service review is therefore required to consider whether car parking needs to be retained at existing levels. Where levels must be retained consideration should be given within wider regeneration proposal to the options for the relocation of car parking provision or integration within development proposals.

8.14.43. It is possible that there may be opportunities to lever funding from the private sector for redevelopment over existing car parking sites. Any review of this element of the Council's property estate needs to categorise our car parks according to development potential and the potential to derive social regeneration and / or urban form improvements.

Island Transport Plan – Strategy 2011-2038 (2011)

2.17 The Island Transport Plan (ITP) was formally adopted by the Council on 15 June 2011 and sets out the long-term transport vision for the island between 2011 and 2038. The ITP is the Council's third Local Transport Plan (LTP), building upon the first two LTPs (LTP1 and LTP2) to fit with other local plans and initiatives.

2.18 As part of the development of the plan, the council have taken into account a range of policies and procedures including:

- Locally adopted and emerging plans;
- Previous LTP's;
- Statutory assessments;
- National transport legislation;
- Government guidance; and,
- Local consultation and feedback.

2.19 The transport vision of the island, as set out in the plan, is:

"To improve and maintain our highway assets, enhancing accessibility and safety to support a thriving economy, improve quality of life and enhance and conserve the local environment."

2.20 The transport vision is also broken down into six core goals, as set out below:

- 'Improve and maintain our highway assets;
- Increase accessibility;
- Improve road safety and health;
- Support economic growth;
- Improve quality of life; and
- Maintain and enhance the local environment.

2.21 Although the Plan covers all aspects of transport on the island, there are several specific references made to parking availability, cost and viability within the document. For example, 'C.9.2 Journey time reliability and predictability' (p.20) states that:

> *"The council recognises that issues such as parking availability, cost, duration and signage can all impact on journey time predictability and end journey experience. This plan covers 27 years during which time the council will need to consider a range of strategic options including the possible development and/or expansion of existing park and ride facilities."*

2.22 As well as the visions and goals set out, the plan also includes six objectives which relate specifically to different aspects of transport, including parking. 'Objective B – Maintain and improve journey time reliability and predictability for all road users' addresses the need to address and limit congestion caused by the sheer weight of traffic on the island, particularly during the summer. It states that:

"We will help maintain and improve journey time reliability and predictability by:

- Making the best use of road space;
- Considering suitable locations for the introduction of bus and cycle priority;
- Highway improvements to increase traffic flow (e.g. remodelling of junctions, bus priority, Urban Traffic Control (UTC);
- Co-ordination of road works;
- Improved signage;
- Development of traffic management plans for major events;
- Working with others (including Hampshire Constabulary on traffic and enforcement issues); and
- Parking enforcement."

Island Plan – Core Strategy (2012)

2.23 The Island Plan Core Strategy was adopted by the Council on 21 March 2012. It forms the central policy document of the Local Development Framework (LDF), which is called the Island Plan.

2.24 Paragraph 7.281 of the Core Strategy states that:

> "Through the UDP, the Council operated a system of parking zones across the Island. This established the parking provision of new development to ensure that appropriate levels were delivered and maintained across the Island. This general approach will be updated in light of evolving national policy and guidance and will be set out in the Council's Residential and Non-Residential Parking Guidance Supplementary Planning Document."

2.25 Policy TR16 of the UDP, entitled Parking Policies and Guidelines, has been replaced by Policy DM17: Sustainable Transport within the Core Strategy. Policy DM17 states that:

"The Council will support proposals that increase travel choice and provide alternative means of travel to the car. Development proposals will be expected to:

- *Contribute to meeting the aims and objectives of the Island Transport Plan.*
- *Provide and improve accessibility for pedestrian, cycling, equestrian and public transport, especially when they.*
  a. *create sustainable routes between urban and rural areas;*
  b. *retain former railway line routes for future sustainable transport use;*
  c. *provide new cycle routes as part of the national and/or local cycle network; and*
  d. *provide safer routes to schools.*
- *Comply with the Council's Residential and Non-Residential Parking Guidance Supplementary Planning Document.*
- *Demonstrate they are well-related to the Island's Strategic Road Network and that the network has adequate capacity to accommodate the development."*

Draft Island Planning Strategy Development Plan (2018)

2.26 To ensure that planning polies for the Isle of Wight were up to date the council undertook a review of the Plan Core Strategy, which was adopted in 2012. The review, combined with the work undertaken on draft area action plans (for the Medina Valley, Ryde and The Bay), has resulted in the Island Planning Strategy document, which has been published for public consultation. Once it has been through the full formal consultation, examination and adoption process, the draft Island Planning Strategy will replace the current Island Plan Core Strategy document and form the main part of the council's local plan.

2.27 The draft Island Planning Strategy has taken into account a range of other strategies and plans, and will contribute to achieving them, particularly:

- Draft Regeneration Strategy (published for consultation July 2018, IWC);
- A vision to increase Economic & Social Wellbeing of the Isle of Wight (2018, IOW Chamber of Commerce, supported by IWC);
- Health and Wellbeing Strategy;

- Local Care Plan;
- Delivering Better Education action plan;
- Emerging Housing Strategy (IWC);
- Island Independent Living Strategy (2017, IWC);
- Economic Development Action Plan 2015-2018 (2015, IWC); and
- Island Transport Plan (2011-38).

2.28 Policy BCI sets out the parking provision that should be provided alongside developments. The policy states that:

"The council recognises the importance of parking provision and the council wishes to avoid an over-provision of car parking, which can lead to unattractive, car dominated environments that are unsafe for non-car users".

Isle of Wight Council - Corporate Plan 2019-22

2.29 The Isle of Wight Council Corporate Plan 2019-22, approved in July 2019, sets the priorities designed to achieve the Council's vision of ensuring that 'the Island is a great place to live, work, and visit'. The Plan is one of the main immediate strategic planning documents and sets out the local authority's focus for the two years covered by the plan.

2.30 The plan sets out a clear vision for the council, with a description of the outcomes and priorities which are aimed within the plan to achieve. The Council's vision is:

"for the Isle of Wight to be an inspiring place in which to grow up, work, live and visit".

2.31 The Corporate Plan sets out the Council's priorities, which are:

- Provide sound financial management;
- Deliver economic growth and prosperity;
- Preserve our environment;
- Protect our community;
- Plan for our future needs; and
- Create opportunities for all.

2.32 The Infrastructure and Transport section within the Corporate Plan relates to transport, accessibility, and car parking on the island. The plan states that:

"that council will work with communities and businesses to deliver the agreed parking strategy by taking a phased approach to its implementation, including a review of permitting and pricing arrangements".

IoW Council: Guidance on the Introduction of Residents Parking Schemes

2.33 IOW Council have introduced their Guidance on the Introduction of Residents Parking Schemes which states on Page 1:

> *"This guidance document sets out an appropriate set of rules for the consideration and introduction of Residents Parking Schemes including the consultation process and also advice on the appropriate types of scheme and permits to be introduced within the schemes.*
>
> *A number of residential streets are frequently subjected to extensive parking by shoppers and commuters. Residents have expressed concerns that this often prevents them parking their own vehicles, or those of their visitors, close to their homes.*
>
> *Whilst is should be noted that there is no right to park on the highway – the only legal right being to pass and re-pass, it is sometimes desirable to introduce residents parking schemes to control the existence of parking and to discourage commuter parking which should be encouraged to make better use of more appropriate off-street facilities".*

2.34 It also highlights on Page 3 that:

> *"Resident parking schemes aim to give priority to residents over commuters and visitors to the area. This for most areas is a daytime problem over a 5 or 6 day week. It is not considered appropriate for schemes to extend into hours when commuter activity is nominal as this gives a false assurance to the resident who expects enforcement, or more importantly has an expectation of a space during hours when the issue may be too many cars owned by residents who are entitled to permits".*

Shaping Newport

2.35 A Place Plan for Newport was commissioned by Newport Parish Council, Newport Business Association, and the Isle of Wight Council. It is intended to deliver:

- Better perception of trust and commitment by residents and commerce;
- Public awareness of the new (IWC) regeneration programme and its aims;
- A better understanding of local issues to help shape future service delivery and a more coordinated way of working with the resources available; and
- New, mutually beneficial, partnership ways of working between the Newport Area and the Council.

2.36 Data from the 2011 census was analysed and shows a striking concentration of Island commuter journeys into Newport town centre (500ppd, as shown on Page 9). Therefore, there is a high pressure on road infrastructure and traffic management systems, which is expected to have increased by a projected 1000 per annum.

2.37 Page 64 of Shaping Newport sets out the Active Navigation – Finding and using Car Parks (Traffic and Parking):

> "design and install simple and effective road signage directing to the nearest car park according to the route travelled into town. Combine this with intelligent pricing matching the needs and demand across parking areas, extending short stay facilities to reduce 'early leaving' and fully exploiting options for special deals linked to the events. Balance resident, commuter and visitor parking, advertise, promote and disseminate the best set of long-term parking permits available to achieve this".

Solent Transport

2.38 In March in 2013 the Isle of Wight Council joined with Hampshire County Council, Portsmouth City Council and Southampton City Council in Solent Transport, a strategic transport partnership, the aims of which are to improve transport for South Hampshire and the Isle of Wight.

2.39 The Solent Transport strategy has three key objectives – reduce, manage and invest:

- Reduce – reducing our need for transport, encouraging shorter journeys and promoting travel by public transport, walking and cycling;
- Manage – making the best of current transport provision; and
- Invest – creating new infrastructure to cater for planned growth.

2.40 One of the proposed improvement schemes for the Solent Gateways is at East Cowes, this comprises of:

- New Red Funnel terminal building and consolidation of two existing marshalling yards in East Cowes onto one site;
- Highways and public realm improvements to Bridge Square, York Square, Castle Street, York Avenue and Link Road in East Cowes; and
- Delivery of new build housing and commercial floorspace at Phoenix Wharf, Trinity Wharf and Trinity Yard.

2.41 With the improvements to the Red Funnel terminal building this will have a direct impact on parking at the ferry terminal.

3 Existing Parking Conditions and Supply

Introduction

3.1 This chapter provides an outline of the existing public and private car parking provision on the Isle of Wight, including Council operated car parks and on-street parking supply. It also provides a summary of existing parking restrictions currently in force on the island, including Residents' Parking Places.

Parking Restrictions

3.2 There are a number of parking restrictions currently in operation on the whole of the island. The restrictions comprise of limited weighting restrictions and resident parking only.

Limited Waiting Restrictions

3.3 Numerous streets across the island have limited waiting restrictions in force. These restrictions limit the time which vehicles can park in specific locations and the time period before returning to park in the area.

3.4 The length of time restriction differs depending on the location around the island, but the restrictions are between 30 minutes to four hours, with no return times varying between 15 minutes to four hours.

3.5 The times for which restrictions are in force also varies, although the majority are in operation between the peak business hours 08:00-18:00 Monday to Saturday. It should be noted that some regulations are in operation at all times.

3.6 The detailed parking times and restrictions in operation are provided in **Appendix B**.

Resident Parking

3.7 There are numerous streets across the island which restrict on-street parking to local residents only. The scale of these zones varies in size between a section of several bays and an entire street or several adjacent streets. The restrictions on resident parking zones varies in terms of enforcement times and exceptions for disables badge holders.

3.8 The detailed information regarding the locations and resident restrictions in operation are provided in **Appendix B**.

Parking Permits

3.9 There are currently a number of parking permits available to residents and visitors to the Isle of Wight. Depending on the type of permit held these can allow permit holders to park in Council operated public car parks or on otherwise restricted on-street parking spaces.

Residential Permits

3.10 There are a number of permits available which allow residents to park close to their homes, whether this is on-street within a parking zone, in pay and display locations, or within nearby Council operated car parks.

3.11 A summary of the of the resident parking permits available, alongside the conditions that apply to the individual permits, is provided in **Table 3.1**. The costs below relate to charges introduced in November 2020.

Table 3.1 Residential Permits

Permit	Conditions
Resident Permit – Newport on-street	The resident (and owner of the vehicle) must live within one of the streets listed below to apply for a permit to park within the designated pay and display bays within that street. The permit will not be valid for parking in any other location. Permits will be issued at the cost of £72.00. • High Street, Newport • Holyrood Street, Newport • Lugley Street, Newport • Pyle Street, Newport • Quay Street, Newport • Orchard Street, Newport
Resident Permit - Esplanades	The resident (and owner of the vehicle) must live on an esplanade with pay and display charges to apply for a permit to park within the designated pay and display bays within that Esplanade. The permit will not be valid for parking in any other location. Permits will be issued at the cost of £72.00.
Resident Permit – The Parade	The resident (and owner of the vehicle) must live within a 100m radius of Cowes Parade to apply for a permit to park within the designated pay and display bays on Cowes Parade. The permit will not be valid for parking in any other location. Permits will be issued at the cost of £72.00.
Resident's Permit – 200m Radius of Car Park	The resident (and owner of the vehicle) must live within a 200 metres radius of a council car park to apply for a permit to park within the designated pay and display bays within the one named car park. The permit will not be valid for parking in any other location. Permits will be issued at the cost of £199.00 (or £99.50 for 6 months). Please note that the charge for this permit is inclusive of VAT at the standard rate.

3.12 It should be noted that the Council have an aspiration to introduce an increased number of Residential Parking Schemes in the future, with several schemes currently under consultation and detailed investigation.

All Island Car Park Permits

3.13 All Island Car Park (AICP) permits were in place until November 2020 allow parking for up to six hours in any Council long stay off-street car park, and for up to two hours in any Council operated short-stay car park. These have been discontinued and replaced by a new All Island Permit which allows unlimited parking in Council long-stay off-street car parks, and up to two hours' parking in Council off-street short-stay car parks. They are priced at £50 per month (rolling Direct Debit) or £540 per year (upfront payment).

3.14 In addition to AICP permits, the Council also offers a supplementary permit, which allows unlimited parking in long stay and off-street parking spaces. The cost of an AICP permit including the supplementary permit is £462.00 for a period of 12 months

Visitor/Tourist Permits

3.15 A visitor/tourist permit is for anyone visiting the island who may wish to park in multiple pay and display locations across the island, without having to pay upon arrival at each location. The permit is valid for the majority of on and off street pay and display locations managed by the Isle of Wight Council with the following exceptions:

- Pier Square Car Park, Yarmouth;
- Yarmouth Harbour Car Park, Yarmouth;
- Browns/Dinosaur Isle Car Park, Sandown;
- Esplanade Car Park, Totland;
- Smugglers Haven, Blackgang; and,
- Riverway, Newport.

3.16 There are two types of visitor/tourist permits available. One is for cars (vehicles of a size that can park wholly within a standard car bay), and the second for coaches/oversize vehicles that need to park within a Coach/Oversize vehicle bay. The charges are provided in **Table 3.2**.

Table 3.2 Visitor/Tourist Permits – Tariff Information

Type of Vehicle	Time	Tariff (to Nov 2020)	Tariff (from Nov 2020)
Car	2 days	12.60	15.10
	3 days	18.90	22.70
	4 days	25.20	30.20
	7 days	44.10	52.90
	14 days	88.20	105.80
Coach / Oversize	Overnight	10.50	12.60
	4 days	46.80	56.20
	7 days	81.90	98.30

Ferry Car Parks

3.17 Ferry services are available from several towns across the island and provide the main method of travel between the island and destinations along the south coast of England. As well as functioning as key component of the island's tourism economy, they also provide a key commuter service between the island and, in particular, Portsmouth and Southampton.

3.18 Ferry services are available for both foot passengers and vehicles. Details of ferry services available from the island, together with information regarding parking provision at each of the island ferry ports, is provided in **Table 3.3**.

Table 3.3 Isle of Wight Ferry Services and Parking Provision

Operator	Ferry Terminal	Destination	Ferry Type	Available Car Parking Nearby [1]
Hovertravel	Ryde Hoverport	Southsea (Portsmouth)	Passengers	Quay Road CP: 266 spaces St Thomas (Upper) CP: 151 spaces St Thomas (Lower) CP: 59 spaces Lind Place CP: 54 spaces Garfield Road CP: 40 spaces
Wightlink	Ryde	Portsmouth	Passengers	Ryde Pier Head Terminal CP: 200 spaces (Approximately) [2]
	Yarmouth	Lymington	Passengers & Vehicles	River Road CP: 255 spaces Yarmouth Harbour: 10 spaces
	Fishbourne	Portsmouth	Passengers & Vehicles	Limited spaces at terminal
Red Funnel	West Cowes	Southampton	Passengers	Brunswick Road CP: 43 spaces The Parade: 91 spaces M&S CP: 69 spaces [2] Park Road CP: 155 spaces [2]
	East Cowes	Southampton	Passengers & Vehicles	Drop-off Parking area limited to 20 min free of charge The Esplanade: 32 spaces

Note: [1] Car parking available within approximately 800m, about 10 minutes' walk distance from ferry port terminals. [2] Denotes non-Council managed car parks.

3.19 Car parking for the ferries are provides at or within the close proximity to each of the ferry terminals. However, aside from the Fishbourne and Ryde ferry terminals (both operated by Wightlink), passengers for ferry ports are directed to nearby short and long stay Council operated car parks. These car parks operate the standard Council car park tariff structure as detailed in the previous section of this chapter. As such they are also available to members of the public not using the ferry services.

3.20 The Fishbourne and Ryde dedicated ferry car parks operate under a separate Wightlink tariff structure. The tariff information for these ferry car parks is provided in **Table 3.4**.

Table 3.4 Ryde and Fishbourne Ferry Car Parks – Tariff Information

Time	Tariff
30 minutes*	£1.30
Up to 2 hours*	£2
Up to 5 hours	£7
Up to 16 hours*	£8

Up to 24 hours	£10
For any hours of 24, a daily rate will apply	£10
Evening and Overnight parking (16:00-05:00)	£5.80

Note: (*) Denotes tariff only available at Ryde Ferry Port Car Park

3.21 As shown in **Table 3.4**, the minimum tariff for parking at the Fishbourne ferry terminal, which operates the Fishbourne – Portsmouth ferry, is £7, which is the standard daily rate for parking at the terminal. The Ryde ferry terminal, which is served by the Ryde – Portsmouth passenger catamaran, offers short stay tariffs, including a minimum tariff of £1.30 for parking up to 30 minutes. It is unlikely that this minimum tariff will be used by ferry passengers.

3.22 As well as offering car park charging on a pay and display basis, the Ryde and Fishbourne ferry terminals also offer discounted monthly car parking rates for Wightlink season ticket holders. Information regarding discounted parking for season ticket holders is provided in **Table 3.5**.

Table 3.5 Ryde and Fishbourne Ferry Car Parks – Tariff Information

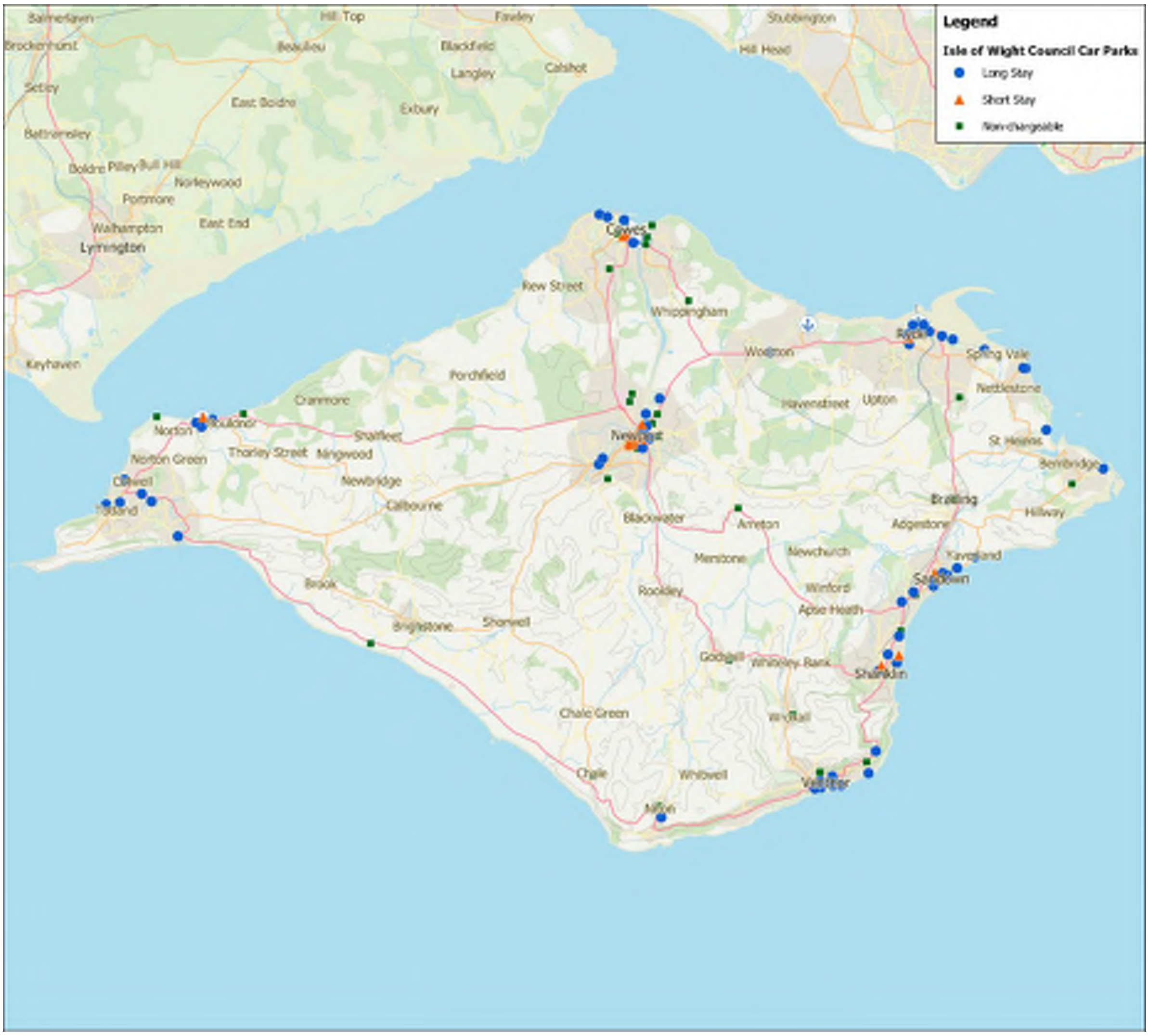
Season Ticket	Monthly Tariff
For 30 Day Season Ticket, Academic Season Ticket or Book of 60 single passenger Multilink Ticket Holders	£80
For 90 Day Season Ticket holders	£78
For 180 Day Season Ticket Holder	£75
For Annual Season Ticket holders	£73

Council Operated Car Parks

3.23 The Council currently operates and manages numerous public parking areas located throughout the island (including on-street and off-street facilities), both subject to chargeable tariffs and free of charge. These include parking facilities designated for short and long stay parking.

3.24 The Council operated car parks are illustrated in **Figure 3.1,** which is also provided in full in the **Figures** section of this report.

Figure 3.1 Location of Council Operated Long Stay, Short Stay and Non-Chargeable Car Parks



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Long Stay Car Parks

3.25 According to information provided by the Council, there are currently 65 long stay parking areas located off-street throughout the island, which are subject to tariff charges and operated by the Council. These provide approximately 4,350 car parking spaces, including standard and disabled / accessible spaces. Spaces are also available for motorcycles and coaches.

3.26 The existing long stay car park inventory is provided at **Appendix B**. A summary of the approximate total and type of spaces available across the 57 LSPAs is provided in **Table 3.6**.

Table 3.6 Total Number of Spaces – Isle of Wight Long Stay Parking Areas

Car Parking Spaces			Motorcycle	Coach Pay & Display
Pay & Display	Disabled	Total		
4114	146	4260	50	40

The total number of spaces might vary slightly due to rearrangement of the parking bays and unmarked spaces.

3.27 The tariff structure currently in place for off-street long stay parking at the time of writing is provided in full in **Appendix C** and summarised in **Table 3.7**.

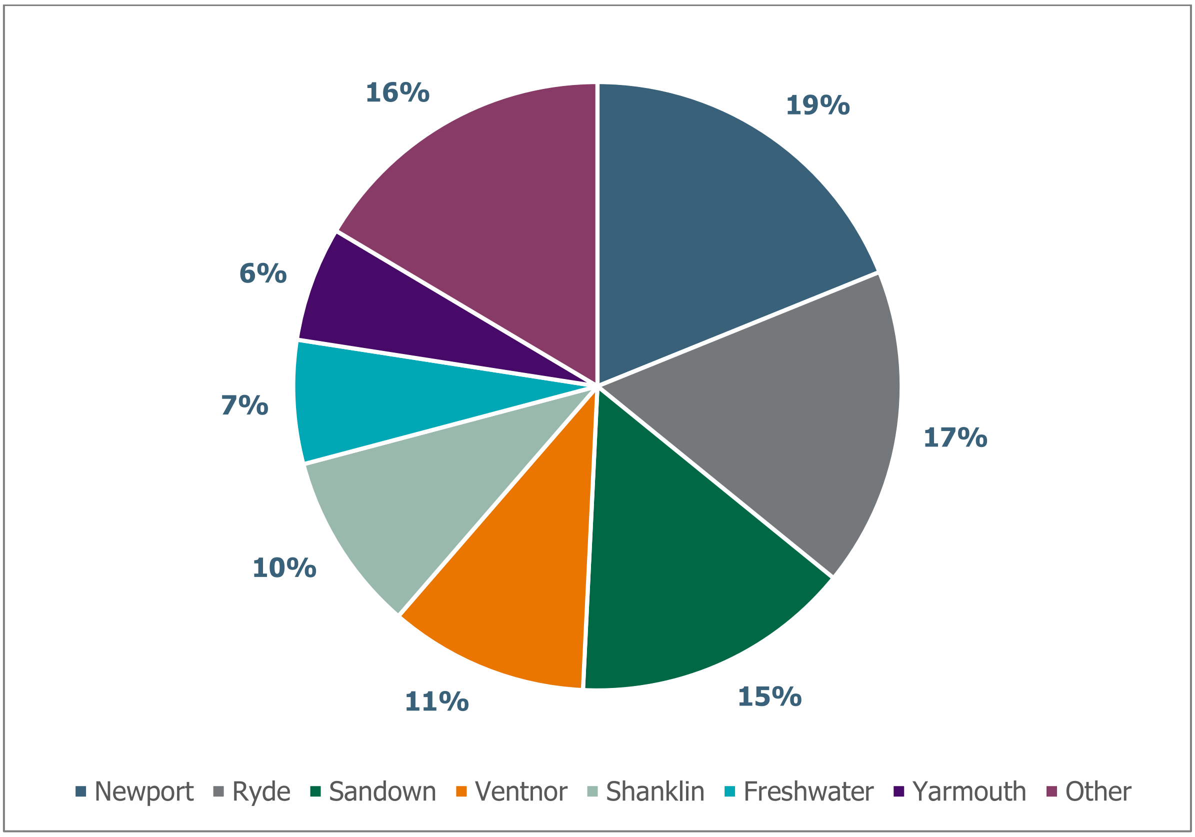
Table 3.7 Long Stay Car Park Tariff Structure

Long Stay		
Time	Tariff (2019)	Tariff (Nov 2020)
Up to 1 hour	£1.50	£1.70
1 to 2 hours	£2.50	£2.90
2 to 4 hours	£4.00	£4.80
4 to 6 hours	£5.00	£6.20
6 to 10 hours	£7.00	£9.00
Overnight	£1.00	£1.00

Note. Charges apply 8am to 6pm, seven days a week, including bank holidays.

3.28 The percentage distribution in total long stay off-street car parking provision on a town by town basis is shown in **Figure 3.2**.

Figure 3.2 Council Long Stay Off-Street Parking Provision



Short Stay Car Parks

3.29 There are currently 11 short stay car parks managed by the Council which are operating across the island. These offer approximately 784 car parking spaces, including standard and disabled / accessible spaces. Spaces are also available for motorcycles and coaches.

3.30 A summary of the approximate total and type of spaces available across these short stay car parks is provided in **Table 3.8**, with the full inventory breakdown is provided in **Appendix B**.

Table 3.8 Short Stay Car Park Inventory

	Car Parking Spaces			Motorcycle	Coach
	Pay and Display	Disabled	Total		
Total	650	114	764	14	6

Note. The total number of spaces might vary slightly due to rearrangement of the parking bays and unmarked spaces.

3.31 Parking at the 10 designated Council operated short stay car parks is restricted to a maximum of three hours. The tariff structure currently in place for off-street long stay parking at the time of writing is provided in full in **Appendix C** and summarised in **Table 3.9**.

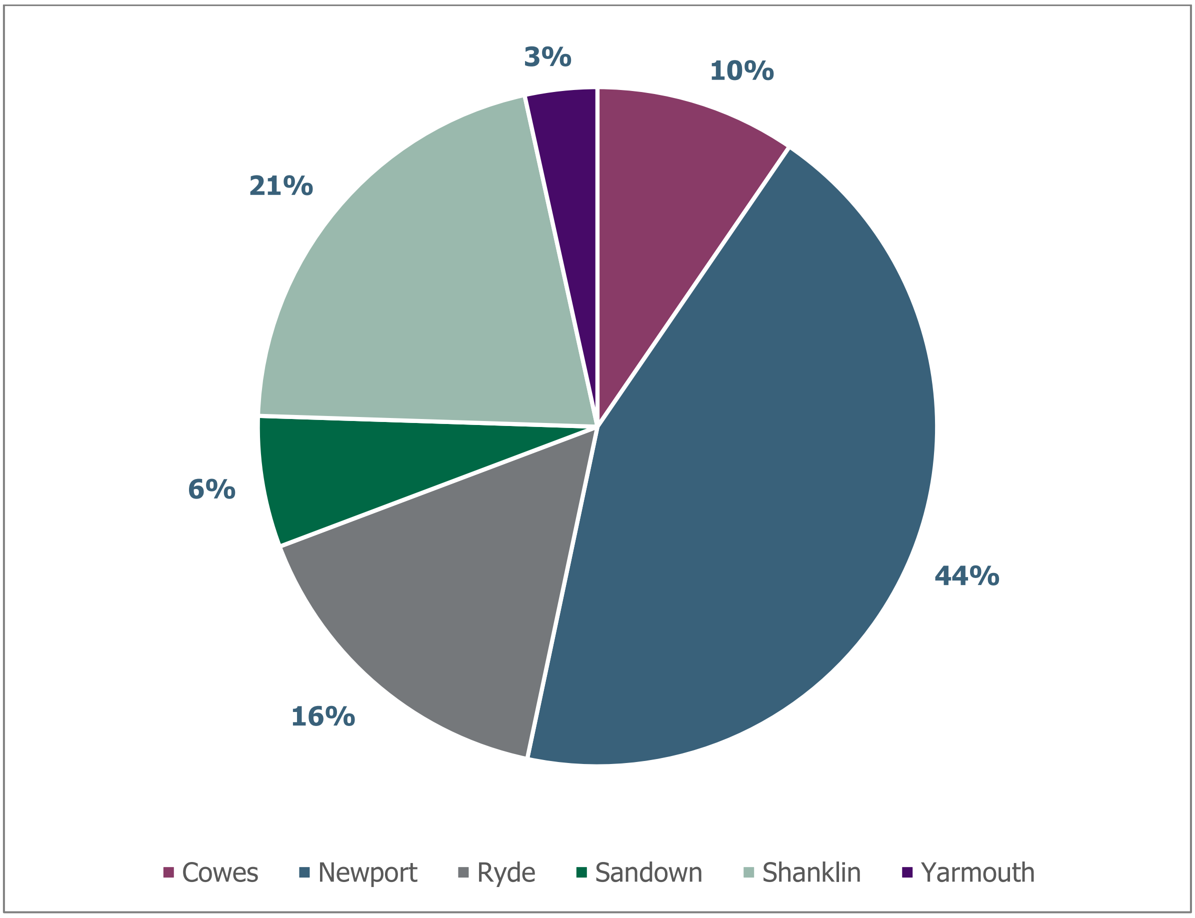
Table 3.9 Short Stay Car Park Tariff Structure

Time	Tariff (2019)	Tariff (Nov 2020)
Up to 30 minutes	£1.00	£1.10
30 minutes - 1 hour	£1.50	£1.70
1-2 hours	£3.00	£3.40
Up to 3 hours	£4.50	£5.10
Overnight	£1.00	£1.00

Note. Charges apply 8am to 6pm, 7 days a week, 52 weeks a year.

3.32 The percentage distribution in total short stay off-street car parking provision on a town by town basis is shown in **Figure 3.3**.

Figure 3.3 Council Short Stay Off-Street Parking Provision



Non-Chargeable Car Parks

3.33 In addition to the long and short stay pay and display car parks, the Council also operates 53 non-chargeable parking areas across the island. The majority of these are limited to a maximum duration of stay of 24 hours. The full inventory breakdown is provided in **Appendix D** for information

On-Street Pay and Display

3.34 Further to the designated off-street pay and display car parks, the Council also operate 18 on-street pay and display locations in main towns across the island. These are classified as follows:

- Short-stay of up to two hours is available within Newport and St Mary's Road, Cowes, to promote a higher turnover of spaces within the town centres; and,
- Long-stay on street is available on esplanades, Ryde Canoe Lake and North Walk, Cowes Parade, Sandown Culver Parade and Yarmouth Common. Charges are seasonal (March – October) on esplanades, apart from Ryde, Yarmouth Common and The Parade, Cowes, where charges apply all year.

3.35 Details and tariff information for on-street pay and display parking areas is provided in **Table 3.10**.

Table 3.10 On-street Parking Tariffs and Conditions

Parking	Time	Tariff (2019	Tariff (2020)	Permits Permitted
Short Stay	Up to 1 hour	£1.50	£2.00	Disabled Badge Holders – unlimited free parking in any pay and display bay Tourist Permit – unlimited stay Resident on-street permit (where applicable) – unlimited stay
	1-2 hours	£3.00	£4.00	
	Overnight	£1.00	£1.00	
Long Stay & Seasonal Long Stay	Up to 1 hour	£1.50	£1.70	
	1-2 hours	£2.50	£2.90	
	2-4 hours	£4.00	£4.80	
	4-6 hours	£5.00	£6.20	
	6-8 hours	£7.00	£8.60	
	Overnight	£1.00	£1.00	

3.36 On-street parking tariffs apply from 08:00 to 18:00 seven days a week, including bank holidays. It should be noted that All Island Parking Permits are not permitted on on-street parking bays.

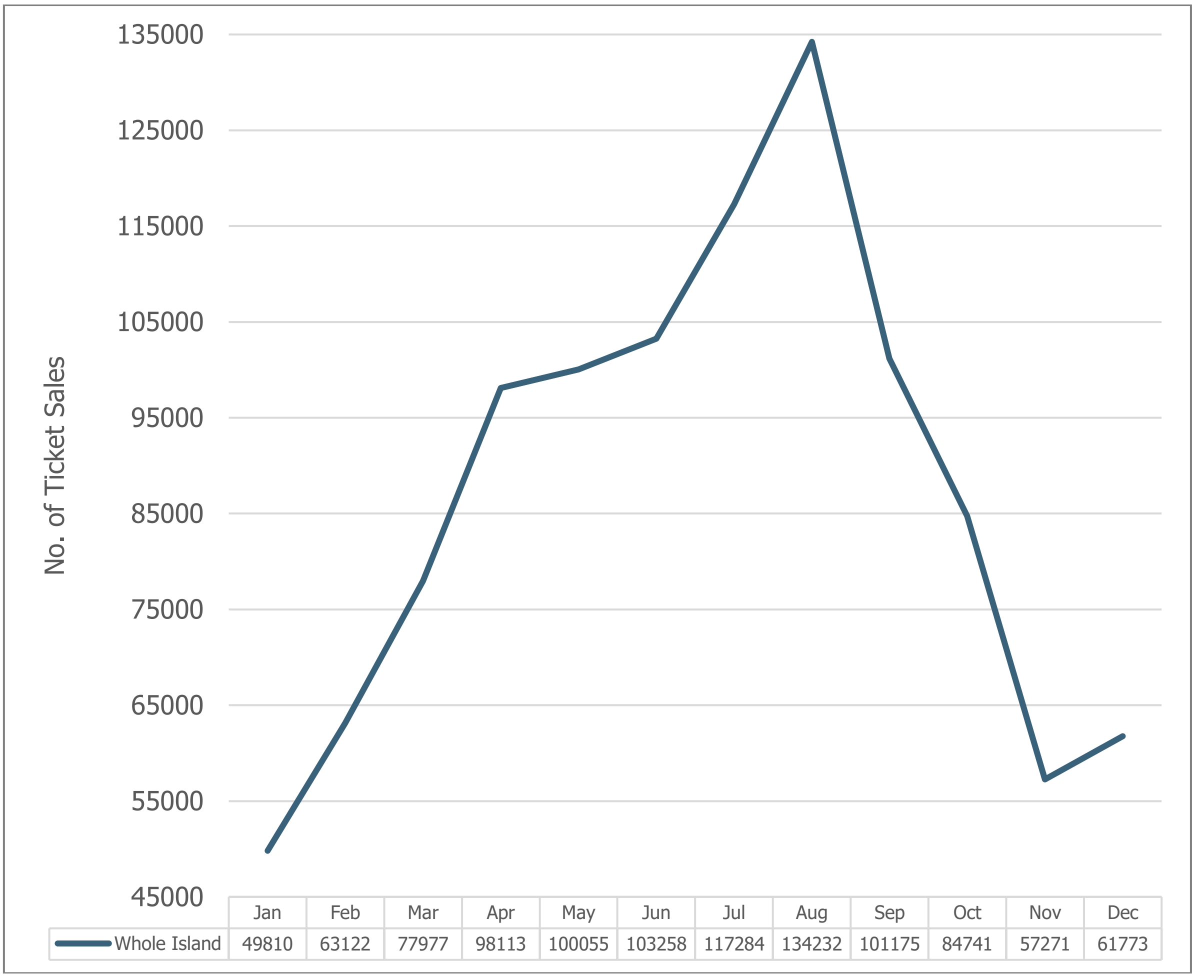
Car Park Ticket Sales

3.37 Historical car park ticketing data has been obtained to examine the usage of car parks across the island throughout the year. Monthly ticket sale data has been obtained from the Council for 2018, via Parkfolio. This information is based on the levels of paper ticket sales, with a 25% uplift to account for Pay-by-Phone ticketing.

Annual Summary

3.38 Monthly ticket sale data for the whole island is shown in **Figure 3.4**.

Figure 3.4 Whole Island Monthly Ticket Sales (2018)

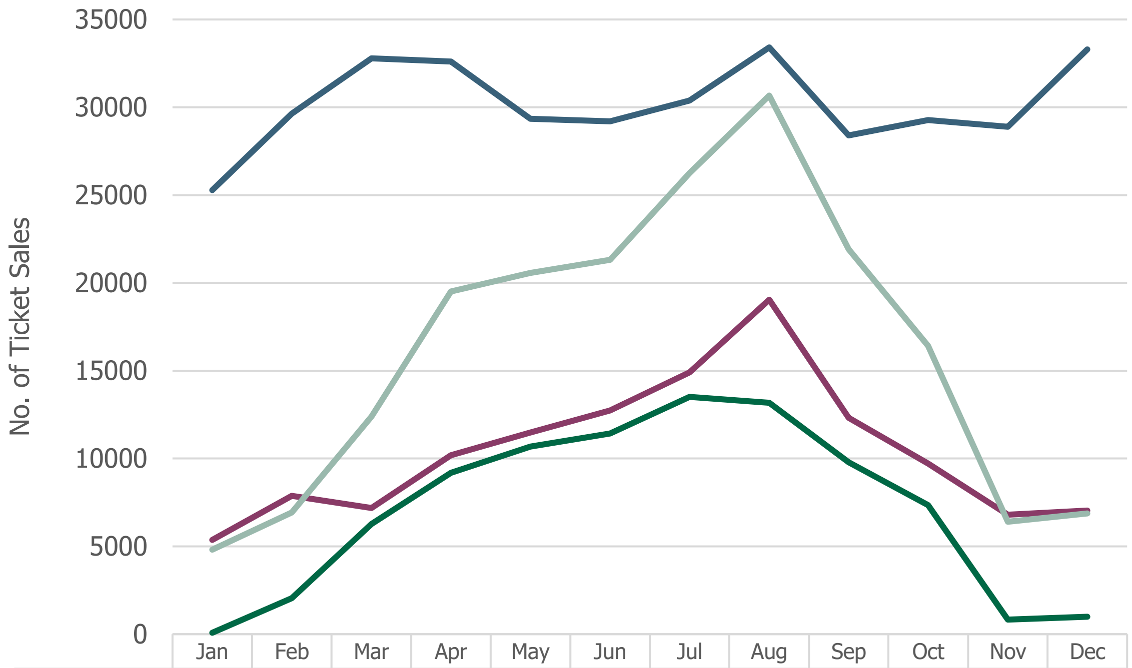


3.39 **Figure 3.4** demonstrates that island-wide, there is a clearly identifiable peak in car park ticket sales in line with the summer season, with a peak ticket sale of 167,790 sales in August. Across the year, approximately 1.31 million tickets were sold in 2018.

3.40 This would imply parking demand at most major towns across the island is governed by tourism during summer months, whereas demand in these places is much lower during off-peak periods at other times of the year.

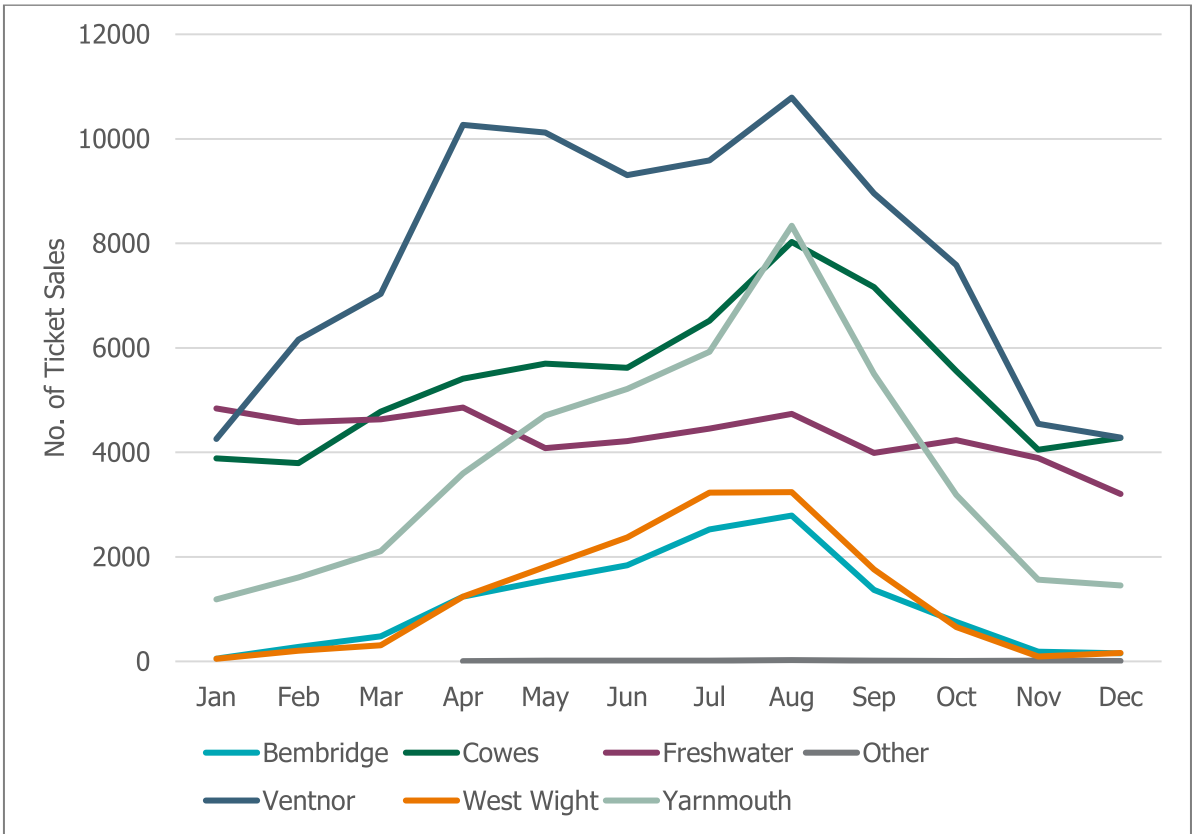
3.41 **Figure 3.5** breaks down the monthly ticket sales by town and shows the ticket sales for towns with peak monthly ticket sales over 15,000 tickets. **Figure 3.6** displays the monthly data for towns with peak monthly ticket sales under 15,000 tickets.

Figure 3.5 Monthly Ticket Sales (2018 – towns with peak sales over 15,000 tickets)



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Newport	25281	29638	32787	32612	29346	29203	30376	33409	28394	29277	28891	33302
Ryde	5365	7883	7192	10196	11487	12740	14903	19043	12319	9721	6810	7046
Sandown	79	2047	6268	9184	10672	11421	13510	13174	9788	7341	822	1001
Shanklin	4811	6937	12394	19510	20573	21306	26245	30666	21922	16417	6407	6878

Figure 3.6 Monthly Ticket Sales (2018 – towns with peak sales under 15,000 tickets)



3.42 **Figure 3.5** illustrates that Newport, as the County Town and main town comprising predominantly business and commercial activity, rather than tourism activity, experiences a relatively invariable level of parking ticket sales on a monthly basis, and is not impacted to such an extent as other towns during typical summer tourism months. The annual range of ticket sales in Newport is between approximately 25,000 tickets per month and 33,000 tickets per month, a variance of circa 32%.

3.43 Contrastingly, the towns of Ryde, Sandown and Shanklin experience a significantly more seasonal ticket demand. Ryde experiences an annual range of ticket sales between approximately 5,000 and 19,000 tickets per month, a variance of circa 380%. Sandown experiences an annual range of ticket sales between approximately 80 and 13,500 tickets per month, a variance of circa 16900%. Similarly, Shanklin experiences an annual range of ticket sales between approximately 5,000 and 31,000 tickets per month, a variance of circa 620%.

3.44 **Figure 3.6** illustrates the monthly ticket sales profile for towns with monthly sales under 15,000 tickets. All locations experience a strong seasonal peak in sales during the summer period, with the exception of Freshwater which experiences a relatively invariable level of parking ticket sales on a monthly basis and is not impacted to such an extent as other towns during typical summer tourism months.

Car Parks with greatest Ticket Sales

3.45 Using the car parking ticketing data from April 2014 to March 2015, the five individual car parks with the highest ticket sales are outlined in **Table 3.11** below.

Table 3.11 Individual Car Parks with Greatest Ticket Sales

Car Park Name	Town	Type of Parking	Ticket Sales 14/15	Number of Parking Spaces
Lugley Street	Newport	Short Stay (on-street)	84,370	n/a
New Street	Newport	Short Stay (on-street)	75,115	n/a
Moa Place	Freshwater	Long Stay (off-street)	64,643	95
Vernon Meadows	Shanklin	Short Stay (off-street)	61,269	100
Church Litten	Newport	Short Stay (off-street)	59,255	35

3.46 As shown in **Figure 3.5**, Newport, Sandown and Shanklin clear peaks in ticket sales during the peak summer months, highlighting that a significant amount of the island's ticket sales are generated during peak season.

3.47 Purely examining the numerical count of ticket sales, of the ten highest ticket selling locations, three were off-street long stay, two were off-street short stay, two were off-street long stay and three were on-street short stay. This suggests little correlation between ticket sales and parking area type. It is also noted from this examination that four of those locations were in Newport and two were in Shanklin; with the other four belonging to Freshwater, Sandown, Yarmouth and Ventnor.

Car Parks with lowest Ticket Sales

3.48 The same 2018 parking data supplied by the Council was analysed to identify the least utilised car parking areas within the Isle of Wight. **Table 3.12** highlights the five least utilised car parking areas.

Table 3.12 Car Parking Areas with the Fewest Ticket Sales Turnaround

Car Park Name	Town	Type of Parking	Ticket Sales 14/15	Number of Parking Spaces
St Mary's Road	Cowes	Short stay on-street	43	n/a
Smugglers Haven	Ventnor	Long stay off-street	363	25
Riverway	Newport	Long stay off-street	469	20
Yarmouth Common	West Wight	Long stay on-street	1669	n/a
Harbour	Newport	Long stay off-street	1688	13

3.49 Analysis of the locations of the least used car parks show that the majority are long stay car parks with a minimal number of available spaces. The on-street car parking at St Mary's Road, Cowes is located adjacent to the larger off-street St Mary's road car park, which offers more spaces in a more appealing off-street layout.

3.50 Smugglers Haven and Riverway are located in out-of-town locations with a significant walk to many key facilities. Riverway is also located in an industrial area, which may not be the most attractive towards tourism related car park users.

3.51 Many of the aforementioned car parks are near seasonal attractions (mainly beaches) that will have few visitors during the winter months and are also long stay car parks, which will reduce the amount of tickets sold.

3.52 Newport Harbour Car Park is located in a central location but has restrictions in place as to when cars can park (no parking allowed on Tuesdays).

Ticket Sales versus Utilisation

3.53 It is important to note that the above analysis is based on the number of ticket sales by car park and parking area. Whilst it is considered that this provides a useful measure of car park utilisation, it noted that the number of ticket sales does not provide a completely accurate representation of how utilised a car park is. For example, a car park could experience a comparatively high volume of ticket sales but could have a relatively low level of utilisation, if the majority of those ticket sales are for short duration stays; conversely, a car park could experience a comparatively low volume of ticket sales but experience a relatively high level of utilisation, if the majority of those ticket sales are for long duration stays.

3.54 In addition, as the usage of parking permits by residents was not available, this has not been covered within this data analysis. However, it might have a significant impact on parking utilisation across the island as a car park could be at capacity whilst a low number of parking tickets would have been purchased.

Private Car Parks

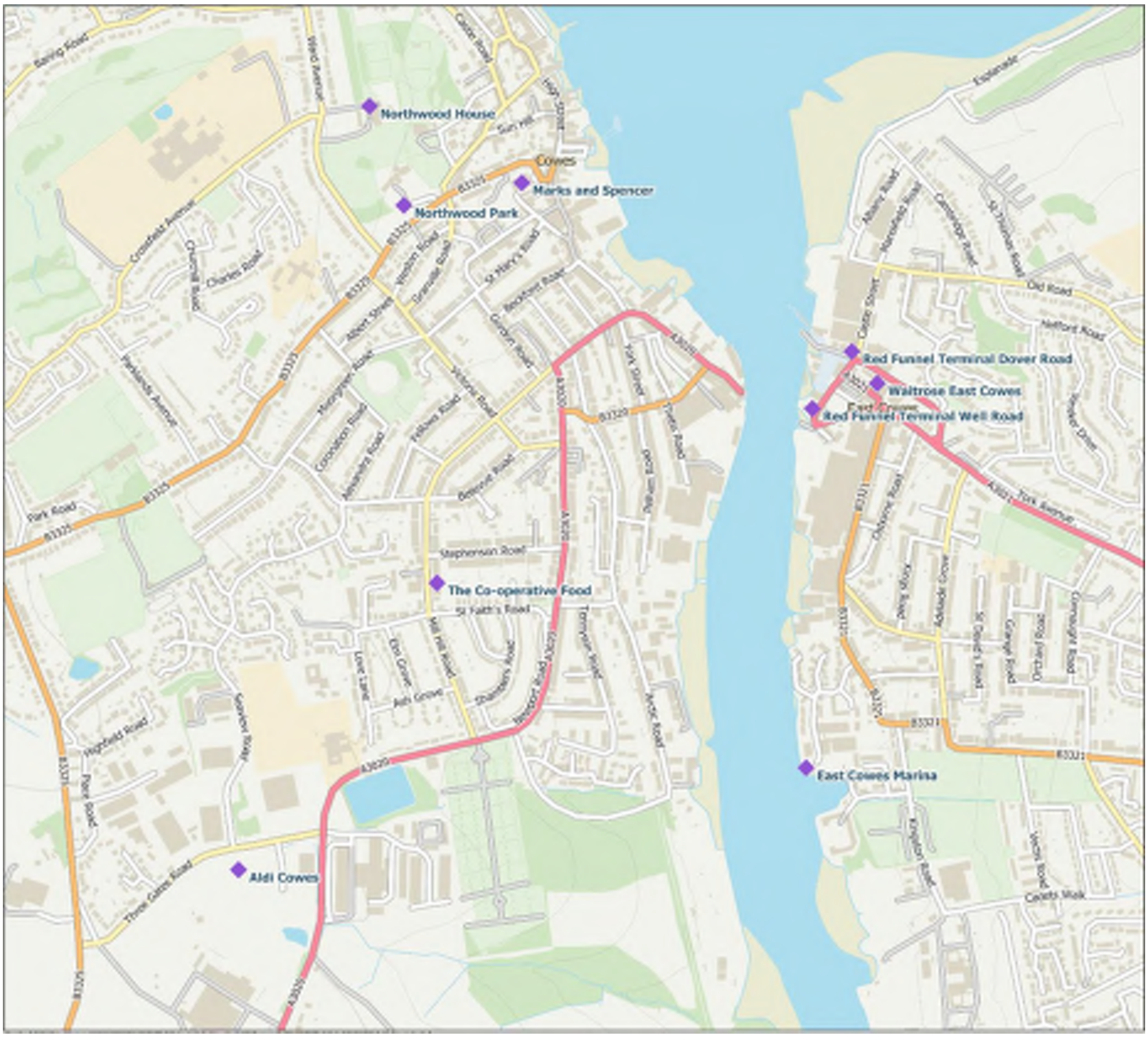
3.55 WYG were unable to obtain a full record of Private Car Parks, due to the limited availability of data as there are numerous private operators. However, a desktop review has been undertaken of Private Car Parks in Cowes, Newport and Ryde.

3.56 There are several privately-operated car parks located throughout the island, both subject to pay and display tariffs and customer only facilities. These include parking facilities designated for short and long stay parking.

Cowes

3.57 The privately-operated car parks in Cowes highlighted by the desktop review are illustrated in **Figure 3.7**, which is also provided in full in the Figures section of this report.

Figure 3.7 Private Car Parking Supply in Cowes



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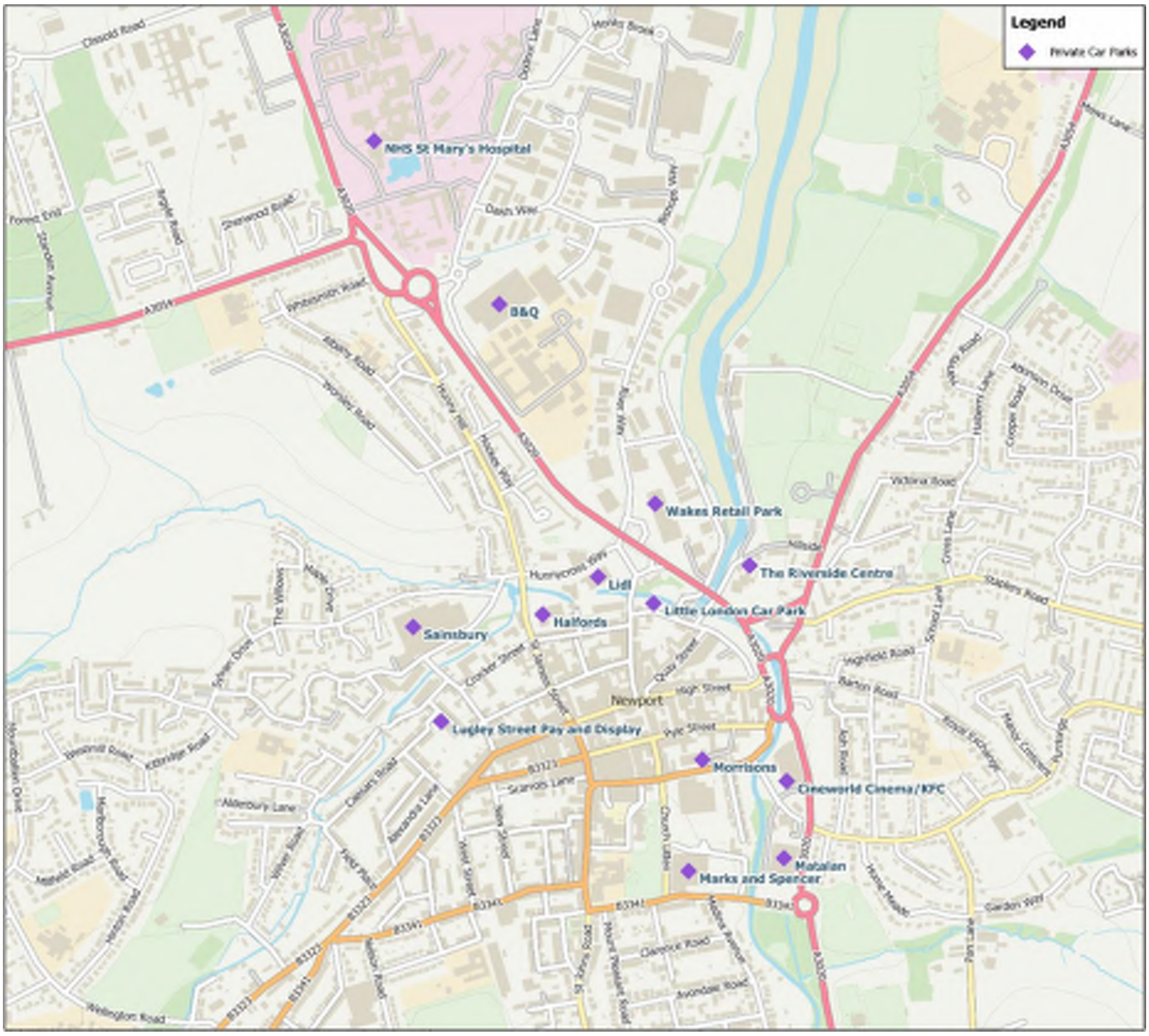
3.58 **Figure 3.7** highlights that there are several private car parking opportunities in Cowes. The private car parks at Northwood House and Northwood Park both offer a pay and display facility, as well as the option to purchase day and week permits. The supermarket car parks at Aldi, M&S and Waitrose offer free, time limited, car parking for customers only. Parking at East Cowes Marina is made available free of charge to berth holders. Finally, Red Funnel Ferries provide two parking options in East Cowes. They operate a drop off facility on Dover Road, with free 20 minute parking available for pick-up and drop-off only, which is enforced 24/7. They have also recently opened a larger car park at Well Road, which offers short and long-stay options, with overnight parking allowed within the parking regulations.

Newport

3.59 The privately-operated car parks in Newport highlighted by the desktop review are illustrated in **Figure 3.8**, which is also provided in full in the Figures section of this report.

Figure 3.8 Private Car Parking Supply in Newport



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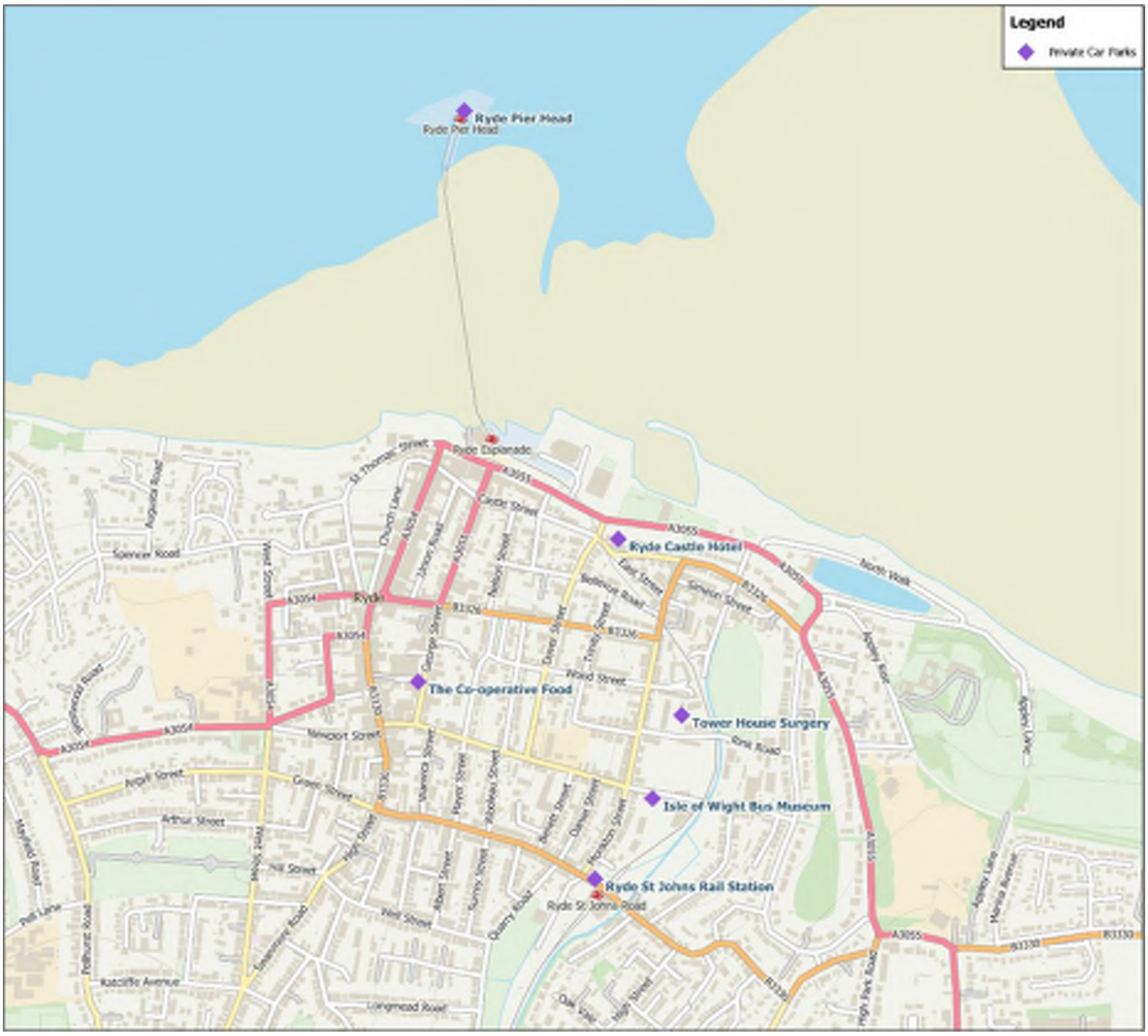
3.60 **Figure 3.8** illustrates the extensive private car parking opportunities available in Newport. Lugley Street Pay and Display is operated by Britannia Parking and provides Pay and Display facilities, as well as the option to purchase quarterly, biannual or annual parking permits. Little London Car Park is operated by RCP Parking and offers 96 spaces, with hourly, daily and overnight rates available. Pay and Display is available via coin and card, as well as online and mobile payment options. The supermarket car parks at Lidl, Morrisons, M&S and Sainsburys offer free, time limited, car parking for customers only. Similarly, the retail car parks at Matalan, Cineworld/KFC, Halfords, Wakes Retail Park and B&Q provide free, time limited, car parking for customers only. The Riverside Centre provides free parking for users only. Finally, St Mary's Hospital offers ANPR based Pay and Display parking, with a reduced rate for visitors of long-term inpatients (over 7 days) and free parking for visitors of patients who have been in hospital for over 14 days.

Ryde

3.61 The privately-operated car parks in Ryde highlighted by the desktop review are illustrated in **Figure 3.9**, which is also provided in full in the Figures section of this report.

Figure 3.9 Private Car Parking Supply in Ryde



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3.62 **Figure 3.9** provides a summary of the desktop review of private parking opportunities in Ryde. Ryde Pier Head provides circa 200 spaces and offers hourly and daily Pay and Display tariffs, as well as longer term permit options, enforced via ANPR. Ryde St Johns Station provides 110 car parking spaces with daily, weekly, monthly, quarterly and annual parking options available. Tower House Surgery, Isle of Wight Bus Museum and Ryde Castle Hotel all offer free parking for patients/visitors only. Finally, The Co-operative Food offers free car parking for customers, up to 1 hour. Above one hour, parking operates on a Pay and Display basis.

4 Progress against the Isle of Wight 2016-2021 Parking Strategy

Introduction

4.1 This section of the report sets out the parking strategy recommendations (2016-2021) and the progress which has been towards implementing PR1 – PR13.

Progress against Primary Recommendations

PR1 – Overall Parking Management

4.2 PR1 set out the measures to control the supply maintenance, pricing strategy, payment method and enforcement which will be implemented to manage existing and future parking stock across the island.

4.3 The parking charges for the island have been reviewed, with theproposed tariff raise of 20p per hour being implemented in November 2020.

PR2 – Council Parking Stock Management

4.4 PR2 recommends that the Isle of Wight Council should work with the local councils to assist on the viability of the island's town centres. This attempts to negate the conflicts in demand for parking between commuters and shoppers. Where possible, payment methods will be reviewed to make town centre car parks more flexible for shoppers.

4.5 Additionally, where appropriate, long-stay parking demand should be directed to car parks in a less central location and towards park and ride sites and car parks located in proximity to ferry terminals and train stations.

4.6 Appropriate and effective signage will be provided to direct motorists to the most suitable car parks within their destination area. This should help to manage traffic delays and congestion (and associated environmental issues) as well as driver inconvenience and frustration.

4.7 Two Resident Parking Scheme officers have been recruited to manage the implementation of the Council's adopted Residents' Parking Scheme policy which meets the needs of communities across the Island. One permanent Full Time Equivalent (FTE) role has been funded by the Isle of Wight Council, and one 0.8FTE role has been funded by Newport and Carisbrooke Community Council. Both officers commenced their role on March 1st, 2019. A third officer, starting on 1 October 2020, has been recruited on a fixed term contract running until 31 March 2021.

PR3 – Variable Message Signage (VMS) Strategy

4.8 In line with PR2, it was recommended that a VMS strategy was developed to maximise car park utilisation in town and commercial centres. The required infrastructure should be implemented on relevant car parks to provide real-time information regarding occupancy levels at selected car parks. This will improve user experience by reducing searching times and, in turn, reducing potential congestion caused by drivers circulating the network searching for a car parking space. Chapter 9 of this report suggests towns where VMS may be appropriate.

4.9 Costs of VMS systems vary; for a system of around six to eight signs, costs would typically be around £200k to £250k. VMS technology is improving over time, and the quality of systems varies; some local authorities have abandoned VMS schemes due to inefficiency. Therefore, should a scheme be implemented, careful consideration should be given to the placement of signs, and the quality of infrastructure installed.

4.10 A review of existing signage in Newport has been undertaken to identify areas for improvement and to improve usage through greater awareness.

PR4 – Council Off-Street Parking Stock Management

4.11 It was recommended that Council off-street parking stock should be managed in accordance with the following principles:

- Short-stay parking (up to three hours) should be prioritised on sites within a short walking distance (short walking distance suggested to be up to a maximum of 400m - approximately 5 minutes walk - as recommended by the IHT as an acceptable walk distance within town centre locations);
- Long-stay parking should be prioritised on sites further away from shopping and commercial centres, as well towards car parks located in close proximity to ferry terminals and train stations;
- Provide an appropriate pricing strategy for both short and long-term parking in order to encourage each use as needed in accordance with the above;
- Parking permits should continue to be made available to both residents and tourists / visitors, so as to allow and promote the use of off-street parking where on-street parking is not available; and,
- The mix, number and usage of off-street parking spaces should be periodically reviewed to ensure they continue to meet Local Transport Plan objectives and reflect local circumstances.

4.12 Progress has been made in terms of permits continuing to be available to residents, tourists and visitors, as well as the continued development of pricing structures to encourage use of off-street parking. This is the case for Cowes, Newport and Shanklin, but is less obvious in Ryde and Sandown.

PR5 – Council On-Street Parking Stock Management

4.13 It was recommended that on-street parking stock should be managed in accordance with the following principles:

- Controlled short-stay parking (up to two hours) should be given priority at available on-street parking locations in or near shopping or commercial centres, whereas long-stay parking should be prioritised on sites further away from these locations;
- Where a comprehensive evidence base of parking supply and demand is provided, the Council should consider the provision of resident / business or combined Controlled Parking Zones (CPZs) in order to ensure that designated residential / business parking areas are safeguarded. Residents living in, or business located within, an area in which a CPZ applies should be able to apply for the relevant parking permit. Additionally, existing Residents' Parking Places should be upgraded to CPZs and should be periodically reviewed to ensure they continue to meet Local Transport Plan objectives and reflect local circumstances;
- Where a comprehensive evidence base of parking supply and demand is provided, the Council should consider the provision of free on-street short-stay parking (up to 1 hour, with no return to the street/parking area within 2 hours) to be available at parking locations in or near shopping or commercial centres. This should include the shared utilisation of on-street parking areas reserved for residents (Residents' Parking Places/CPZs).
- Adequate provision should be made for the delivery of goods and for public service and emergency vehicles;
- Provision for disabled Blue Badge holders should be made in line with recognised national standards (as a minimum);
- On residential roads, priority should be given to meeting residents' parking needs. Further attention should also be given to on-street parking areas located in the vicinity of ferry ports and rail stations so as to avoid commuter parking on residential streets; and,
- The mix, number and usage of on-street parking spaces will be periodically reviewed to ensure they continue to meet Local Transport Plan objectives and reflect local circumstances

4.14 Short-stay pay and display car parks are limited to 2 hour parking in Newport and Cowes only, while main shopping streets offer inconsistent parking limits across the island:

- Newport, High Street (2hr P&D);
- Ryde, Union Street (1hr limited waiting);
- Shanklin, Regent Street (30 mins limited waiting);

- Sandown High Street (1hr limited waiting);
- Ventnor High Street (30 mins limited waiting);
- Freshwater, Avenue Road (30 mins limited waiting);
- Yarmouth, The Square (1 hour limited waiting); and,
- Cowes, High Street (30 mins and 1hr).

4.15 Further work needs to be undertaken regarding the quantity of disabled bays in off-street car parks. Isle of Wight of guidance suggests that 5-6% of bays are to be allocated as disabled bays; however, this level would have an impact on the number of chargeable bays provided in existing car parks.

PR6 – Private Parking Management

4.16 It was recommended that where new private developments and re-developments include the provision of parking exceeding a defined threshold, a Car Parking Management Plan (CPMP) should be secured to ensure that the future operation of the car park is detailed in full.

4.17 Where the proposals include public parking, a CPMP should be provided, including details regarding duration of stay, charging regime, parking security and parking enforcement. This is to ensure that the proposed public parking area follows the car parking management considerations as set out by the IoW, this ensures that the proposed public parking area follows the car parking management considerations required by the Isle of Wight 'Residents Parking Schemes' document.

4.18 The supporting recommendations for PR6 set out that:

- Thresholds should be developed for all types of development, including new developments and re-developments, in order to determine the requirement for a CPMP during the planning stage.

4.19 PR6 will be reviewed against DS5 (Isle of Wight Regeneration Strategy and the Island Plan).

PR7 – Parking Charges

4.20 PR7 set out that in order to encourage full use of the Council's parking stock and to support the vitality and vibrancy of all local economies within the Island as much as possible, a consistent pricing strategy should be implemented at all car parks managed by the Council. The new charging regime should separate on and off-street parking as well as short and long-stay parking and should be reviewed annually by the Council.

4.21 Following this recommendation, the pay and display prices were streamlined in 2017/2018 and now only 4 price bands exist.

4.22 Supporting recommendations for long and short stay tariffs have been included under PR7. These supporting recommendations these set out:

- A long-stay parking tariff should be aimed at discouraging short-stay parking at long-stay Council owned car parking areas and should be developed and applied across the island. In line with this, it would be recommended that parking rates for these areas exclude the allowance for short parking periods on their own (i.e. minimum stay allowed equal or greater than 3 or 4 hours); and,
- A short-stay parking tariff aimed at discouraging long-stay parking at short-stay Council owned car parking areas should be developed and applied across the island. In line with this, it would be recommended that parking rates for these areas include an increased tariff rate for parking periods exceeding 3 hours.
- Encouraging the use of alternative payment methods – previously 16% of transactions were made via Pay by Phone (of which 92% of transactions are via the app); this figure has now risen to around 25%.

4.23 It is noted that representations made to Councillors indicate that some older members of the public find the PayByPhone technology difficult to use.

PR8 – Off-Street Car Park Payment Methods

4.24 With the purpose of supporting the aims of the strategy and in line with Primary Recommendation PR2, PR8 recommends that the council reviews its payment systems in car parks located in the vicinity of shopping and town centres. Alternative measures to fixed Pay and Display durations are considered to encourage leisurely shopping in the Island's town centres, by removing time constraints.

4.25 Following PR8, 25% of pay and display transactions are now made through Pay by Phone, which offers the ability to extend a parking ticket during the validity period.

4.26 Supporting recommendations SR9 – Alternative Car Park Payments Methods and SR10 – Variable Message Signage, have been applied to PR8. SR9 sets out the two main alternative payment systems to Pay and Display:

- Pay-on-Foot or Pay-at-Exit – Access and exit to car parks is barrier controlled. Users retrieve a ticket upon access, payment machines are available at the car park for users to approach and pay for the entire length of their stay before leaving. The ticket, once paid for, is used to lift the barrier upon exit. Variations of this system exist where the payment can also be made at the exit barrier; however, this slows traffic flows on exit and thus is less recommended. The main benefit is that payment is made at the end for the entire length of stay, thus users are no longer bound to an expectance of stay due to a rate already paid for. Disadvantages of this system are the increased cost of installation and space utilised for queuing and access/exit. Furthermore, physical space constraints (particularly at small car parks) can make this system impossible to fit. The cost to implement pay-on-exit barriers and ticketing machines would be reduced to some extent by eliminating the need for CEOs to visit the car parks where this system is implemented.

- Automatic Number Plate Recognition (ANPR) – The system works via an ANPR camera system being installed in the car park. Each time a vehicle enters the car park the camera records the number plate and the arrival time. Payment machines are available at the car park for users to approach them and pay for the entire length of their stay before leaving. The system therefore records which vehicle number plates are within the car park and which have received payment against. If a vehicle leaves without making a payment, the system is able to trigger the dispatch of a Penalty Charge Notice (PCN). As it is the case with Pay-on-Foot, the main benefit is that payment is made at the end for the entire length of stay, with an additional advantage of space savings as barriers are no longer needed. Disadvantages of this system are the increased cost of installation and that ANPR systems do not have a 100% read accuracy rate. Once again, the cost to implement these cameras and payment machines would be reduced to some extent by eliminating the need for CEOs to visit the car parks where this system is implemented

4.27 Several other payment alternatives are offered by different parking solution companies. However, it is considered that these high-tech solutions would increase the implementation costs with no palpable benefits over the systems described above. Nevertheless, proper studies including costs of implementation should be produced in order to conclude which system is the most appropriate.

4.28 The potential introduction of parking vouchers in the form of scratch cards has also been reviewed. However, given the likely associated issues with the use of these and the fact that more suitable alternatives to this payment method (P&D and Pay by Phone) are already available across the island for the use of the public; it is not considered to be particularly beneficial and thus, not recommended at this stage.

4.29 SR10 states that a beneficial result of implementing either Pay-on-Foot or ANPR payment systems on a car park is that VMS can be linked to it and offer real-time information about the occupancy level (available spaces) at that car park. It is noted, however, that other methods exist to provide real-time car park occupancy information. These methods should be studied further in order to provide an effective VMS Strategy in line with Primary Recommendations PR2 and PR3.

PR9 – Off-Street Parking permits

4.30 PR9 sets out that parking permits should continue to be offered to both residents and tourists. In terms of permits for residents, these would potentiate the use of off-street car parks and release on-street parking spaces for other uses. In relation to permits for tourists, these would support local growth and promote Island-wide travel. The cost of these permits should be reviewed on an annual basis.

4.31 An outcome of PR9 is that permits will continue to be available, but with all permits issued virtually. Resident permits are available online and visitor permits available through Pay by Phone. Permit prices will be reviewed as part of the annual fees and charges increase proposed for 2019/2020.

4.32 Supporting recommendations SR11 – Residents Permit, SR12 – All Island Permit, SR13 – All island Supplementary Permit and SR14 – Tourist Permit, have all been applied to PR9. SR11 set out:

- A resident living within a 200 metres radius of a council car park (and who is the owner of the vehicle) should be able to apply for a permit for one named car park. This permit should be issued at a sensible cost. The cost of the permit should be reviewed by the Council annually.

4.33 Supporting recommendation SR12 sets out that:

- Any resident should be able to apply for an annual parking permit offering the possibility of parking for up to six hours in any council managed long-stay off-street car park and for up to two hours in any council managed short-stay car park. The cost of the permit should be reviewed by the Council annually.

4.34 Supporting recommendation SR13 sets out details regarding the All Island Car Park Permit:

- To park longer than the All Island Car Park Permit allows, residents should have the possibility of purchasing a Supplementary Parking Permit, which allows unlimited parking in council managed long stay off-street parking facilities. The Supplementary Permit should only be purchased at the same time as applying for the All Island Car Park Permit and should always expire on the same date. The cost of the permit should be reviewed by the council annually.

4.35 Supporting Recommendation SR14 set out the details regarding the tourist permit:

- A Tourist Permit should be available to be purchased and used in all on and off-street pay and display parking bays managed by the Isle of Wight Council except for the following car parks:

    1 Pier Square Car Park, Yarmouth;
    2 Yarmouth Harbour Car Park, Yarmouth;
    3 Browns/Dinosaur Isle Car Park, Sandown;
    4 Esplanade Car Park, Totland;
    5 Smugglers Haven, Blackgang; and,
    6 Riverway, Newport.

- The permit will allow cars to park in designated car bays, and coaches/oversize vehicles to park within coach/oversize vehicle bays. Permits should expire after the full period of days purchased have elapsed (e.g. a two-day permit purchased at 4pm on a Friday will expire at 4pm on Sunday).

PR10 – On-Street Parking Permits

4.36 In line with PR5 and SR5, it is recommended that parking permits should continue to be offered to residents living in an area subject to parking controls (existing Residents' Parking Places / proposed CPZs). This should alleviate parking stress in residential areas. The cost of these permits should be reviewed on an annually basis.

4.37 In response to PR10, a 200m radius permit are now available online for residents but are limited to one per household.

4.38 Supporting recommendation SR15, SR16 and SR17 have all be applied to PR10. SR15 – Residents Parking Zone Permit sets out that:

- Residents living in an area in which parking restrictions apply (Residents' Parking Places / CPZs) and who are the owner of the vehicle will be able to apply for parking permits. This includes residents living within a 100m radius of an esplanade, Cowes Parade, East Cowes and Newport. A maximum of two permits will be issued per postal address. This is in line with the maximum average figures recorded in relation to car availability per household.

4.39 Supporting recommendation SR16 – Residents Parking Zone Visitor Permit sets out that:

- Residents living within an area in which parking restrictions apply (Residents' Parking Places / CPZs) should be able to apply for Residents' Visitors Permits to enable visitors to park within the zone whilst visiting the resident. The Visitor Permits are currently issued in the form of a book of 10 individual scratch cards. Proof of residence should be provided when applying for the permits.

4.40 Supporting Recommendation SR17 – Residents Parking Zone Business Permit sets out:

- Businesses situated within an area in which a parking zone applies should also be able to apply for a parking permit.

PR11 – Parking Enforcement

4.41 PR11 sets out that the Council should enforce parking restrictions effectively and efficiently. To achieve this, 15 Civil Enforcement Officers (CEOs) have been employed to enforce parking restrictions.

4.42 SR18 – Parking Enforcement Strategy sets out that in order to achieve Primary Recommendation PR11, it is recommended that a Parking Enforcement Strategy (PES) is developed to ensure that parking restrictions and proposed tariffs are complied with.

4.43 The main objectives of the PES would be:

- Local co-ordination of services across the island;
- Reducing circulation of traffic to support the vitality and vibrancy of market town centres by increasing the turnover of short-stay spaces and encouraging the appropriate use of long-stay spaces through better enforcement;
- Easier introduction of CPZs as these would be effectively enforced;
- Improvement of parking patterns leading to previously illegally parked vehicles being moved to unrestricted areas; and,
- Providing a more reliable access to designated loading bays and facilities for deliveries.

4.44 The Council currently employs teams of enforcement officers to patrol the streets and car parks and these officers have the responsibility for issuing Penalty Charge Notices (PCNs). Income from the payment of PCNs should be used to finance the operational costs of the council's parking service.

4.45 As part of the development of a parking enforcement strategy, the Council should investigate the use of technology to maintain effective enforcement and ensure that traffic regulation orders are reviewed on a regular basis.

PR12 – Island-Wide Parking Guidelines

4.46 PR12 recommends that clear island-wide car parking guidelines, applicable to every type of development across the island, should be provided. These should include a minimum requirement for the number of spaces to be set aside specifically for disabled users at every new development. Additionally, suitable provision should be made for electric vehicle charging (both active and passive charging points). This is to be reviewed against the Regeneration Strategy and the Island Plan.

4.47 SR19 set out that parking guidelines should be developed to ensure that car, cycle and motorcycle parking provided for new developments is sufficient to meet the needs of both current and future occupiers and users, whilst avoiding over-provision. This should include the minimum requirements for disabled car parking and Electric Vehicle Charging Points (both active and passive) that developers are required to provide in new developments. In line with National Policy, parking guidelines for new developments should take into account the following:

- The accessibility of the development (i.e. rural or urban location and the availability public transport and/or car club provision);
- The type, mix and use of development;
- The availability of and opportunities for public transport;
- Local car ownership levels; and,
- Local parking pressures.

4.48 Deviations from the island-wide guidelines should be considered where they are justified through the planning stage. Unallocated parking provision should be encouraged as this makes more efficient use of spaces in order to meet the needs of visitors.

4.49 For non-residential developments, the use of shared parking between different elements of a development should be promoted as this is likely to result in less parking land take than if elements are considered separately.

4.50 SR20 – Design Guidelines - has also been applied to PR12 and sets out that design guidelines should be provided so as to ensure that developers have clear information in regard to the design and location of parking provision (of all types) in new developments, with particular attention to parking for disable people and cycles. Alternatively, direction should be given towards national guidance (i.e. Manual for Streets 1 and 2).

PR13 – Additional Parking Provision

4.51 PR13 sets out that in order to look after the interests of residents, businesses and tourists, the Isle of Wight Council seeks to provide additional parking where excessive parking stress is properly identified, which would help reduce congestion and searching times. This is to be reviewed against the Regeneration Strategy and the Island Plan.

4.52 SR21 – Additional Parking Studies sets out that these should be undertaken of areas where parking stress exists in order to identify potential solutions and the level of parking capacity increase required to resolve the issue.

4.53 SR22 – Park and Ride sets out that where additional parking studies identify the potential to resolve a parking stress issue by providing additional parking capacity, the council should consider the provision of Park and Ride areas where possible in order to reduce parking stress in town centres and in the areas surrounding ferry and train terminals.

4.54 Park and Ride sites are primarily intended for the use of commuters. As such, they could be located on the outskirts of the main towns where there is the possibility of providing intermodal passenger journeys between a private mode of transport (e.g. car) and a shared mode (e.g. bus).

Progress of 2016-2021 Parking Strategy

4.55 Table 4.1 below provides a progress report on the recommendations set out in the 2016-2021 parking strategy.

Table 4.1 Progress Summary – 2016-2021 Parking Strategy

Recommendation	Progress Since 2016-2021 Strategy	Status
PR1 – Overall Parking Management	Parking charges for the island are currently under review, with a proposed tariff raise of 20p per hour currently under evaluation.	Complete
PR2 – Council Parking Stock Management	Two Resident Parking Scheme officers have been recruited: one permanent FTE and one 0.8FTE	Ongoing
PR3 – Variable Message Signage (VMS) Strategy	Review of existing signage undertaken	Ongoing

PR4 – Council Off-Street Parking Stock Management	Development of permit system and pricing	Complete
PR5 – Council On-Street Parking Stock Management	Review of blue badge spaces to be undertaken	Ongoing
PR6 – Private Parking Management	New developments are required to provide car parking management plans where parking exceeds defined thresholds	Complete
PR7 – Parking Charges	Charges being reviewed as part of this document	Ongoing
PR8 – Off-Street Car Park Payment Methods	No change to payment methods - pay and display or pay by phone continue to be only methods	No progress
PR9 – Off-Street Parking permits	Tourist and resident permits continue to be offered and prices reviewed annually. Permits for residents within 200m of car park available	Complete
PR10 – On-Street Parking Permits	On-street permits for residents continue to be offered	Complete
PR11 – Parking Enforcement	Parking enforcement continues, with preliminary PCN income in FY19/20 higher than previous year	Complete
PR12 – Island-Wide Parking Guidelines	Guidelines for Parking Provision as Part of New Developments SPD (2017) produced	Complete
PR13 – Additional Parking Provision	No new parking facilities provided - reviewed as part of this report	No progress

Summary

4.56 The Isle of Wight Parking Strategy 2016-2021 set out a number of Primary Recommendations and accompanying Secondary Recommendations.

4.57 It is evident that since the recommendations were made in 2016, progress has been made towards implementing the proposals. The Parking Tariffs in operation across the island have been streamlined and reviewed, with an increased focus on digital permits and digital payment methods. Further to this, an extensive review has been undertaken of existing parking stock, regulation and signage to highlight areas where VMS could be introduced and where Residents Parking Schemes could be rolled out. To date, two Resident Parking Scheme officers have been recruited to aid the rollout of Resident Parking Schemes.

4.58 However, it should be noted that work on the implementation of the recommendations is still ongoing, with several additional Resident Parking Schemes currently under evaluation. These outstanding recommendations, as well as those set out in this document, should be incorporated into a new 2022-27 Parking Strategy.

5 Parking Surveys

Introduction

5.1 To provide an up to date picture of car park utilisation across the Island, and to supplement the surveys undertaken in 2015, in 2019, WYG have undertaken a series of 'snapshot surveys' at peak times on 4-6 days for 10 car parks across the island.

Previous 2015 Surveys

5.2 In order to supplement the parking usage data supplied by the Council, and to provide a representative 'snapshot' of parking usage at specific car parks, WYG commissioned a series of parking surveys in August and September 2015. These parking surveys were undertaken by Nationwide Data Collection (NDC), an independent transport survey company.

5.3 Information recorded during the parking surveys included:

- Car park inventory (total capacity);
- Spot counts at the beginning and at the end of the survey;
- Occupancy levels (parking accumulation); and,
- Duration of stay at hourly intervals between 07:00 and 21:00.

5.4 The purpose of undertaking the traffic surveys were to:

- Help identify different typical usage between long and short-stay car parks, including typical durations of stay;
- Aid gauging existing historical data provided by the parking authorities (including ticket sales information); and,
- To provide a viewpoint on existing trends on parking on the island through comparison of both sets of results.

Methodology

5.5 Surveys were undertaken at four car parks, two of which are long-stay and two of which are short-stay.

5.6 Surveys were undertaken in August 2015 and repeated in September 2015, so as to monitor parking demand during peak and off-peak periods. Weekday and Saturday surveys were carried out at each of the car parks.

5.7 The following car parks were included within the surveys:

Long Stay

- St Thomas Street Upper (Ryde); and

- Fort Street (Sandown).

Short Stay

- Chapel Street (Newport); and,
- Cross Street (Cowes).

5.8 These car parks were selected on the basis that they were considered to provide a representative example of typical car parks within the larger towns and settlements on the island.

5.9 Newport and Sandown represent the two towns with the highest number of Council-operated car parking spaces and the highest levels of car park ticket sales. Ryde and Cowes, while also representing a large proportion of car parking supply, are also the location of the primary ferry ports on the island.

5.10 Automatic Number Plate Recognition (ANPR) cameras were used to monitor the number of vehicles entering and exiting the car parks, as well as the duration of stay for each individual vehicle.

5.11 Cameras were attached to street furniture within the vicinity of access / egress points at each of the individual car parks.

August 2015 Surveys

St Thomas Street Upper Car Park (Ryde) Long Stay Car Park

5.12 A parking accumulation was undertaken to demonstrate the parking levels at St Thomas Street Car Park. The car park had a maximum capacity of 34% with peak parking levels between 10am to 4pm with low levels of parking after 6pm.

5.13 Although St Thomas Street Upper Car Park is a long-stay car park, 57% of people only stay for 0-2 hours, with the length of stay remaining relatively constant between weekdays and weekends.

Fort Street Car Park (Sandown) Long Stay Car Park

5.14 The parking accumulation undertaken demonstrated that the car park had a maximum utilisation of 22% between 11-12am during weekdays. At the weekend, Fort Street Car Park had a maximum occupancy of 43% between 1-3pm.

5.15 Although Fort Street Car Park is a long-stay car park the majority of people only park for up to 2 hours (51% on a weekday and 55% on a weekend).

Chapel Street (Newport) Short Stay Car Park

5.16 The results from the 2015 parking surveys for Chapel Street Car Park differ from the long stay car parks. Chapel Street Car Park has a higher occupancy level of 81% on weekdays at approximately 10am with this high level of parking remaining until 2pm.

5.17 Chapel Street Car Park is a short stay car park and the majority of parking durations were between 0-2 hours (75% on a weekday and 71% on the weekend), although some stays over 12 hours were recorded.

Cross Street (Cowes) Short Stay Car Park

5.18 The parking accumulation for Cross Street Car Parks showed that from 6pm-8pm on weekdays the car park was over-capacity by 12% (equating to 8 vehicles). This was assumed to be due to the fact that parking charges do not apply at this time, with the additional vehicles parking outside of designated parking bays. After 9am, the car park was consistently at over 50% occupancy. There were two peaks in car parking levels, firstly from 11am to 12pm and secondly from 6pm to 8pm.

5.19 The average length of stay for Cross Street Car Park follows the general trend of all the other sampled car parks, with the significant majority (76% on a weekday and 79% on a weekend) parking for 0-2 hours.

Car Park Occupancy Results

5.20 The summary for the long stay car parks comprises of:

- Peak accumulation at approximately 12pm on the weekday and at about 1-2pm on Saturday;
- Higher number of users on Saturday;
- Spare capacity is available on both surveyed days; and,
- 1.5 average parking bay turnover (number of times a vehicle parks in a space) - lower than in short-stay car parks.

5.21 The summary for the short stay car parks comprises of:

- Earlier recorded arrivals;
- Better utilised throughout the day;
- Peaks recorded earlier in the day when compared to the long stay;
- Two clear peaks recorded across the day, AM and PM;
- Fewer users on Saturday;
- Reached operational capacity (approx. 85% occupancy) during the weekday; and,
- 4.2 average parking bay turnover.

Duration of Stay Results

5.22 The following observations were made during the August 2015 survey period:

- Approximately, 20-25% of all long-stay car park users parked for longer than 4 hours, while 55-71% parked for less than 2 hours;

- Duration of stay for both the weekday and Saturday was very similar across the short-stay car parks, with 71-76% of all short-stay parking users stayed for 2 hours or less; and,
- A number of vehicles were recorded as being parked for longer periods than those permitted at the short-stay car parks.

September 2015

St Thomas Street Upper Car Park (Ryde) Long Stay Car Park

5.23 The September 2015 results for the St Thomas Street Upper Car Park are similar to the August 2015 results, with the car park consistently below 50% capacity. The maximum occupancy is 41%, with the peak occupancy from 11am to 2pm on weekdays. The weekend results follow a similar trend to the weekday results, albeit, with slightly higher occupancy levels (53%).

5.24 As with the August results, the significant majority of people (60% in the weekday and 59% on the weekend) stay for only 0-2 hours. The average length of stay is generally consistent between the weekday and the weekend.

Fort Street Car Park (Sandown) Long Stay Car Park

5.25 The occupancy level of the Fort Street Car Park is consistently low throughout the week, with little to no variation. The maximum level of occupancy observed only reached 11% on weekdays, representing approximately a 50% reduction from the August 2015 survey. The weekend occupancy levels are higher than the observed weekday levels, and the peak occupancy period is from 12pm-6pm, recording an occupancy of 29%.

5.26 As with the previous survey, there is minimal parking stays recorded in excess of 8 hours, with the most popular parking duration being between 0-2 hours (79% on a weekday and 73% on the weekend).

Chapel Street (Newport) Short Stay Car Park

5.27 The occupancy levels for the weekday showed two peaks with the most prominent reaching 52% capacity. When comparing to the August 2015 surveys, the highest level of occupancy decreased significantly from 81% to 52%. Between 12pm and 5pm there was a linear decrease in occupancy levels until 5-6pm when the occupancy began to increase.

5.28 The weekend occupancy levels for Chapel Street followed a similar trend to the weekday results, in which there was a peak in parking level between 9am and 5pm; however, the peak was significantly higher at the weekend with occupancy levels reaching 85%.

5.29 In correlation with the August 2015 survey, the majority of tickets sold were for between 0-2 hours, with this duration accounting for 75% and 76% of all ticket sales on weekdays and weekends respectively.

Cross Street (Cowes) Short Stay Car Park

5.30 The September 2015 results provided a similar result to the August 2015 surveys. The August surveys showed the car park was over capacity (112%) whilst the September surveys show a maximum occupancy of 80% on a weekday. The September weekend data followed the trend of the August survey, but with a slightly lower occupancy level. Cross Street Car Park is the only car park of those surveyed during the August and September 2015 surveys that had consistently high occupancy levels in the evening, with all the other car park occupancy levels declining after about 7pm.

5.31 This car park recorded 82% of all parking on weekdays and weekends lasting for between 0-2 hours. This is in line with other car parks surveyed; in all the car parks surveyed in the August and September 2015 surveys, a duration of between 0-2 hours is the most common parking period.

Car Park Occupancy Results

5.32 The summary for the long stay car parks comprises of:

- Peak accumulation at approximately 12pm on weekdays and at about 1-2pm on Saturday;
- Higher number of users on Saturday;
- Available capacity on both weekdays and weekends; and,
- 1.5 average parking bay turnover (number of times a vehicle parks in a space) - lower than in short-stay car parks.

5.33 The summary for the short stay car parks comprises of:

- Earlier recorded arrivals;
- Better utilised throughout the day;
- Peaks recorded earlier in the day when compared to the long stay;
- Two clear peaks recorded across the day, AM and PM;
- Fewer users on Saturday; and,
- Reached operational capacity (approx. 85% occupancy) during the weekday; and
- 4.2 average parking bay turnover.

Duration of Stay Results

5.34 The following conclusions regarding duration of parking can be made following the September 2015 survey data:

- Approximately 20-25% of all long-stay car park users parked for longer than 4 hours, while 55-70% parked for less than 2 hours (depending on car park);
- Duration of stay for both weekdays and Saturday was very similar across the short-stay car parks, with 71-76% of all short-stay parking users staying for 2 hours or less; and,

- A number of vehicles were recorded as being parked for longer periods than those permitted at the short-stay car parks

Summary

5.35 There was an overall reduction in the occupancy levels across the four surveyed car parks from the August to September 2015 surveys.

5.36 The trend observed from the August 2015 surveys for each car park continue and are evident in the September 2015 surveys. The one exception noted was Cross Street Car Park, which was identified as an anomaly in both the August and September 2015 surveys, as it had a higher occupancy level on weekdays than weekends.

2019 Surveys

5.37 Snapshot occupancy surveys were undertaken during the peak summer season on Saturday 17th, Sunday 18th, Thursday 22nd and Thursday 29th August 2019.

5.38 A second round of surveys was undertaken on Monday 11th and Tuesday 12th of November out of season. These surveys have been carried out to provide primary data on car park utilisation in 2019, and for validation of car park occupancy models being developed with ticket sales data.

5.39 The time shown on the results represents the peak occupancy recorded during the period each car park was surveyed for.

5.40 It should be noted that whilst comparisons between the 2019 and 2015 surveys can be made, any conclusions will need to consider that the 2015 surveys were full day accumulation surveys and the 2019 surveys were snapshot occupancy surveys.

5.41 The full survey data is attached at **Appendix E**.

5.42 The car parks surveyed, and the reasons for their inclusion, are listed below:

- Quay Road Long Stay Car Park (Ryde) – This is one of the principal car parks for those commuting off-island;
- River Road Long Stay Car Park (Yarmouth) – This car park combines tourist and off-island commuter use;
- Church Litten Short Stay Car Park (Newport) – This is a high turnover short stay car park in the capital town;
- Landguard Road Short Stay Car Park (Shanklin) -This is a high turnover short stay car park in a peripheral town;
- Central Long Stay Car Park (Ventnor) – This car park was surveyed to assess whether it is principally used for long or short-stay car parking;

- Cross Street Short Stay Car Park (Cowes) – This car park was assessed as it forms the principal Council owned car parked in Cowes, which is lacking in public off-street car parking opportunities. This car park was also assessed in the 2015 surveys;
- Coppins Bridge Long Stay Car Park (Newport) – This car park was assessed as it forms the principal long-stay car park in the capital town;
- Fort Street Long Stay Car Park (Sandown) – This car park is a beach/amenity use car park, and was surveyed to establish if it is operating to capacity. This car park was also assessed in the 2015 surveys;
- St Thomas Street Upper Long Stay Car Park (Ryde) – This car park is potentially underused given its location near the railway station and local shops. This car park was also assessed in the 2015 surveys; and
- Vernon Meadows Short Stay Car Park (Shanklin) – This car park is in a high profile tourist location, and is in an area with a thriving night-time economy.

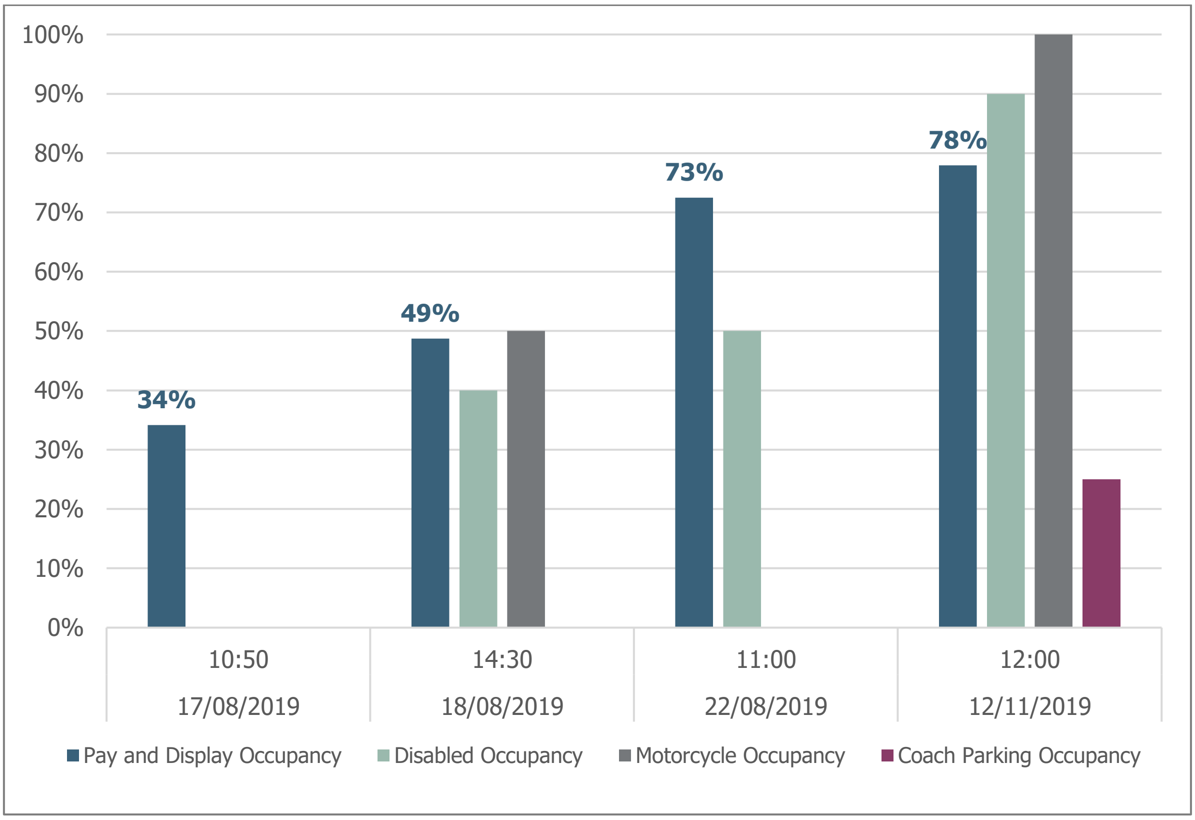
Quay Road Long Stay Car Park (Ryde)

5.43 Snapshot parking surveys were undertaken at Quay Road Long Stay Car Park on four occasions in the 2019 survey period, with the following peak periods surveyed:

- Saturday 17th August – 10:50
- Sunday 18th August – 14:30
- Thursday 22nd August – 11:00
- Tuesday 12th November – 12:00

5.44 The results of the snapshot parking surveys at Quay Road Car Park are illustrated in **Figure 5.1**.

Figure 5.1 Quay Road Car Park Snapshot Parking Surveys



5.45 The snapshot survey results for Quay Road demonstrate that the car park generally operates within capacity during the summer peak season, with a maximum Pay and Display occupation of 73% recorded. It should be noted that the highest Pay and Display occupation recorded was 78%, recorded in the November surveys, which would be considered as outside of the summer peak season.

5.46 Disabled occupancy peaked at 50% during the summer peak season. Similarly to the wider Pay and Display occupation, the peak Disabled occupancy was recorded in the November survey period, and was surveyed at 90% occupancy.

5.47 Motorcycle parking occupancy peaked at 50% in the August surveys, but in line with the other parking types, the highest occupancy recorded was again in the November survey period, when 100% occupancy was recorded. It should be noted that at no point in the four survey periods did coach parking occupancy exceed 25%.

5.48 This car park was surveyed as it is considered to be one of the principal car parks for those commuting off-island. While this is not explicitly clear in the survey results, it is noted that the occupancy is generally lower in the August surveys, where more commuters would be on annual leave, than in the November surveys where most commuters would be at work.

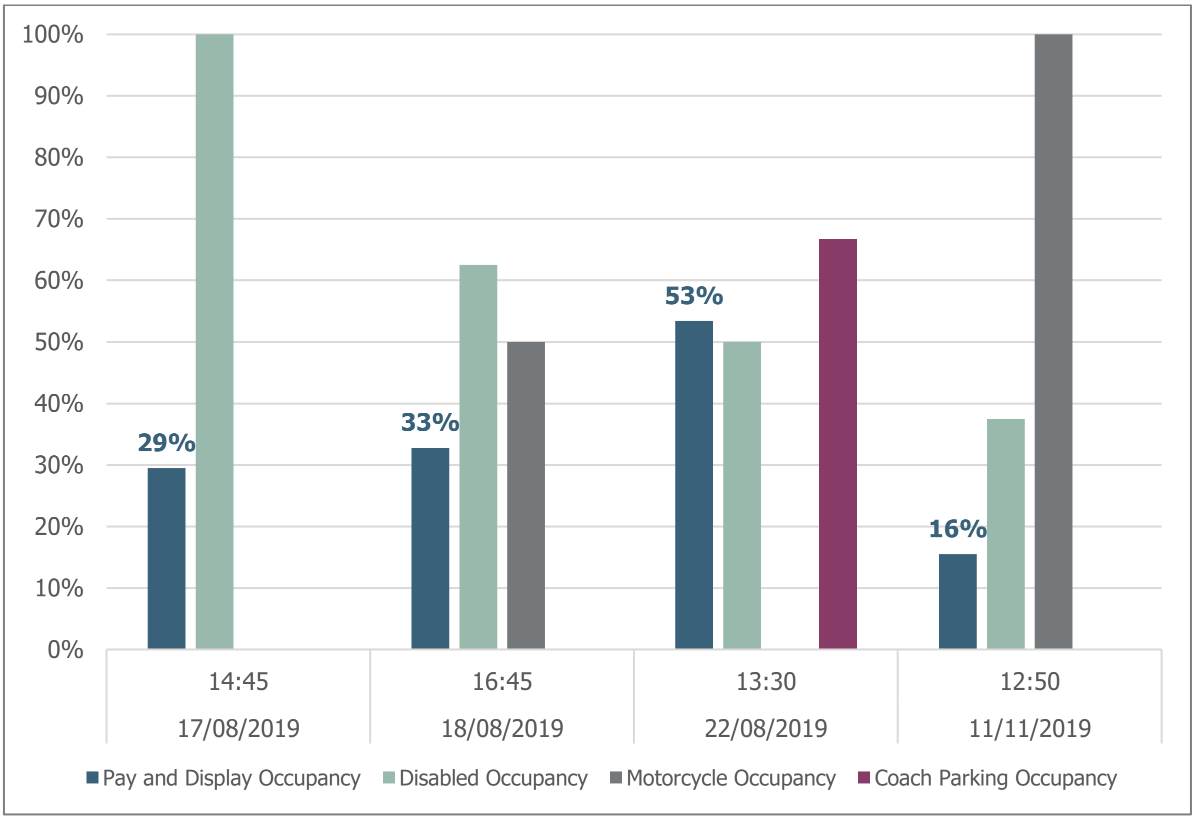
River Road Long Stay Car Park (Yarmouth)

5.49 Snapshot parking surveys were undertaken at River Road Long Stay Car Park on four occasions in the 2019 survey period, with the following peak periods surveyed:

- Saturday 17th August – 14:45
- Sunday 18th August – 16:45
- Thursday 22nd August – 13:30
- Monday 11th November – 12:50

5.50 The results of the snapshot parking surveys at Quay Road Car Park are illustrated in **Figure 5.2**.

Figure 5.2 River Road Car Park Snapshot Parking Surveys



5.51 The snapshot survey results for River Road demonstrate that the car park generally operates within capacity during the summer peak season, with a maximum Pay and Display occupation of 53% recorded. In the November surveys, a peak Pay and Display occupancy of 16% was recorded.

5.52 Disabled occupancy peaked at 100% during the summer peak season, which was recorded in the Saturday 17th August surveys. In the other summer peak season surveys, the disabled occupancy was recorded at 63% (Sunday 18th) and 50% (Thursday 22nd). Similarly, to the wider Pay and Display occupation, a lower the peak Disabled occupancy was recorded in the November survey period, which recorded an occupancy of 38%.

5.53 Motorcycle parking was recorded at 0% in two of the three summer peak period surveys, with an occupancy of 50% recorded in the Sunday 18th snapshot survey. Contrastingly to the other parking types, motorcycle parking occupancy increased in the November 2019 surveys, and was recorded at 100% occupancy.

5.54 Coach parking occupancy was recorded at 0% in three of the four survey periods, with the only occupancy recorded at 67% in the Thursday 22nd August surveys.

5.55 This car park was surveyed as it is considered that it combines tourist and off-island commuter use. The surveys indicate a generally higher car parking usage in the peak summer August surveys, which could likely reflect the level of tourist use at this car park.

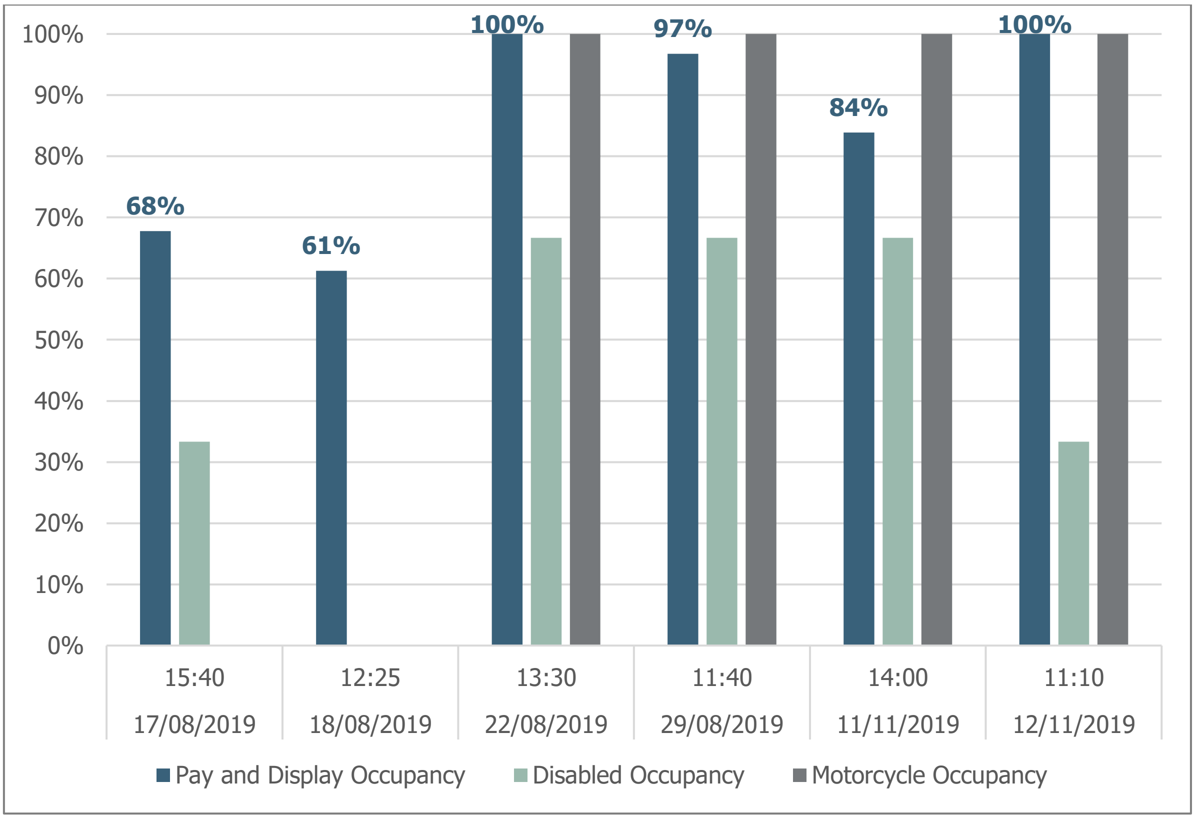
Church Litten Short Stay Car Park (Newport)

5.56 Snapshot parking surveys were undertaken at Church Litten Short Stay Car Park on six occasions in the 2019 survey period, with the following peak periods surveyed:

- Saturday 17th August – 15:40
- Sunday 18th August – 12:25
- Thursday 22nd August – 13:30
- Thursday 29th August – 11:40
- Monday 11th November – 14:00
- Tuesday 12th November – 11:10

5.57 The results of the snapshot parking surveys at Church Litten Car Park are illustrated in **Figure 5.3**.

Figure 5.3 Church Litten Car Park Snapshot Parking Surveys



5.58 The snapshot survey results for Church Litten Car Park demonstrates that the car park generally operates at a high level of occupation. Full Pay and Display occupation was recorded on several occasions, with 100% occupation recorded in both the summer peak period and the November surveys. It is noteworthy that of the six survey days, the four highest occupancy levels were recorded on weekdays, with the two weekend survey days recording dramatically lower occupancy levels of circa 60%.

5.59 Disabled occupancy peaked at 67%, which was recorded twice in the weekday summer peak season surveys, as well as in the November Monday 11th survey. In line with the wider Pay and Display occupancy, disabled occupancy was notably lower on the two summer peak season weekend survey days, where disabled occupancies of 33% and 0% were recorded.

5.60 Motorcycle occupancy was recorded at 100% all the weekday survey periods, in both the summer and November surveys. In line with the other parking types, motorcycle occupancy was notably lower on the two summer peak season weekend survey days, with motorcycle occupancies of 0% recorded on both the Saturday and Sunday surveys.

5.61 The Church Litten car park was surveyed as it is a high turnover short stay car park in the capital town. Given its location in the centre of the capital town, it would be expected that this car park is less affected by seasonal tourist demand due to an extant level of year round resident demand. This is largely reflected in the snapshot surveys, which showed a very high level of occupancy in both the August peak season surveys and the November surveys.

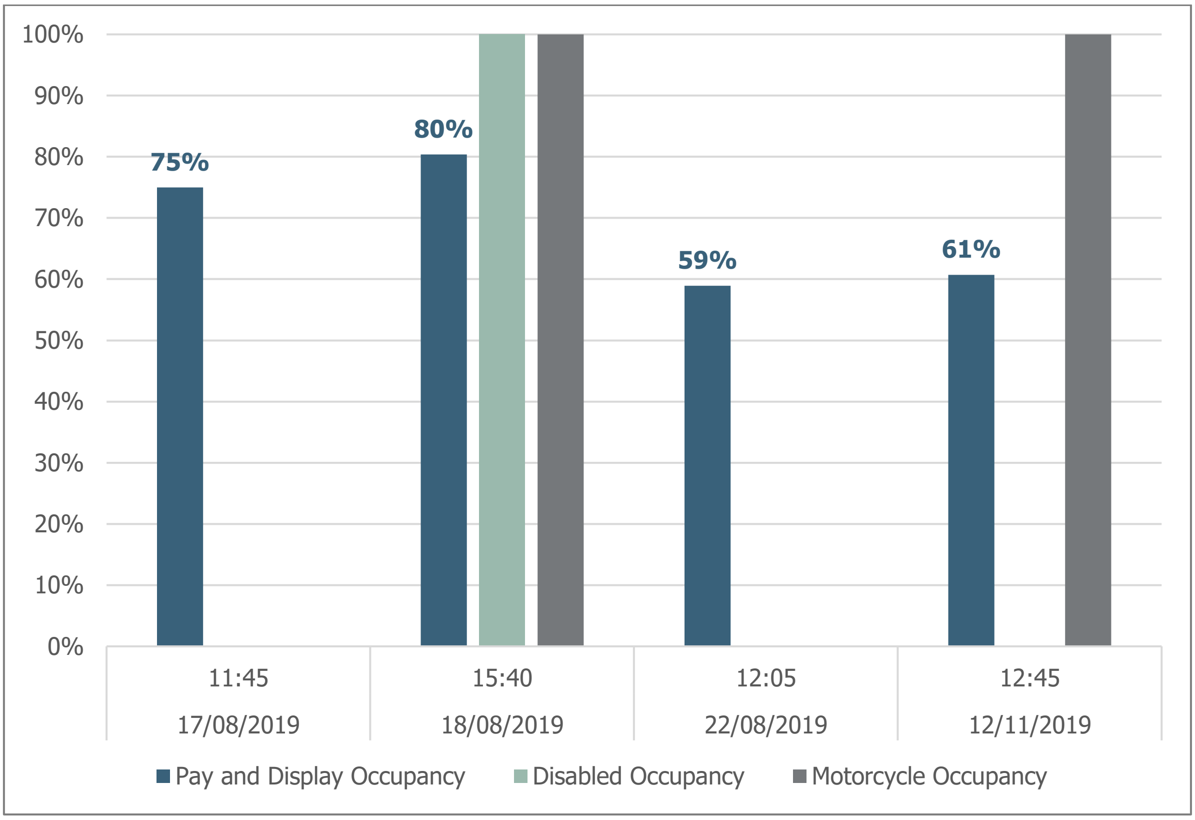
Landguard Road Short Stay Car Park (Shanklin)

5.62 Snapshot parking surveys were undertaken at Landguard Road Short Stay Car Park on four occasions in the 2019 survey period, with the following peak periods surveyed:

- Saturday 17th August – 11:45
- Sunday 18th August – 15:40
- Thursday 22nd August – 12:05
- Tuesday 12th November – 12:45

5.63 The results of the snapshot parking surveys at Landguard Road Car Park are illustrated in **Figure 5.4**.

Figure 5.4 Landguard Road Car Park Snapshot Parking Surveys



5.64 The snapshot survey results for Landguard Road Car Park demonstrate that the car park generally operates at 60-80% occupation. Peak occupation of 80% was recorded in the Sunday summer peak season survey, with occupations of 75% and 59% recorded in the other two summer peak season surveys.

5.65 It should be noted that Pay and Display occupation remained broadly similar in the November survey, with an occupation of 61% recorded.

5.66 The only survey period which recorded a Disabled occupancy above 0% was the Sunday 18th August survey, where an occupancy of 100% was recorded.

5.67 Similarly, only two of the survey periods recorded a Motorcycle occupancy above 0%, with both the Sunday 18th August and Tuesday 12th November surveys recording a 100% motorcycle occupancy.

5.68 The Landguard Road Short Stay Car Park was surveyed as it is considered to be a high turnover short stay car park in a peripheral town. While this may be the case, the surveys indicated that in all periods the car park operates with spare capacity.

5.69 This may reflect its location in a peripheral town, which may not have the same extant resident demand to fill a car park, when compared to a high turnover short-stay car park in a capital town, such as the Church Litten car park in Newport.

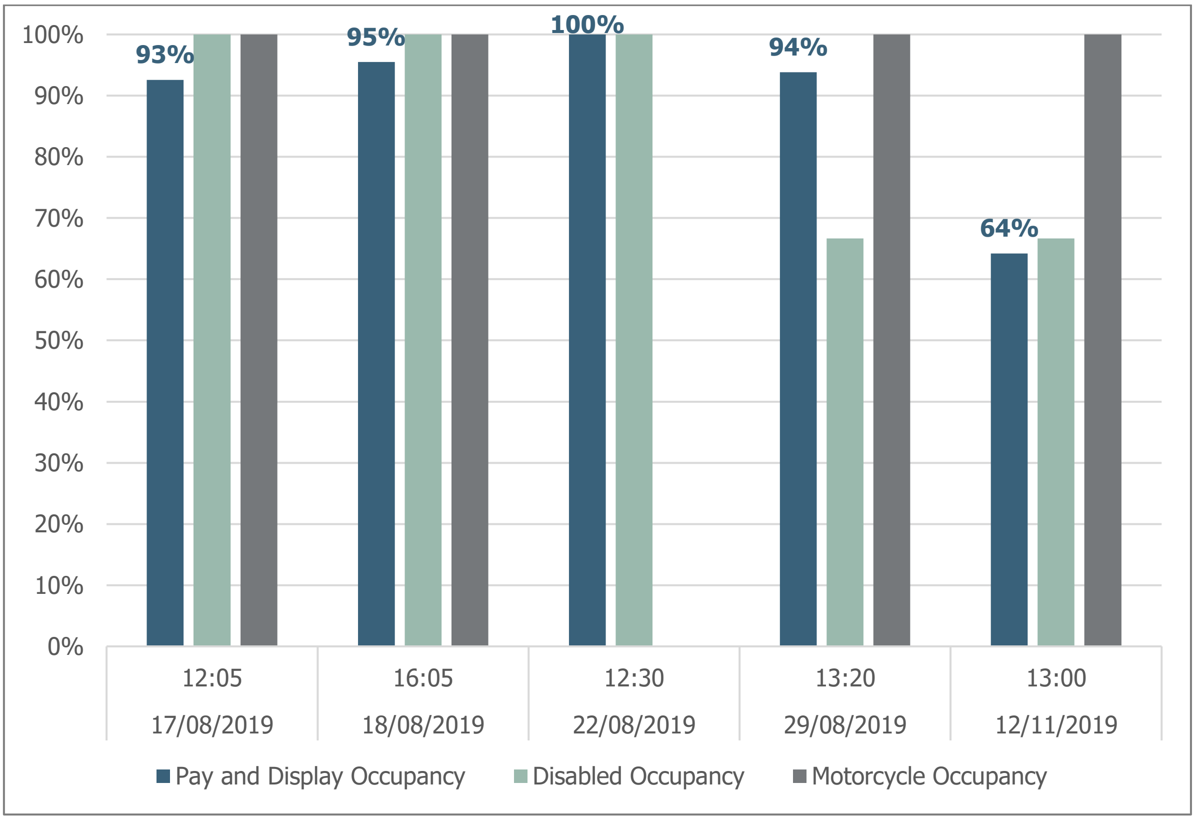
Central Long Stay Car Park (Ventnor)

5.70 Snapshot parking surveys were undertaken at Central Car Park, Ventnor on five occasions in the 2019 survey period, with the following peak periods surveyed:

- Saturday 17th August – 12:05
- Sunday 18th August – 16:05
- Thursday 22nd August – 12:30
- Thursday 29th August – 13:20
- Tuesday 12th November – 12:45

5.71 The results of the snapshot parking surveys at Central Car Park, Ventnor are illustrated in **Figure 5.5**.

Figure 5.5 Central Car Park, Ventnor Snapshot Parking Surveys



5.72 The snapshot survey results for Central Car Park, Ventnor indicate that the car park generally operates close to, or at occupation in the summer peak season. The lowest Pay and Display occupancy recorded in this period was 93%, with full 100% occupation recorded in the Thursday 22nd August survey. Pay and Display occupancy decreased in the November survey, with an occupancy of 64% recorded. Ventnor is considered to be particularly influenced by seasonal variation due to its status as a seaside resort, with several beaches and seafront attractions. Given this, it is considered that a decreased occupancy level in the November period is likely a reflection of the seasonal decrease in demand.

5.73 Similar to the Pay and Display occupancy, the surveys indicated that disabled occupancy generally operates at capacity in the summer peak period, with three of the four summer peak season surveys recording 100% occupation. Following a similar trend to the Pay and Display occupancy, a lower disabled occupancy level was recorded in the November survey, at circa 67%.

5.74 Similarly, four of the five survey periods recorded a peak motorcycle occupancy of 100%, with the 22nd August survey recording an occupancy of 0%. However, it should be noted that this car park only offers one formal motorcycle space, so these results are highly sensitive and are effectively binary in nature (full or empty).

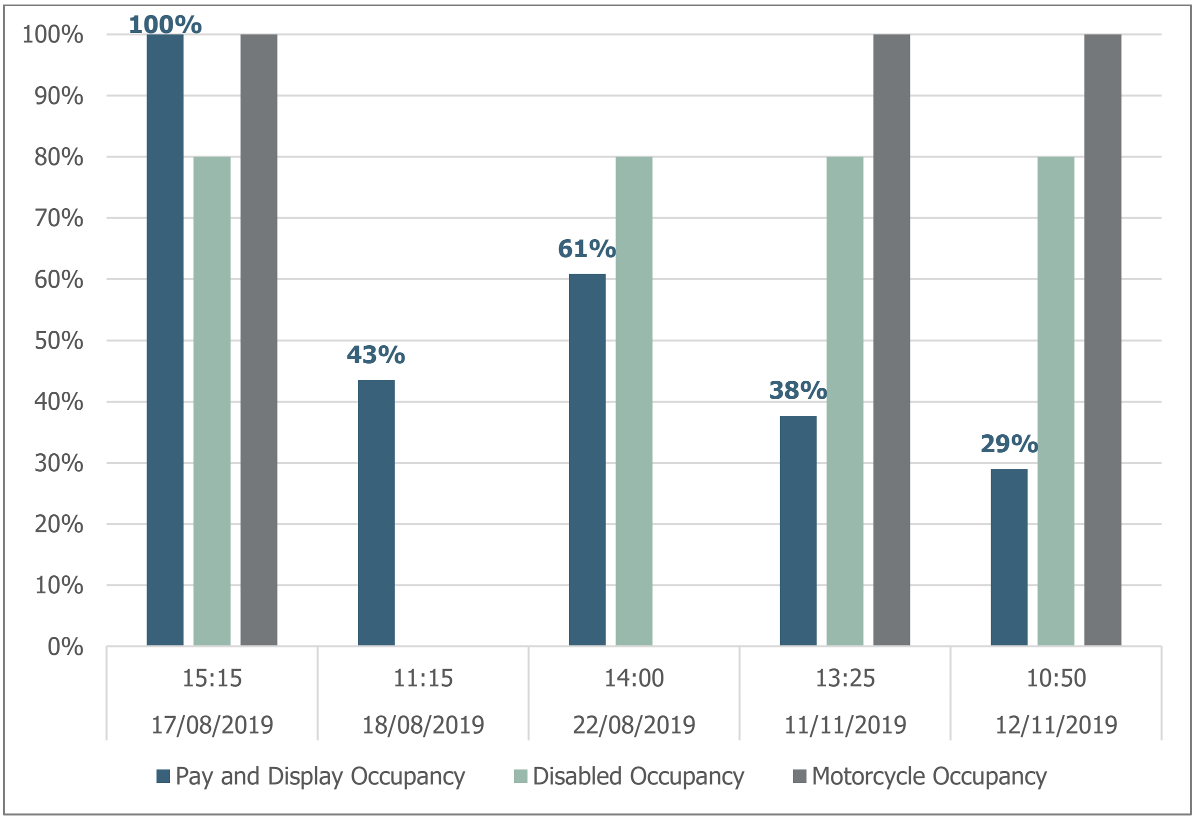
Cross Street Short Stay Car Park (Cowes)

5.75 Snapshot parking surveys were undertaken at Cross Street Car Park, Cowes on five occasions in the 2019 survey period, with the following peak periods surveyed:

- Saturday 17th August – 15:15, nb this was the final day of Cowes Week 2019
- Sunday 18th August – 11:15
- Thursday 22nd August – 14:00
- Monday 11th November – 13:25
- Tuesday 12th November – 10:50

5.76 The results of the snapshot parking surveys at Cross Street Car Park, Cowes are illustrated in **Figure 5.6**.

Figure 5.6 Cross Car Park, Cowes Snapshot Parking Surveys



5.77 The snapshot survey results for Cross Street Car Park, Cowes portray two very different sets of data: the parking occupancy information recorded on Saturday August 17th and the data recorded at all other times. It should be noted that Saturday August 17th was the final day of Cowes Week 2019, and therefore the Pay and Display occupancy level of 100% is likely to be expected and to be as a direct result of Cowes Week. Outside of this day, the Pay and Display occupancy peaks at 61%, with minimal notable difference between the August and November survey data.

5.78 Regarding disabled parking occupancy, in all survey days except Sunday 18th August (0% occupancy), a disabled occupancy level of 80% was recorded.

5.79 Limited insight can be gained from the motorcycle occupancy information as Cross Street Car Park only provides one formal motorcycle parking space, meaning that these results are highly sensitive and are effectively binary in nature (full or empty). Nevertheless, 100% occupancy was recorded on three survey days, with 0% occupancy recorded on the other two survey days.

5.80 This car park was assessed as it forms the principal Council owned car parked in Cowes, which is lacking in public off-street car parking opportunities. It is evident that outside of special events, this car park generally has a level of spare capacity available, with a peak non-event pay and display occupancy of 68% recorded.

5.81 The level of occupancy recorded in the 2019 surveys is broadly similar to that recorded in the August and September 2015 surveys, which recorded that the car park was consistently over 50% capacity between 9am – 6pm, with the September surveys recording a peak weekday occupancy of circa 80%.

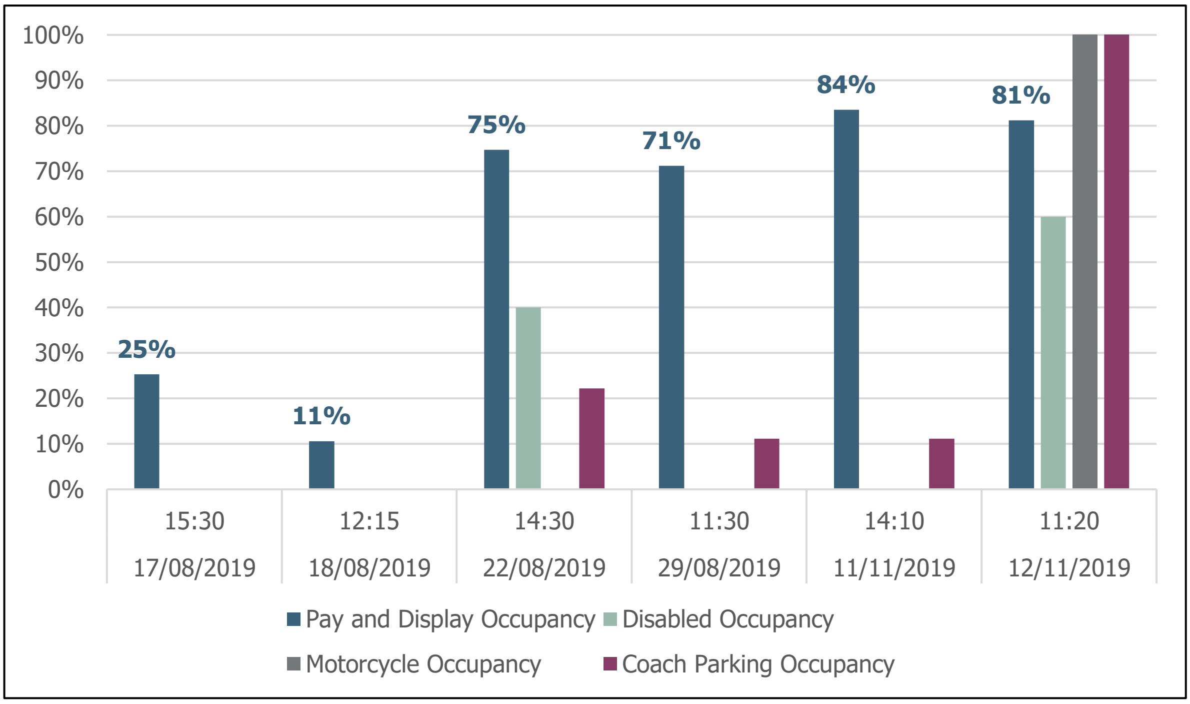
Coppins Bridge Long Stay Car Park (Newport)

5.82 Snapshot parking surveys were undertaken at Coppins Bridge Car Park, on six occasions in the 2019 survey period, with the following peak periods surveyed:

- Saturday 17th August – 15:30
- Sunday 18th August – 12:15
- Thursday 22nd August – 14:30
- Thursday 29th August – 11:30
- Monday 11th November – 14:10
- Tuesday 12th November – 11:20

5.83 The results of the snapshot parking surveys at Coppins Bridge Car Park are illustrated in **Figure 5.7**.

Figure 5.7 Coppins Bridge Car Park Snapshot Parking Surveys



5.84 The snapshot survey results for Coppins Bridge Car Park indicate that the car park generally operates at a low level of occupation at the weekends and high during the week. In the August weekend surveys, a peak Pay and Display occupation of 25% was recorded, with a peak level of 75% recorded in the August weekday surveys. In the November surveys, a peak Pay and Display occupation of 81%-84% was recorded, indicating that the car park is less susceptible to seasonal fluctuations, and is principally used by commuters and shoppers.

5.85 The snapshot surveys recorded a disabled bay occupancy of 0% in four of the six survey days, with a 60% occupation recorded in the Tuesday 12th November surveys, and 40% recorded in the Thursday 22nd August surveys.

5.86 Similarly, five of the six survey periods recorded a peak motorcycle occupancy of 0%, with the 12th November survey recording a motorcycle occupancy of 100%.

5.87 Coach parking levels were generally low in the August surveys, with a peak occupancy of 22% recorded. However, the second November survey recorded a coach occupancy of 133% with 12 coaches parked in the 9 spaces.

5.88 The Coppins Bridge car park was assessed as it forms the principal long-stay car park in the capital town. From the surveys, it is evident that this car park is generally operating with spare capacity in all surveyed periods.

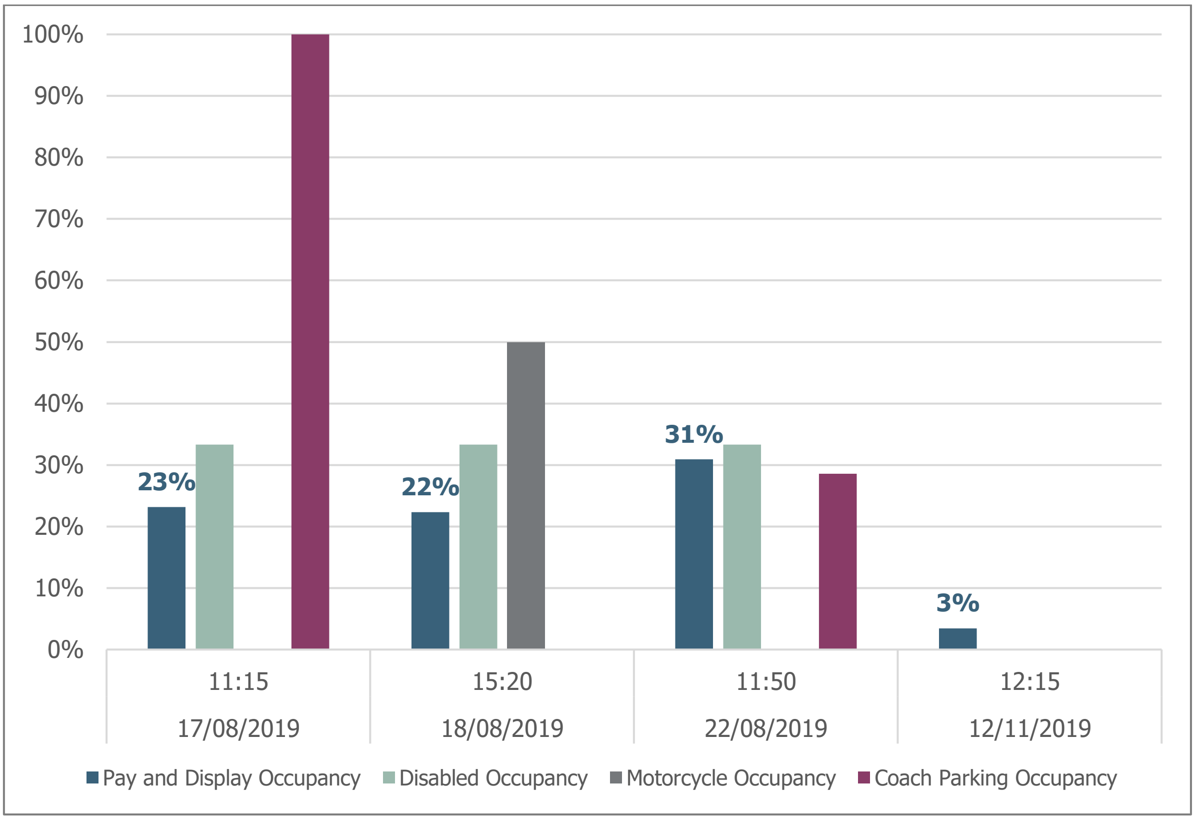
Fort Street Long Stay Car Park (Sandown)

5.89 Snapshot parking surveys were undertaken at Fort Street Car Park, on four occasions in the 2019 survey period, with the following peak periods surveyed:

- Saturday 17th August – 11:15
- Sunday 18th August – 15:20
- Thursday 22nd August – 11:50
- Tuesday 12th November – 12:15

5.90 The results of the snapshot parking surveys at Fort Street Car Park are illustrated in **Figure 5.8**.

Figure 5.8 Fort Street Car Park Snapshot Parking Surveys



5.91 The snapshot survey results for Fort Street Car Park indicate that the car park generally operates at a low level of Pay and Display occupation. In the August surveys, a peak Pay and Display occupation of 31% was recorded, which declined to a peak occupancy level of just 3% in the November surveys. It is considered that this is likely a reflection of the location of this car park. Fort Street is located just off the seafront in Sandown and is therefore likely a very popular destination for tourist parking and would hence be highly impacted by seasonable demand.

5.92 A similar pattern is visible in the disabled parking occupancy data, with occupancy at 33% in all the August peak season surveys, and 0% in the November surveys. Again, this is likely a reflection of the seasonal demand falling away in the November surveys.

5.93 Across the four survey periods, motorcycle occupancy above 0% was only recorded on one occasion, with the Sunday August 18th survey recording a occupation of 50%.

5.94 It should be noted that Fort Street offers formal coach parking for 14 coaches, likely to meet demand for parking opportunities for coach tours. While the weekday August surveys and November surveys recorded limited coach parking, the survey undertaken on Saturday August 17th recorded a 100% coach parking occupation.

5.95 The Fort Street car park was assessed because it is a beach/amenity use car park, and was surveyed to establish if it is operating to capacity. It is evident from the surveys undertaken, that while it displays the seasonal variation expected of a beach/amenity use car park, the Pay and Display, disabled parking and motorcycle parking elements are not operating at capacity.

5.96 The level of occupancy recorded in the 2019 surveys is broadly similar to that recorded in the August and September 2015 surveys. These surveys recorded that the car park consistently has a low level of occupancy, with the August surveys recording a peak occupancy of 43% and the September surveys recording a peak occupancy of 29%. These are broadly similar to the peak 2019 Pay and Display occupancy level of 31%.

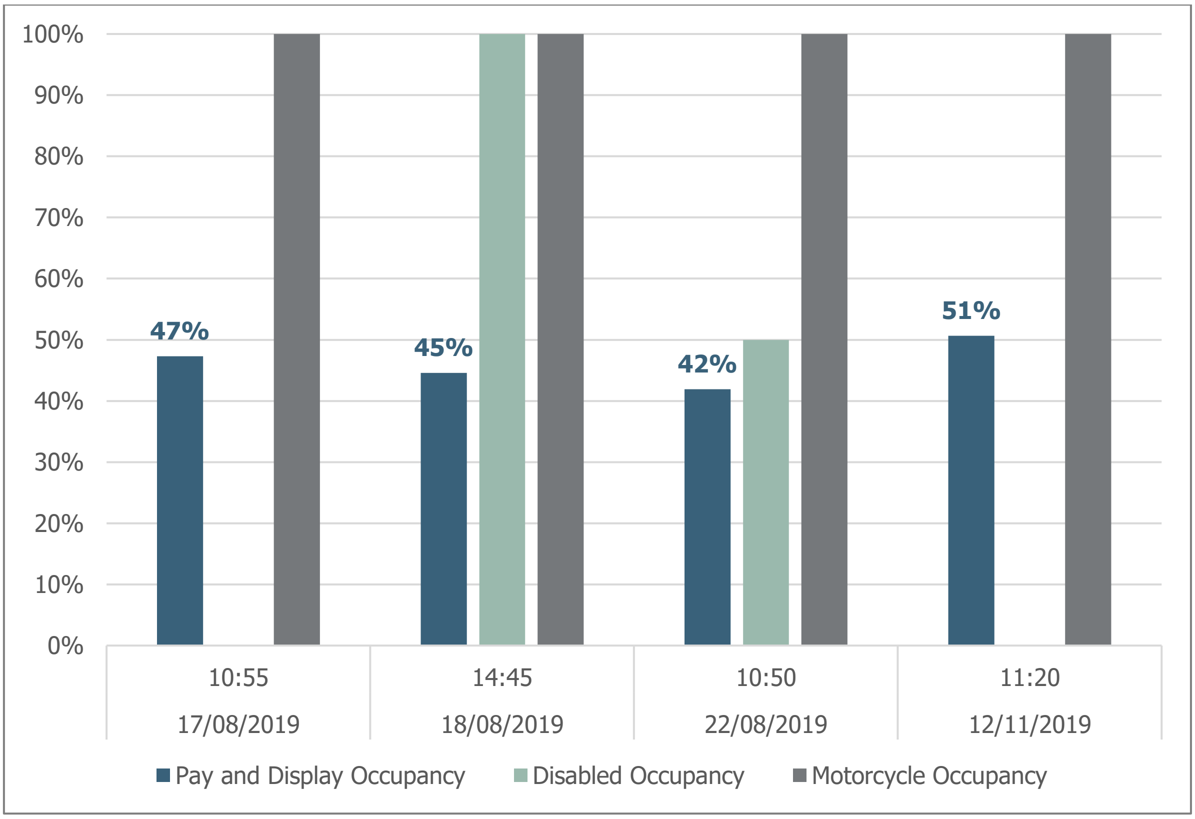
St Thomas Street Upper Long Stay Car Park (Ryde)

5.97 Snapshot parking surveys were undertaken at St Thomas Street Upper Car Park, on four occasions in the 2019 survey period, with the following peak periods surveyed:

- Saturday 17th August – 10:55
- Sunday 18th August – 14:45
- Thursday 22nd August – 10:50
- Tuesday 12th November – 11:20

5.98 The results of the snapshot parking surveys at St Thomas Street Upper Car Park are illustrated in **Figure 5.9**.

Figure 5.9 St Thomas Street Upper Car Park Snapshot Parking Surveys



5.99 The snapshot survey results for St Thomas Street Upper Car Park indicate that the car park generally operates at a fairly constant low level of Pay and Display occupation. In all surveys the Pay and Display occupation was recorded at between 42% and 51%.

5.100 It should be noted that this car park only offers two formal disabled parking spaces and one formal motorcycle space, so the results of occupancy in these modes are highly sensitive and are effectively binary in nature (full or empty).

5.101 Nevertheless, the surveys recorded 100% motorcycle parking occupation in all survey periods, with disabled parking recorded at 0% in two surveys, 50% in one survey and 100% occupation in the Sunday 18th August survey.

5.102 The St Thomas Street Upper car park was assessed because it is potentially underused given its location near the railway station and local shops. The surveys undertaken in 2019 would support this hypothesis, with the peak Pay and Display occupancy recorded at only 51%. Given the central location of this car park, it is suggested that this car par may be underused for its location.

5.103 The level of occupancy recorded in the 2019 surveys is broadly similar to that recorded in the August and September 2015 surveys. These surveys recorded that the car park consistently has a low level of occupancy, with the August surveys recording a peak occupancy of 34% and the September surveys recording a peak occupancy of 41%. These are broadly similar to the peak 2019 Pay and Display occupancy level of 51%, and would also support the hypothesis that this car park is potentially underused given its location near the railway station and local shops.

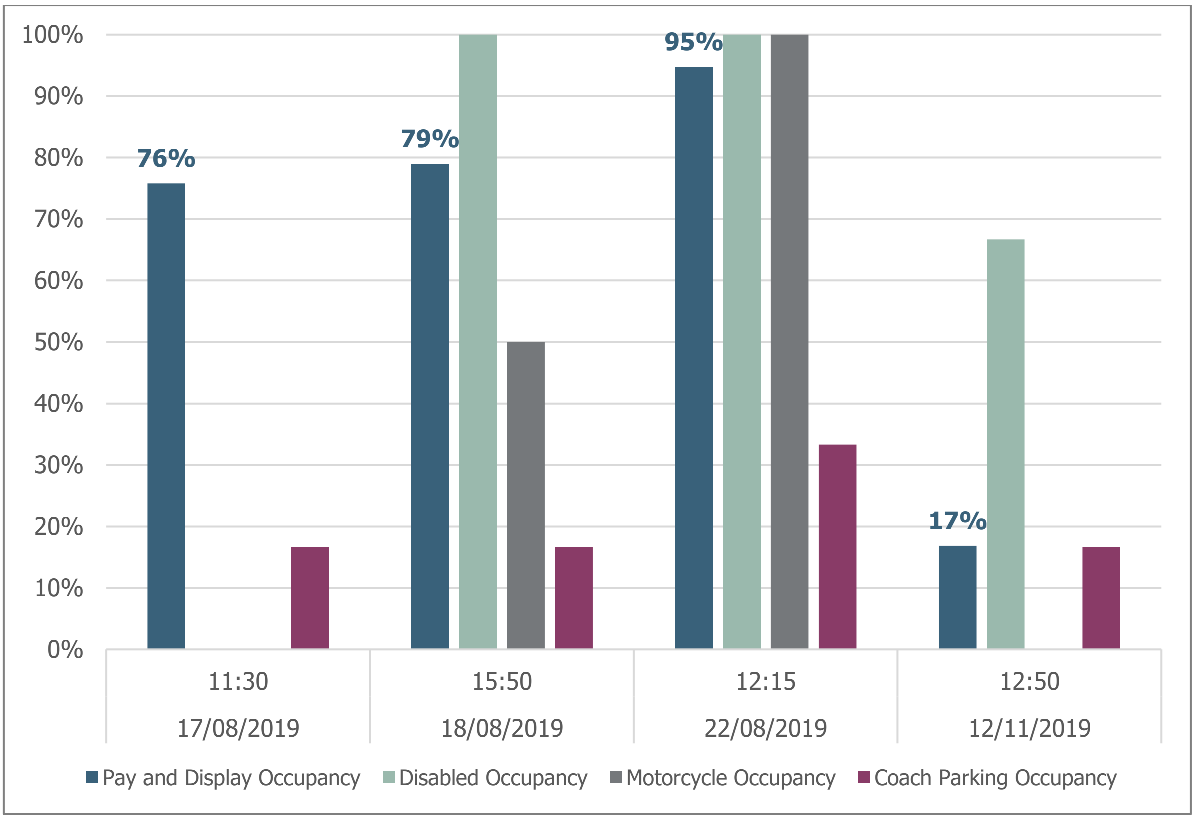
Vernon Meadow Short Stay Car Park (Shanklin)

5.104 Snapshot parking surveys were undertaken at the Vernon Meadow car park, on four occasions in the 2019 survey period, with the following peak periods surveyed:

- Saturday 17th August – 11:30
- Sunday 18th August – 15:50
- Thursday 22nd August – 12:15
- Tuesday 12th November – 12:50

5.105 The results of the snapshot parking surveys at the Vernon Meadows Car Park are illustrated in **Figure 5.10**.

Figure 5.10 Vernon Meadow Car Park Snapshot Parking Surveys



5.106 The snapshot survey results for the Vernon Meadows Car Park indicate that the car park generally operates at a high level of Pay and Display occupation in the summer peak period, with a peak occupation of 95% recorded on Thursday 22nd August. This level of occupation significantly drops in the November surveys, with a peak occupation of 17% recorded in the Tuesday 12th November surveys.

5.107 There was no distinct pattern in disabled parking provision recorded in these surveys, with the August Saturday survey recording 0% occupancy, while the August Sunday and weekday survey recorded 100% occupation. The November weekday survey recorded an occupation level of approximately 67%.

5.108 Regarding motorcycle parking, the August Saturday and November weekday survey recorded 0% motorcycle parking occupancy, while the August Sunday and August weekday surveys recorded 50% and 100% occupancy respectively.

5.109 Vernon Meadows Car Park offers 6 coach parking spaces, with the surveys generally recording a low level of utilisation of these spaces. The peak level of occupancy recorded was 33% in the August weekday survey, with all other survey days recording a peak occupancy of 17%.

5.110 The Vernon Meadows car park was assessed as it is located in a high-profile tourist location and is in an area with a thriving night-time economy. From the surveys, it is evident that this car park displays a notable higher Pay and Display occupancy in the August peak season surveys, which likely reflects higher demand due to tourism levels at this location.

Summary

5.111 To provide an up to date picture of car park utilisation across the Island, and to supplement the surveys undertaken in 2015, WYG have undertaken a series of 'snapshot surveys' at peak times on 4-6 days for 10 car parks across the island.

5.112 The snapshot survey results for Quay Road demonstrate that the car park generally operates within capacity with a maximum Pay and Display occupation of 78% recorded. This car park was surveyed as it is considered to be one of the principal car parks for those commuting off-island. While this is not explicitly clear in the survey results, it is noted that the occupancy is generally lower in the August surveys, where more commuters would be on annual leave, than in the November surveys where most commuters would be at work.

5.113 The snapshot survey for River Road concluded that the car park generally operates within capacity during the summer peak season, with a maximum Pay and Display occupation of 53% recorded. In the November surveys, a peak Pay and Display occupancy of 16% was recorded. This car park was surveyed as it is considered that it combines tourist and off-island commuter use. The surveys indicate a generally higher car parking usage in the peak summer August surveys, which could likely reflect the level of tourist use at this car park.

5.114 The survey results for Church Litten Car Park illustrated that the car park generally operates at a high level of occupation. Full Pay and Display occupation was recorded on several occasions, with 100% occupation recorded in both the summer peak period and the November surveys. The Church Litten car park was surveyed as it is a high turnover short stay car park in the capital town. Given its location in the centre of the capital town, it would be expected that this car park is less affected by seasonal tourist demand due to an extant level of year round resident demand. This is largely reflected in the snapshot surveys, which showed a very high level of occupancy in both the August peak season surveys and the November surveys.

5.115 The snapshot survey results for Landguard Road Car Park demonstrated that the car park generally operates at 60-80% occupation.

5.116 Central Car Park, Ventnor was found to generally operate close to, or at occupation in the summer peak season.

5.117 Cross Street Car Park was assessed as it forms the principal Council owned car parked in Cowes. It is evident that outside of special events, this car park generally has a level of spare capacity available, with a peak non-event pay and display occupancy of 68% recorded.

5.118 The Coppins Bridge car park was assessed as it forms the principal long-stay car park in the capital town. From the surveys, it is evident that this car park is generally operating with spare capacity in all surveyed periods, and it is principally used by commuters and shoppers.

5.119 The Fort Street car park was analysed because it is a beach/amenity use car park, and was surveyed to establish if it is operating to capacity. It is evident from the surveys undertaken the non-coach parking elements of this car park are not operating at capacity.

5.120 The St Thomas Street Upper car park was assessed because it is potentially underused given its location near the railway station and local shops. The surveys undertaken in 2019 would support this hypothesis, with the peak Pay and Display occupancy recorded at only 51%.

5.121 Vernon Meadows car park was surveyed as it is located in a high-profile tourist location and is in an area with a thriving night-time economy. From the surveys, it is evident that this car park does display a notable higher Pay and Display occupancy in the August peak season surveys, which likely reflects higher demand due to tourism levels at this location.

6 Demand Forecast

Introduction

6.1 This chapter of the report presents a review of the potential future demand for car parking on the Isle of Wight within the Local Plan period up to 2035.

6.2 This review provides an indication of the likely parking capacity requirements within the island over the strategy's time span, which will then offer the opportunity of concentrating demand in the most efficient car parks with the aim of re-purposing under-utilised assets.

6.3 The predicted car parking usage and demand has been determined through examination of existing trends (data obtained from the Office for National Statistics, ONS); and potential future requirements (proposed development as per approved Council policy documents).

6.4 A review of existing tourism trends has also been undertaken so as to gain an understanding of how these are correlated.

6.5 As such, the potential future parking demand is the result of background population growth, increase in car ownership levels and any potential additional future demand for parking as generated by 'significant developments' coming forward on the island over the coming years as identified in Council policy documents.

Data Baseline

Isle of Wight Population

6.6 The Isle of Wight Demographics and Population 2017/18 document was published in March 2019 and is attached at **Appendix F**.

6.7 This document utilised ONS data to present a mid-2017 population estimation for the Isle of Wight. This data concluded that the island is home to 140,984 people, a net growth of circa 2.0% since the 2011 Census (2,700 residents)

6.8 According to ONS Census Data for 1991, 2001, 2011 and 2017 (estimate) there has been an increase in the Isle of Wight population of approximately 6.5% between 1991 and 2001, 4.2% between 2001 and 2011 and 2.0% between 2011 and 2017.

6.9 **Table 6.1** shows the usual resident population as well as relative and cumulative percent change.

Table 6.1 Isle of Wight Usual Resident Population Estimates

Year	Population Estimate	Relative Change	Cumulative Change
1991	124,577	-	-
2001	132,731	+6.5%	+6.5%
2011	138,265	+4.2%	+11.0%
2017 (estimate)	140,984	+2.0%	+13.2%

6.10 As shown in **Table 6.1**, the population of the Isle of Wight has steadily increased between 1991 and 2017, with a total cumulative growth of 13.2% in the 26 year period.

General Growth in Travel Demand using TEMPro Forecasts

6.11 Although some developments can be identified, there is a level of uncertainty that they will be delivered as expected and about the quantum of development that is delivered. There will also be developments that have not even been proposed at this time.

6.12 To provide further validation on high level forecasts about the future demand for travel transport planners use a tool produced by the Department for Transport called the Trip End Model Presentation Program (TEMPro).

6.13 TEMPro provides estimates of traffic growth in every area of the country. It is based on an assumed level of future development across the TEMPro area combined with regional and national trends in travel behaviour.

6.14 The current version of TEMPro (7.2) provides an up to date forecast of expected growth in Cowes and the whole of the Isle of Wight. The TEMPro growth factors forecasting the level of traffic growth are shown in **Table 6.2**.

Table 6.2 TEMPRO (v7.2) Traffic Growth Forecasts

Study Period		Forecast Traffic Growth Trip Rates	
		Cowes	Isle of Wight
2019-2024	Average Weekday	1.0897	1.0905
	Saturday	1.0878	1.0904
2019-2029	Average Weekday	1.1492	1.1496
	Saturday	1.1466	1.1503
2019-2034	Average Weekday	1.1965	1.1962
	Saturday	1.1931	1.1979

6.15 The table shows that traffic is forecast to grow at a trip rate of 1.0905 equating to 1.8% per year against background traffic levels for the next five years and will then slow down over the medium and long term. The rate of traffic increase from 2019 to 2034 would result in a trip rate growth of 1.1962 equating to 1.3% per year against background traffic levels.

Isle of Wight Car Ownership Data

6.16 A summary of the 1991, 2001 and 2011 car ownership data for the Newport, Ryde and West Cowes urban areas as well as for the island as a whole is included in **Table 6.3**.

6.17 This table also includes the total number of households as well as the average number of cars available per household.

Table 6.3 1991, 2001 & 2011 Car Ownership Data

Area	1991 Census Data			2001 Census Data			2011 Census Data		
	Total Households	Total Cars	Average Car Ownership	Total Households	Total Cars	Average Car Ownership	Total Households	Total Cars	Average Car Ownership
Newport	9,603	9,251	0.96	10,800	11,750	1.09	11,859	13,689	1.15
Ryde	7,181	5,606	0.78	8,030	7,439	0.93	8,499	8,148	0.96
West Cowes	5,445	5,049	0.93	6,059	6,635	1.10	6,471	7,690	1.19
Isle of Wight (Overall)	51,236	49,286	0.96	57,519	63,874	1.11	61,085	72,788	1.19

6.18 **Table 6.4** shows the percentage increase identified between 1991 and 2011 as extracted from **Table 6.3** above.

Table 6.4 1991-2011 Car Ownership Net Change

Area	% Increase 1991-2001			% Increase 2001-2011			% Increase 1991-2011		
	Households	Cars	Car Ownership	Households	Cars	Car Ownership	Households	Cars	Car Ownership
Newport	12.5%	27.0%	13.5%	9.8%	16.5%	5.5%	23.5%	48.0%	19.8%
Ryde	11.8%	32.7%	19.2%	5.8%	9.5%	3.2%	18.4%	45.3%	23.1%
West Cowes	11.3%	31.4%	18.3%	6.8%	15.9%	8.2%	18.8%	52.3%	28.0%
Isle of Wight (Overall)	**12.3%**	**29.6%**	**15.6%**	**6.2%**	**14.0%**	**7.2%**	**19.2%**	**47.7%**	**24.0%**

6.19 As shown in **Table 6.4**, there has been a significant increase in car ownership both in the main urban areas as well as in the island as a whole over the past 20 years, with approximately 48% increase in the total number of cars between 1991 and 2011.

Isle of Wight Method of Travel to Work

6.20 A summary of the 2001 and 2011 Census Data regarding Method of Travel to Work for the Isle of Wight is provided in **Table 6.5.**

Table 6.5 2001-2011 Method Travel to Work Mode Share

Mode	2001	2011	Net Change
Driving a car or van	62%	62%	0%
On foot	20%	18%	-1%
Passenger in a car or van	7%	5%	-2%
Bus, minibus or coach	4%	5%	0%
Bicycle	3%	3%	0%
Other method of travel to work	1%	2%	1%
Motorcycle, scooter or moped	2%	2%	0%
Train	1%	1%	1%
Taxi or minicab	0%	0%	0%
Underground, metro, light rail or tram	0%	0%	0%

6.21 **Table 6.5** shows that the car forms the primary mode of transport to work for those persons in employment who reside on the Isle of Wight, with the Car having a mode share of 62% in the 2001 and 2011 Censuses.

6.22 This is marginally higher than the 2011 Census England-wide average Car mode share of circa 60%, suggesting a higher reliance on the car for commuting on the Isle compared to the wider country. This would, therefore, place higher importance on car parking availability and management to deal with the commuter demand.

Isle of Wight Origin / Destination Analysis

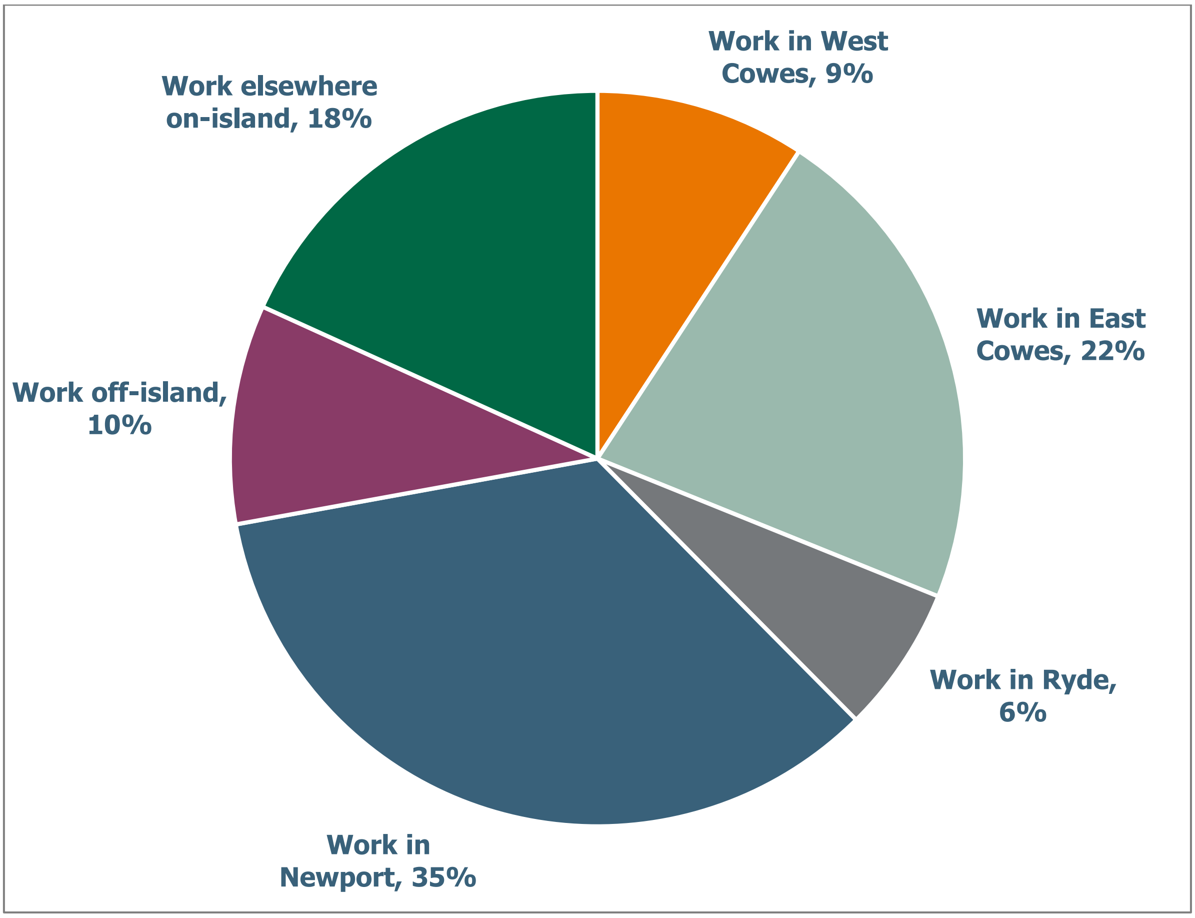
6.23 2011 Census Data has been analysed to ascertain the existing origin/destination flows for the major Island towns of:

- East Cowes;
- West Cowes;
- Newport;
- Ryde;
- Yarmouth;
- Sandown;
- Shanklin; and,
- Ventnor.

East Cowes

6.24 The existing origin / destination flows for residents of East Cowes is illustrated in **Figure 6.1** below.

Figure 6.1 Location of Place of Work for Residents of East Cowes

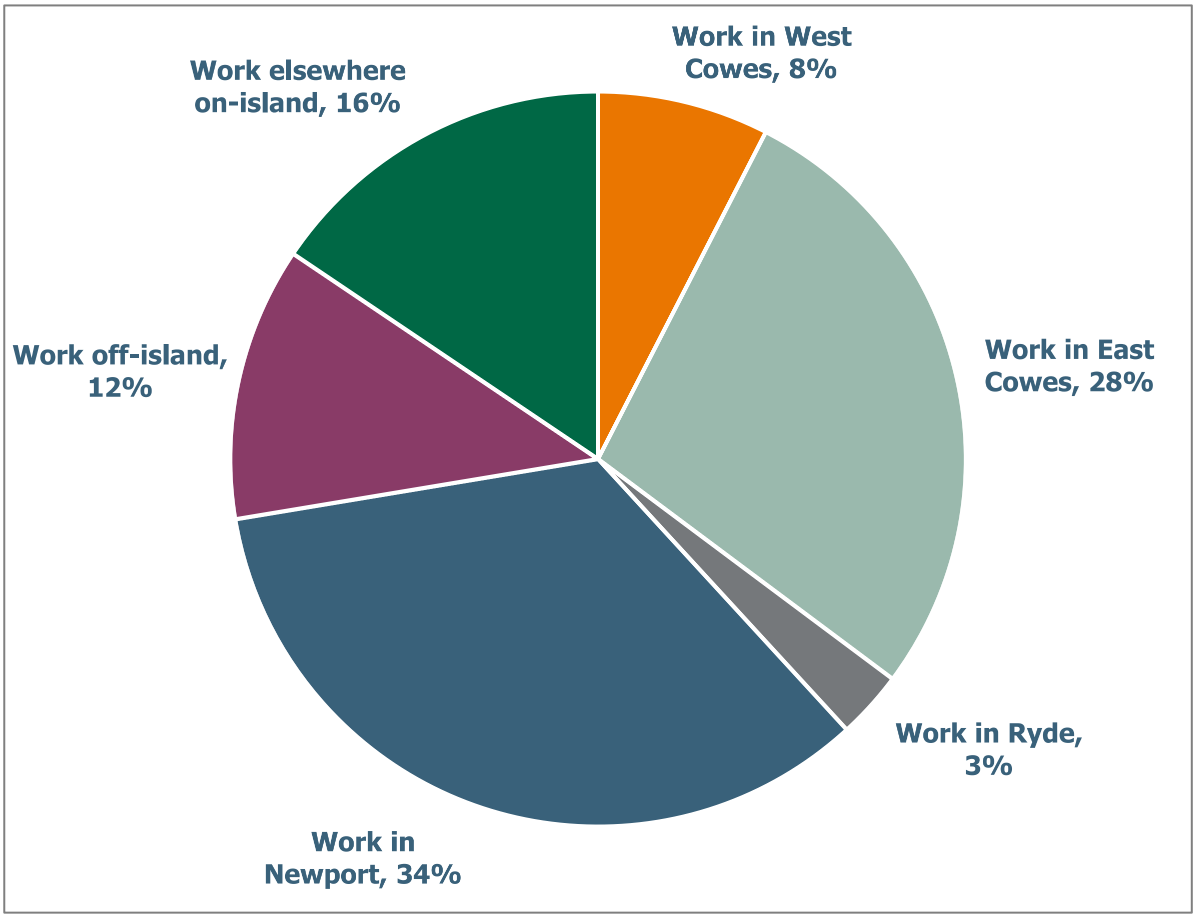


6.25 **Figure 6.1** shows that 35% of residents of East Cowes go to work in Newport, the capital town on the island, with a further 22% living and working within East Cowes. 18% of residents of East Cowes work elsewhere on the island outside of the four major study towns, with a further 9% working in West Cowes, and 6% working in Ryde. The remaining 10% work off-island.

West Cowes

6.26 The existing origin / destination flows for residents of West Cowes is illustrated in **Figure 6.2** below.

Figure 6.2 Location of Place of Work for Residents of West Cowes

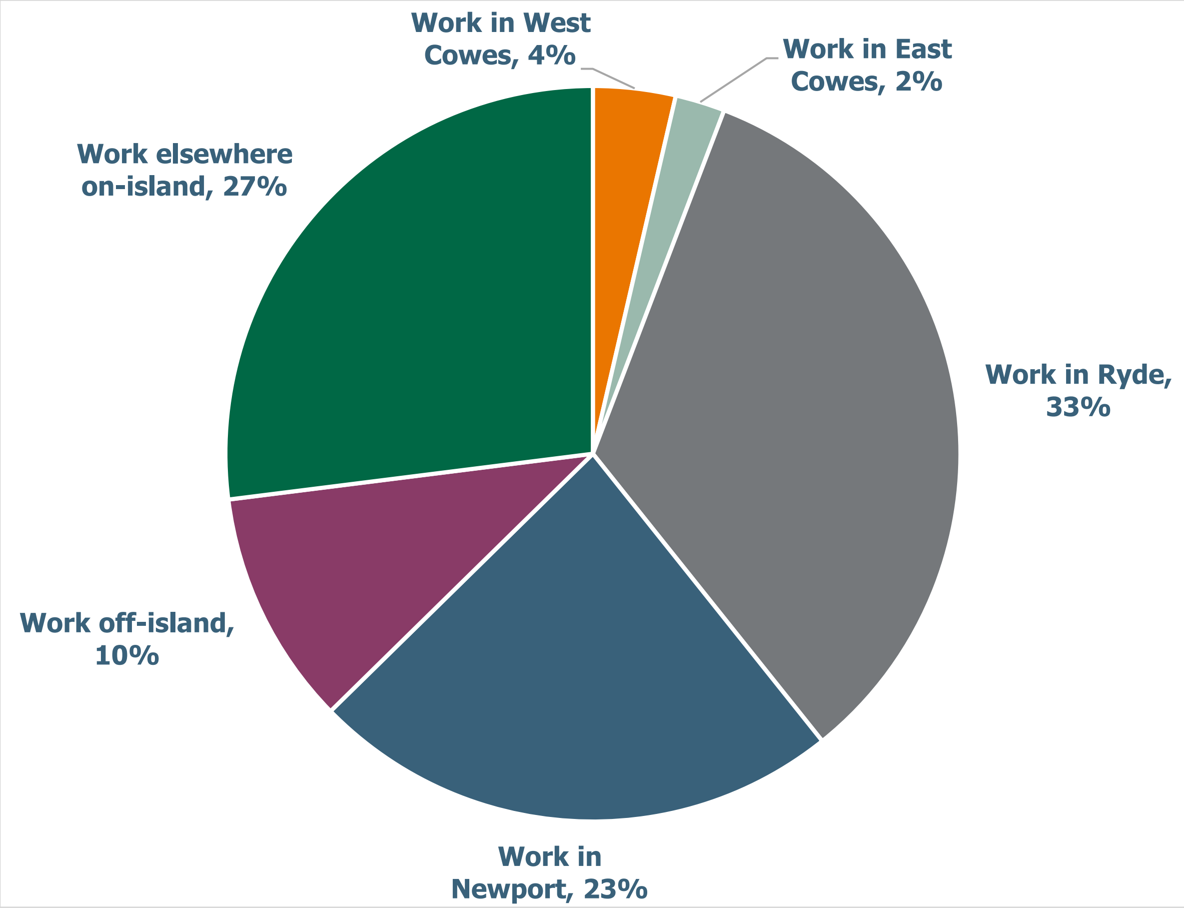


6.27 **Figure 6.2** shows that 34% of residents of West Cowes go to work in Newport, the capital town on the island, with 28% working within East Cowes. 8% of residents live and work in West Cowes, while 16% work elsewhere on the island outside of the four major study towns, with a further 2% working in Ryde. The remaining 12% work off-island.

Ryde

6.28 The existing origin / destination flows for residents of Ryde is illustrated in **Figure 6.3** below.

Figure 6.3 Location of Place of Work for Residents of Ryde

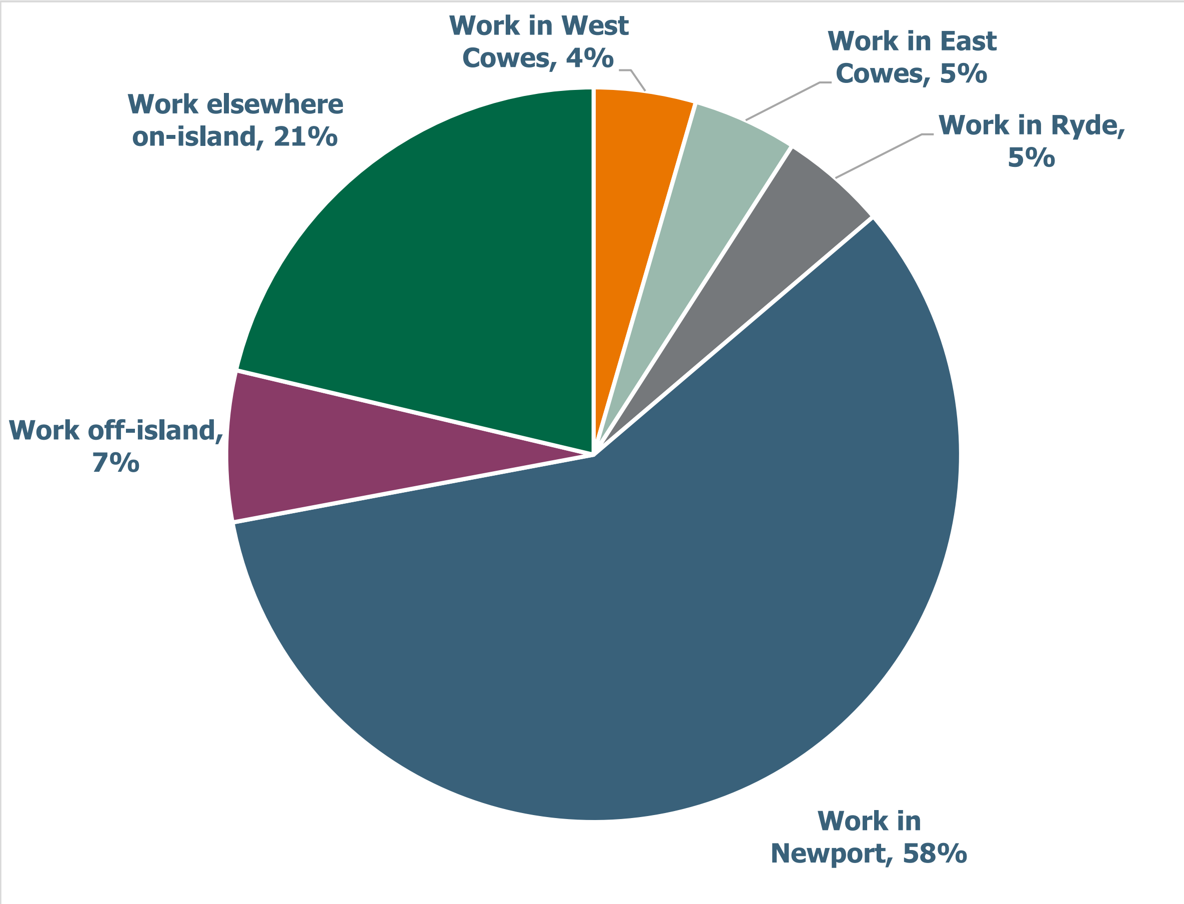


6.29 **Figure 6.3** shows that 33% of residents live and work in Ryde. 23% go to work in Newport, the capital town on the island. 4% work in West Cowes and 2% in East Cowes. Furthermore 27% of people who live in Ryde work elsewhere on the island outside of the four major study towns. The remaining 10% work off-island.

Newport

6.30 The existing origin / destination flows for residents of Newport is illustrated in **Figure 6.4** below.

Figure 6.4 Location of Place of Work for Residents of Newport

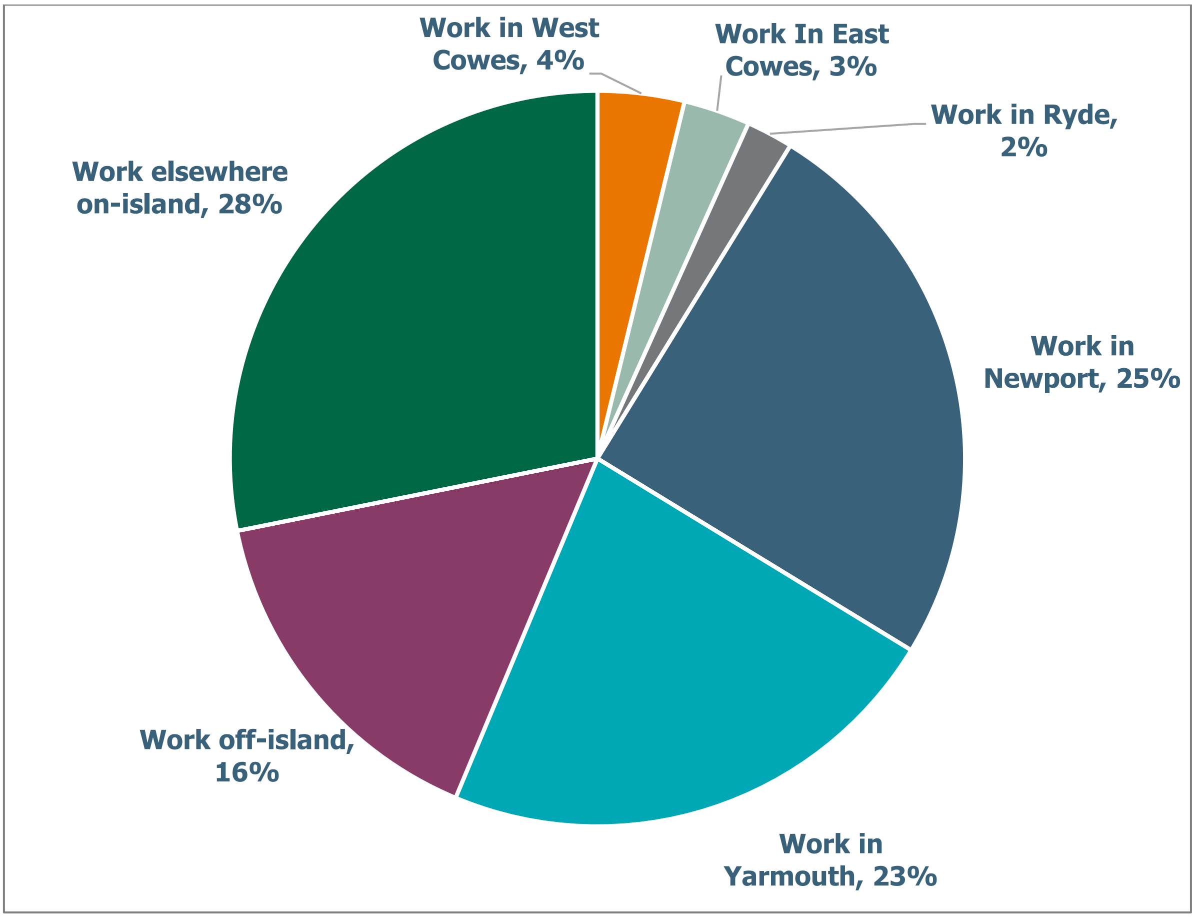


6.31 **Figure 6.4** shows that 58% of residents live and work in Newport, the capital town on the island, with a further 21% working elsewhere on the island outside of the four major study towns, with a 5% work in Ryde while a further 5% working in East Cowes, and 4% working in West Cowes. The remaining 7% work off-island.

Yarmouth

6.32 The existing origin / destination flows for residents of Yarmouth is illustrated in **Figure 6.5** below.

Figure 6.5 Location of Place of Work for Residents of Yarmouth

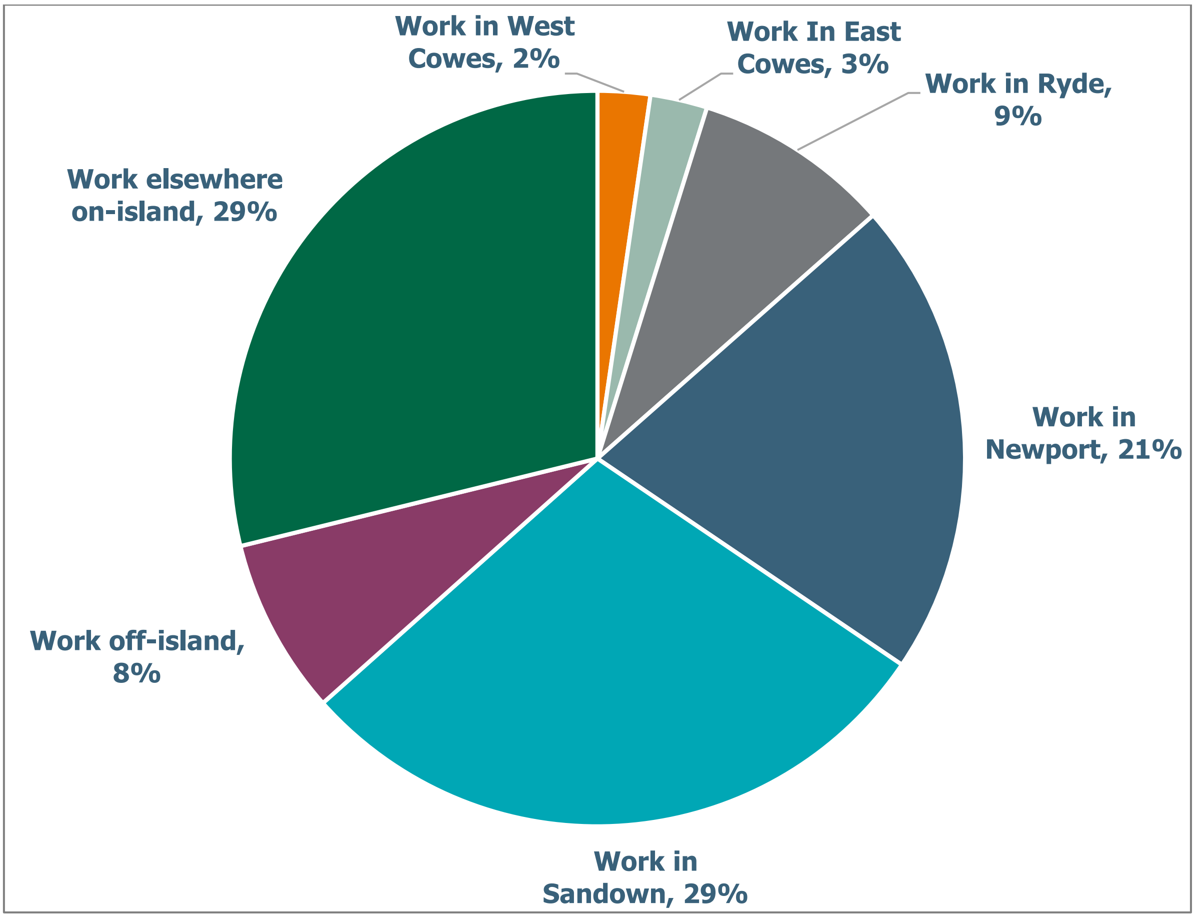


6.33 **Figure 6.5** shows that 25% of residents from Yarmouth work in Newport, the capital town on the island, with 4% working in West Cowes, 3% in East Cowes and 2% work in Ryde. 23% of residents live and work in Yarmouth, with 28% of residents of Yarmouth working elsewhere on the island. The remaining 16% work off-island.

Sandown

6.34 The existing origin / destination flows for residents of Sandown is illustrated in **Figure 6.6** below.

Figure 6.6 Location of Place of Work for Residents of Sandown

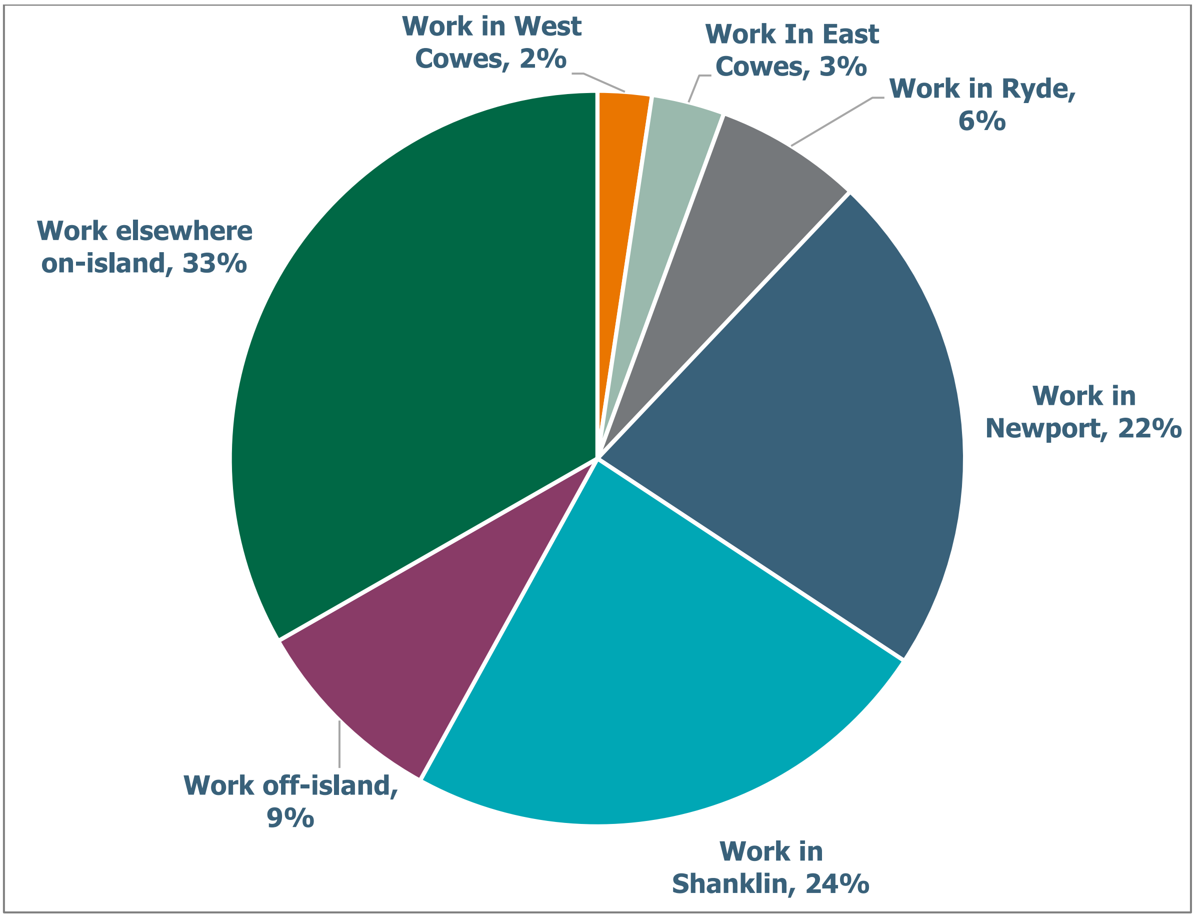


6.35 **Figure 6.6** shows that 29% of residents from Sandown live and work in Sandown, with a further 21% of residents working in Newport, the capital town on the island. 9% of residents work in Ryde while 3% work in East Cowes and 2% in West Cowes, with 29% working elsewhere on the island. The remaining 8% work off the island.

Shanklin

6.36 The existing origin / destination flows for residents of Shanklin is illustrated in **Figure 6.7** below.

Figure 6.7 Location of Place of Work for Residents of Shanklin

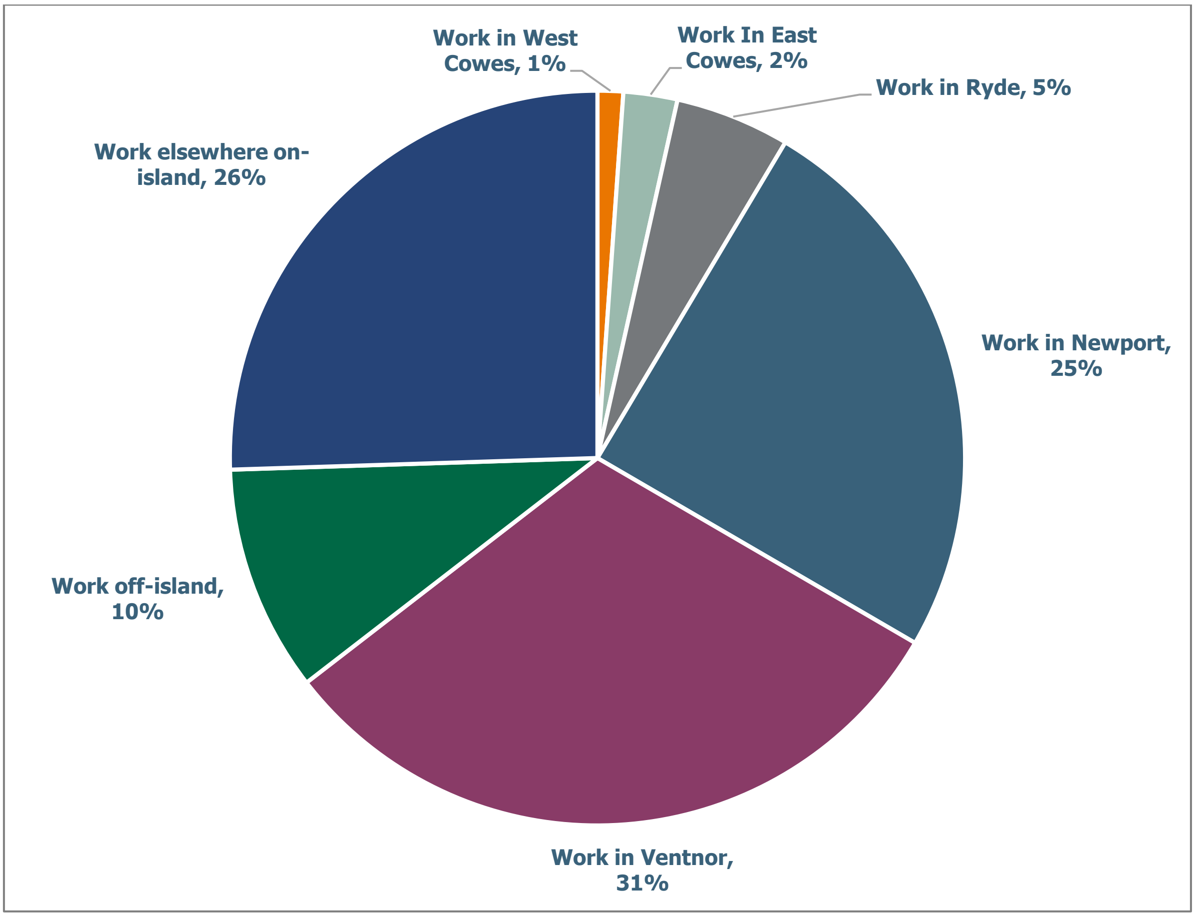


6.37 **Figure 6.7** shows that 24% of residents who live in Shanklin work in Shanklin. 22% of residents work in Newport, the capital town on the island, with a further 6% working in Ryde. 3% of residents who live in Shanklin work in East Cowes and 2% in West Cowes. Of the remaining residents, 33% work elsewhere on the island, and 9% work off-island.

Ventnor

6.38 The existing origin / destination flows for residents of Ventnor is illustrated in **Figure 6.8** below.

Figure 6.8 Location of Place of Work for Residents of Ventnor

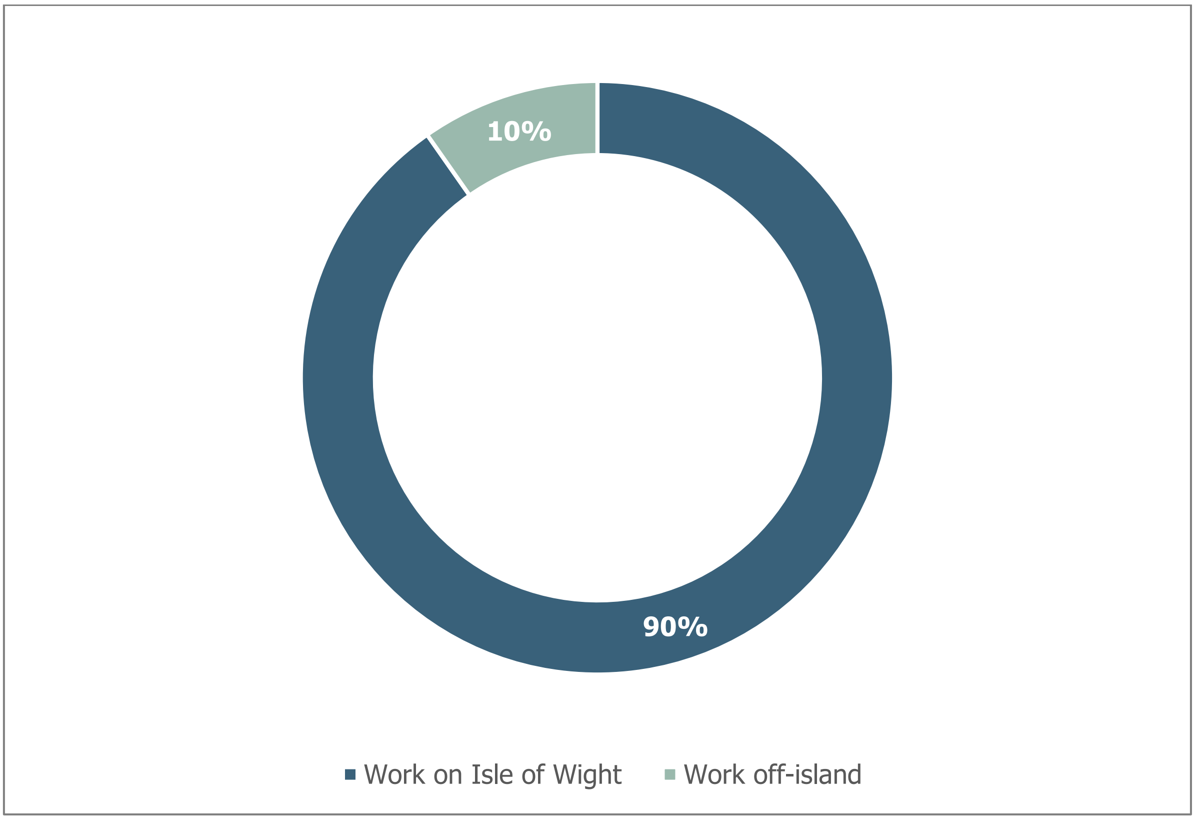


6.39 **Figure 6.8** shows that 31% of residents live and work in Ventnor. 25% of residents work in Newport, the capital town on the island, with a further 5% working in Ryde. 2% of residents who live in Ventnor work in East Cowes and 1% in West Cowes. Of the remaining residents, 26% work elsewhere on the island, and 10% work off-island.

Isle of Wight – Whole Island

6.40 2011 Census Data has also been interrogated to establish an island-wide split of Isle of Wight residents who live on the island and work on or off-island. The results of this are illustrated in **Figure 6.9**.

Figure 6.9 Whole Island On-Island / Off-Island Work Split



6.41 **Figure 6.9** illustrates that across the whole resident population of the Island, 90% of residents live and work on the island, with only 10% living on-island and working off-island.

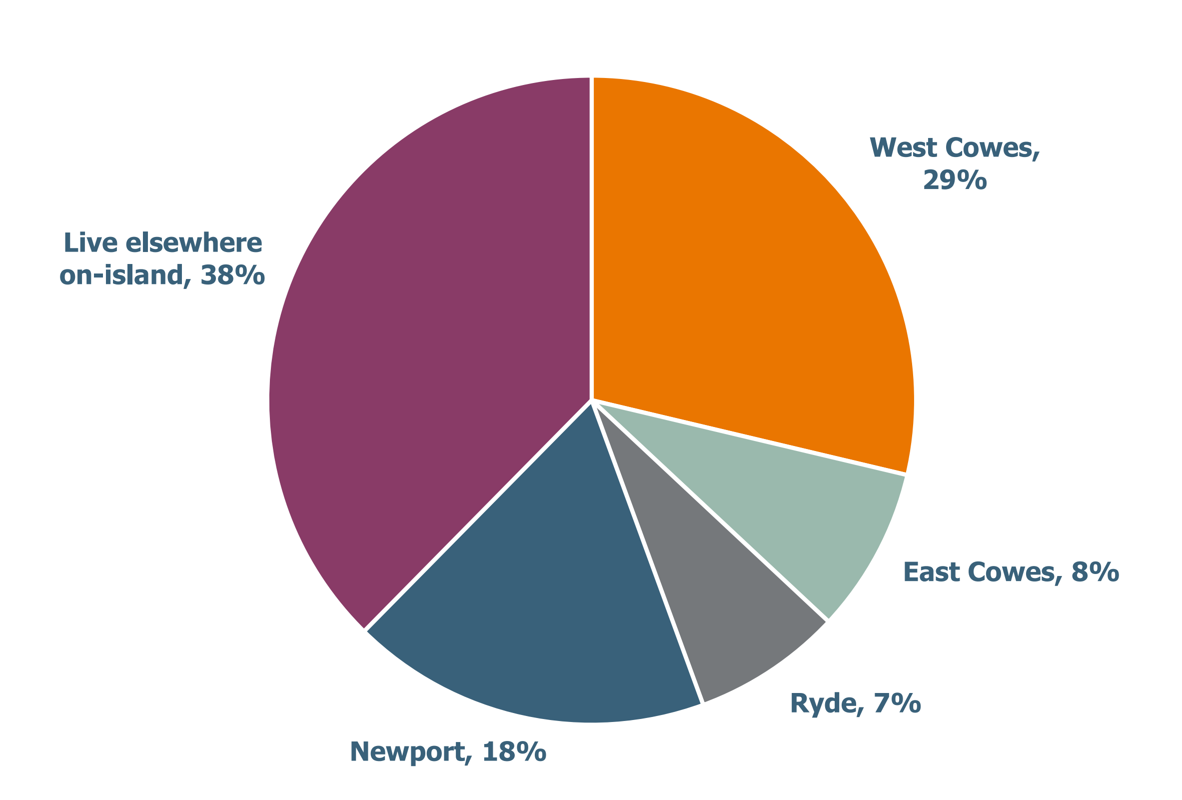
Isle of Wight Origin / Destination Analysis – Travel to Work

Somerton

6.42 2011 Census Data has been analysed to determine the existing origin/destination flows for residents living in the four major study towns (West Cowes, East Cowes, Newport and Ryde) and commuting to Somerton Park and Ride (P&R) or working in the surrounding industrial estates to the P&R.

6.43 The existing origin / destination flows for residents of the Isle of Wight either working or using the park and ride in Somerton is illustrated in **Figure 6.10** below.

Figure 6.10 Location of Residents Travelling to the Somerton P&R or Working in the Surrounding Area



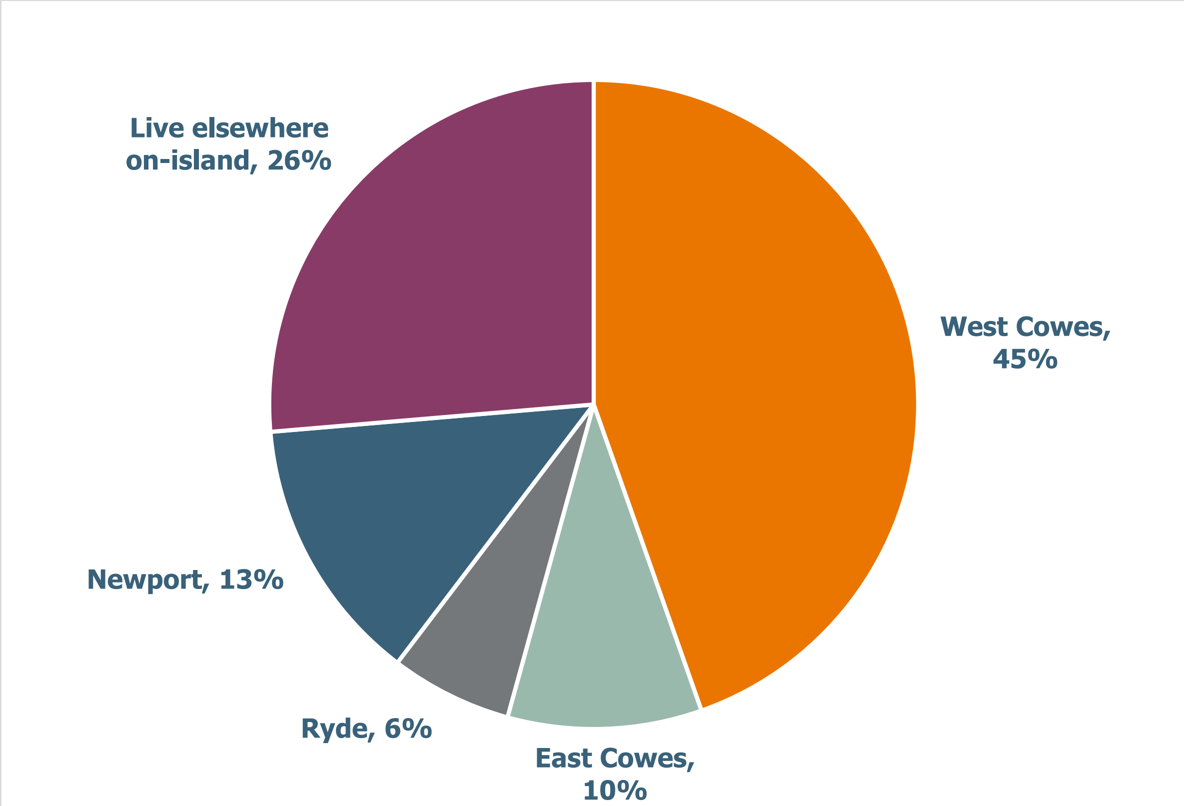
6.44 **Figure 6.10** shows that 38% of people who travel to the P&R or work in the surrounding industrial estates live outside the four major study towns. 29% live in West Cowes, 18% in Newport and 8% in East Cowes. The remaining 7% live in Ryde.

West Cowes

6.45 2011 Census Data has been analysed to ascertain the existing origin/destination flows to West Cowes

6.46 The existing origin / destination flows for residents of the Isle of Wight either working or using the park and ride into West Cowes is illustrated in Figure **6.11** below.

Figure 6.11 Location of Residents Travelling/Working in West Cowes or the Surrounding Area



6.47 **Figure 6.11** shows that 45% of people to who live on the island work in West Cowes. 13% live in Newport, 10% in East Cowes and 6% in Ryde. The remaining 26% live elsewhere on the island.

Forecast Population Growth

6.48 The ONS have produced sub-national population projections from 2017 to 2026, which detail the forecast population growth in the Isle of Wight. This is summarised in **Table 6.5** below and provided in full in The Isle of Wight Demographics and Population 2017/18 document attached at **Appendix F**.

Table 6.6 Isle of Wight Usual Resident Population Estimates

Year	Population Estimate	Growth	Relative Change
2017	140,984	-	-
2026	146,233	+5,249	+3.7%

6.49 As set out in **Table 6.6**, it is forecast that the population of the Isle of Wight will grow by circa 3.7% between 2017 and 2026, to 146,233. When compared to the latest 2011 Census data, shown in **Table 6.3**, this represents a growth of 7,968 people / 5.7%.

6.50 As the usual resident population of the island increases, so does the demand for car parking and, in turn, the need for a consistent car parking strategy.

6.51 Building on the historic car ownership data presented in **Tables 6.4** and **6.5,** it has conservatively been assumed for the purpose of this strategy that the growth experienced between 2001 and 2011 will continue to 2026.

6.52 **Table 6.7** shows the projected number of households and cars as well as the average number of cars expected to be available per household in 2026.

Table 6.7 2026 Projected Car Ownership Data

Area	Total Households	Total Cars	Additional Cars from 2011	Average Car Ownership per Household
Newport	13603	17077	3388	1.26
Ryde	9244	9313	1165	1.01
West Cowes	7131	9524	1834	1.34
Isle of Wight (Overall)	66766	88025	15237	1.32

6.53 As it can be seen in **Table 6.7**, as a result of the background growth, it is expected that by 2026 there will be over 15,000 extra cars available on the Isle of Wight, with an average of nearly 1.32 cars per household.

6.54 All of these new vehicles will have an impact on the island's on-street and off-street parking facilities.

Significant Residential and Infrastructure Developments

6.55 A key aspect of this study is to identify the extent to which key residential developments or infrastructure developments coming forward in the Isle of Wight in future years is likely to affect demand for car parking resources.

Isle of Wight Core Strategy - 2012

6.56 The Island Plan Core Strategy was adopted by the Council on 21 March 2012. It forms the central policy document of the Local Development Framework (LDF), which is called the Island Plan.

6.57 Section 'SP2 Housing' states that:

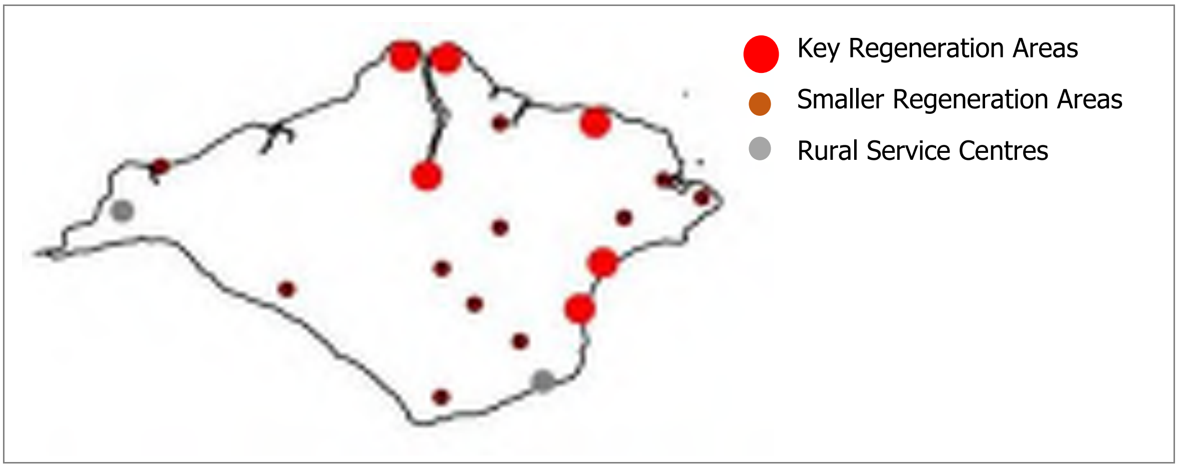
"The strategy provides for 8,320 dwellings for the Isle of Wight in the period 2011-2027, which is an average of 520 dwellings per year. These will be delivered broadly in accordance with the following distribution:

- *3,200 existing permissions and a further:*
- *1,350 dwellings within the Medina Valley.*
- *2,100 dwellings within Ryde.*
- *370 dwellings within The Bay.*
- *240 dwellings within the West Wight.*

- *80 dwellings within Ventnor.*
- *980 through smaller-scale development at the Rural Service Centres and wider rural area."*

6.58 The majority of the developments will be located with the Isle of Wight Key Regeneration Areas, resulting in significant amount of the residential developments proposals being delivered within the Medina Valley and Ryde. The Key Regeneration Areas, Smaller Regeneration Areas and Rural Service Centres are shown in **Figure 6.12**.

Figure 6.12 Key Regeneration Areas (Settlement Hierarchy)



Source: Isle of Wight Council Core Strategy (March 2012) – Map 5.4 'Settlement Hierarchy'.

6.59 Whilst an average increase of 520 dwelling per year might not necessarily be achieved, the overall additional housing provision will likely add considerable pressure on the existing car parking network, particularly on car parking areas in or near to the Key Regeneration Areas or areas with high levels of retail provision or employability.

6.60 Using the 2026 overall island's projected vehicle ownership level of 1.32 as presented in **Figure 6.12**, it can be calculated that an average increase in the number of households of 520 dwellings per annum could potentially lead to an annual increase in the number of cars on the Isle of Wight of approximately 686.

6.61 It is worth noting, however, that additional housing provision could translate into the relocation of existing population and vehicles; nevertheless, this figure of 665 could be taken as a worst-case scenario.

Isle of Wight Council, Highways Private Finance Initiative (PFI)

6.62 The Highways PFI is the comprehensive upgrade, and maintenance of over 25 years, of the island's road, footway and cycleway network.

6.63 The PFI contract (to Island Roads) began on 1st April 2013, with the aim of upgrading, enhancing, and maintaining the rural and urban roads as well as footways, street lights, bridges, cycle ways, public car parks, signage, CCTV and street furniture by 2020 (the core investment period).

6.64 The Island Plan States that '*The Island's Strategic Road Network is near capacity at a number of key locations*', however, it is considered that upgrading of the road network will allow the capacity to be functioning at a more efficient level and thus encouraging the use of car as the main transport use, as it will provide, faster and more efficient car travel.

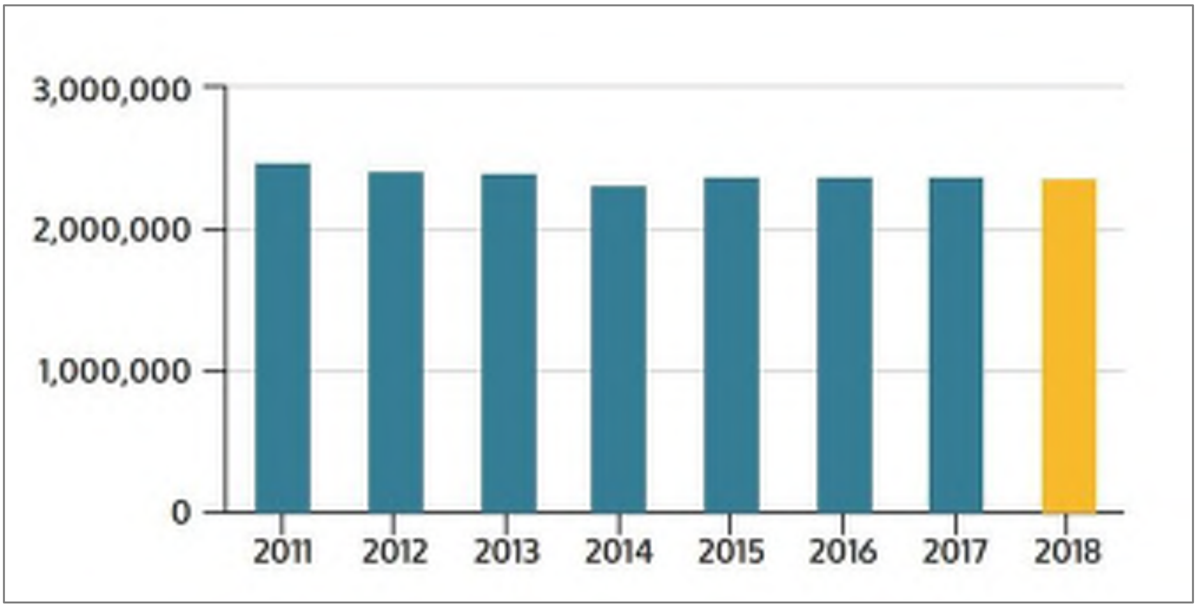
6.65 This in turn will add pressure to Isle of Wight's existing car parking infrastructure.

Forecast Tourism Growth

6.66 The Isle of Wight Visitor Monitor have prepared insights on the number of visitor and tourist trips to the Island each year, with the 2018 summary attached at **Appendix G** and the 2019 Q1 Summary attached at **Appendix H**.

6.67 These documents show that from 2011-2019 annual visitor numbers have remained relatively constant, at circa 2.3-2.4 million visitors per year, as shown in **Figure 6.13**.

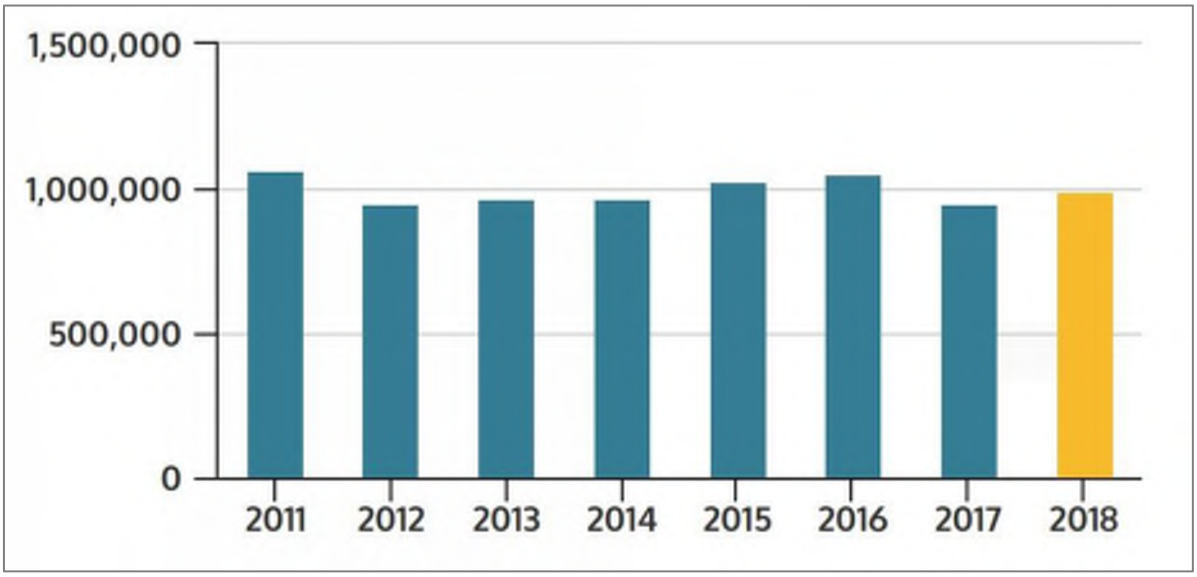
Figure 6.13 Year on Year Change in Total Trip Volume



Source: Isle of Wight Visitor Monitor, available at visitwightpro.com/research-development

6.68 While the total number of trips has remained broadly constant, the number of these trips made as 'holiday' trips has experienced more variation, with 2018 experiencing a circa 5% increase on the level recorded in 2017, as shown in **Figure 6.14**.

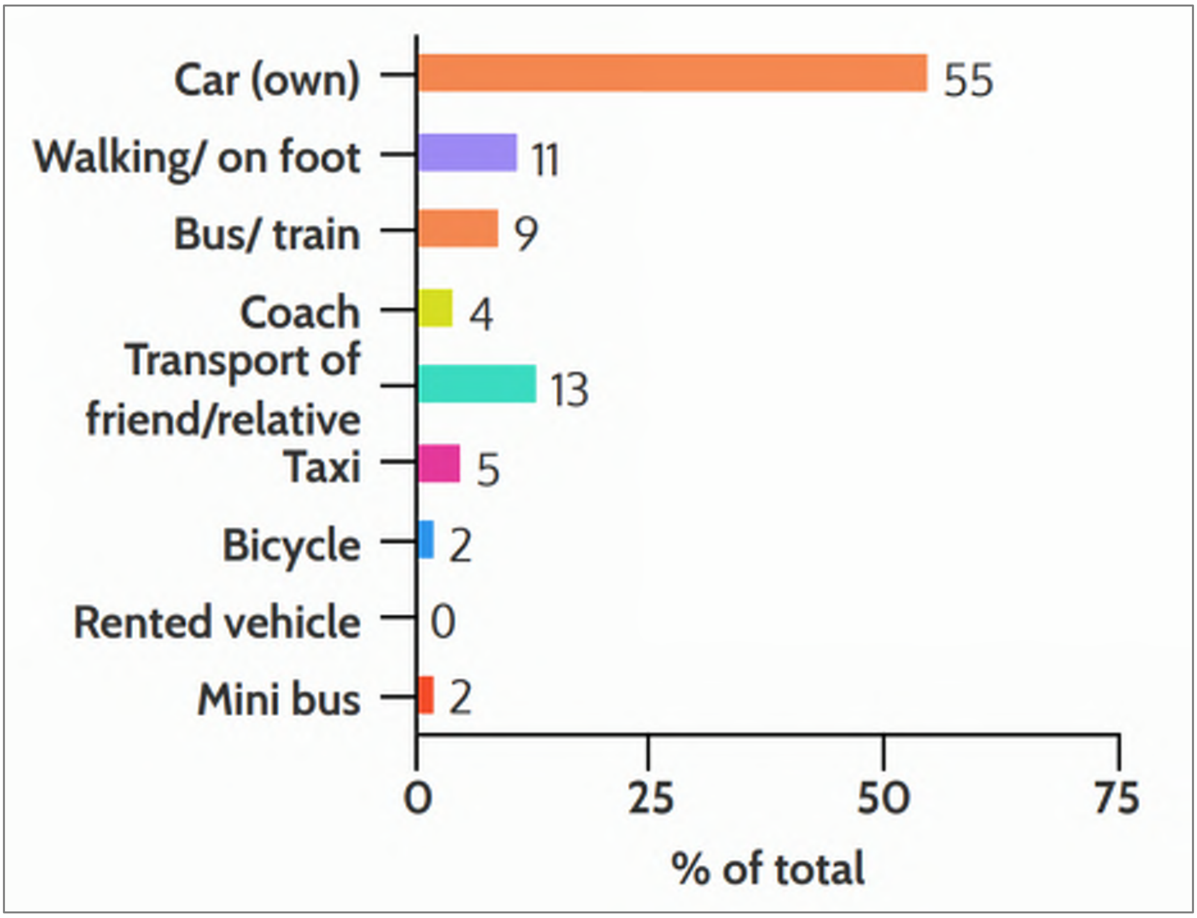
Figure 6.14 Year on Year Change in Holiday Visits



Source: Isle of Wight Visitor Monitor, available at visitwightpro.com/research-development

6.69 It is also important to note that the main mode of transport used by visitors on the island is overwhelmingly the private car, with a 55% mode share, as shown in **Figure 6.15**. This mode share is approximately four times higher than the second most popular mode of transport (Transport of relative/friend – 13%).

Figure 6.15 Main mode of Transport Used on the Island by Visitors (%)



Source: Isle of Wight Visitor Monitor, available at visitwightpro.com/research-development

6.70 While the insights provided by The Isle of Wight Visitor Monitor clearly demonstrate the dominance of private car use by visitors to the island, and therefore the importance of available car parking, it should be noted that this research suggests that the level of visitor demand is remaining relatively constant, and is not experiencing the same level of growth as that forecast by the resident population.

Summary

6.71 This chapter has presented a review of the potential future demand for car parking on the Isle of Wight within the period ending 2026.

6.72 According to ONS Census Data there has been an increase in population on the Isle of Wight of approximately 6.5% between 1991 and 2001, 4.2% between 2001 and 2011, and 2.0% between 2011 and 2017, with a total cumulative growth of 13.2% in the 26 year period between 1991 and 2017.

6.73 Additionally, recently released population statistics from the ONS suggest that the current number of residents on the island will continue to grow, with the and 2026 population estimated at 146,233 (approximately 3.7% growth between 2017 and 2026).

6.74 In terms of cars available, ONS Census Data shows that there has been a significant increase in car ownership both in the main urban areas as well as in the island as a whole over the past 20 years, with approximately 14% increase in the total number of cars between 2001 and 2011 and 48% between 1991 and 2011.

6.75 Assuming, for the purpose of this strategy, that the growth experienced between 2001 and 2011 will continue to 2026, it is expected that by 2026 there will be over 15,000 extra cars available on the Isle of Wight, with an average of 1.32 cars per household (increased from 0.99 in 1991, 1.11 in 2001 and 1.19 in 2011). All of these new vehicles will have an impact on the island's on-street and off-street parking facilities.

6.76 In addition, the Island Plan Core Strategy (adopted on 21st March 2012) states in Section 'SP2 Housing' that 'The strategy provides for 8,320 dwellings for the Isle of Wight in the period 2011-2027, which is an average of 520 dwellings per year.' The majority of the developments will be located with the Isle of Wight Key Regeneration Areas, resulting in significant amount of the residential developments proposals being delivered within the Medina Valley and Ryde.

6.77 An average increase of 520 dwelling per year will add considerable pressure on the existing car parking network, potentially representing an annual increase in the number of cars of approximately 686.

6.78 This will put particular pressure on car parking areas in or near to the Key Regeneration Areas or areas with high levels of retail provision or employability.

6.79 Altogether, it is considered that an increasing background growth, alongside increasing average number of cars per household as well as the number of households itself will create higher levels of demand for parking areas within the Isle of Wight. It is considered that the Council should be considering providing additional parking in West Cowes in particular, with other towns well served by existing car parks.

6.80 This is due to the increase in demand being generated mostly by local residents in the main urban areas, particularly those with retail and leisure opportunities, which will be more impacted by the increase in demand.

7 Comparison of Revenue with Other Locations

7.1 A benchmarking exercise has been undertaken to compare the current pricing structure on the Isle of Wight with other comparable locations.

7.2 Towns with similar characteristics to the Isle of Wight and Newport have been selected, including county towns in rural counties such as Dorchester, Truro and Taunton. The cities of Southampton and Portsmouth, as key local economic hubs, have been included in the comparison, as well as regional towns and cities including Lymington, Salisbury and Christchurch.

7.3 **Tables 7.1** and **7.2** set out a comparison of the long-stay and short-stay tariffs in council-run car parks in each of the towns and cities, with car park locations close to the town/city centre having been selected to for the benchmark exercise.

7.4 Parking tariffs for other authorities are included as **Appendix I**.

Table 7.1 Comparison of Charges in Long-Stay Car Parks

Duration	Location:	Isle of Wight (2020 tariff)	Dorchester	Truro	Taunton	Salisbury	Southampton	Christchurch	Portsmouth	Lymington	Average	IOW Comparison with Average
	Population:	141,606 (Newport 25,926)	87,901	18,766	69,570	40,302	254,361	45,000	205,100	15,726		
Up to 1 hour		£1.70	£2.60	£1.50	£1.20	£1.50	£2.50	£0.90	£1.60	£1.00	£1.61	£0.09
1 hour to 2 hours		£2.90	£2.60	£3.10	£2.40	£2.70	£2.50	£1.70	£2.60	£2.00	£2.50	£0.40
2 hours to 3 hours		£4.80	£2.60	£4.60	£3.60	£4.20	£3.50	£2.30	£3.50	£2.50	£3.51	£1.29
3 hours to 4 hours		£4.80	£4.00	£6.20	£4.80	£5.60	£4.50	£3.10	£4.50	£3.00	£4.50	£0.30
4 hours to 6 hours		£6.20	£4.00	£8.20	£7.30	£6.70	£6.00	£5.00	£8.00	£5.00	£6.27	-£0.07
All Day		£9.00	£4.00	£8.20	£8.20	£8.90	£6.00	£5.00	£12.00	£5.00	£7.37	£1.63
Notes			Free Sundays		Free Sundays Park and Ride Mon-Sat	Free Sundays Park and Ride Mon-Sat			Park and Ride Mon-Sun			

Table 7.2 Comparison of Charges in Short-Stay Car Parks

Duration	Location:	Isle of Wight (2020 tariff)	Dorchester	Truro	Taunton	Salisbury	Soton	C'church	Portsmouth	Lymington	Average	IOW Comparison with Average
	Population:	141,606 (Newport 25,926)	87,901	18,766	69,570	40,302	254,361	45,000	205,100	15,726		
Up to 30 mins		£1.10	£0.60	£0.80	£1.30	£1.50	£0.60	£1.00	£1.60	£1.00	£1.06	£0.04
30 mins - 1 hour		£1.70	£0.60	£1.50	£1.30	£1.50	£1.60	£1.00	£1.60	£1.00	£1.31	£0.39
1 hour - 2 hours		£3.40	£1.00	£3.10	£2.60	£2.70	£3.00	£1.00	£2.60	£2.00	£2.38	£1.02
2 hours - 3 hours		£5.10	£2.00	£4.60	£4.00	£4.50	N/A	£2.60	£3.50	£2.50	£3.60	N/A
Notes			Free Sundays		Free Sundays Park and Ride Mon-Sat	Free Sundays Park and Ride Mon-Sat			Park and Ride Mon-Sun			

7.5 From **Table 7.1** and **7.2**, it can be seen that, under the new tariff structure, the Isle of Wight is slightly above average when it comes to parking tariffs.

7.6 Short stay (up to 2 hours) within long stay car parks is at the higher end of charge for 2-3 hours being one of three authorities charging over £4. However, holding the same £4.80 tariff for 3-4 hours duration places the Council in the lower tariff band.

7.7 For long stay parking, the Isle of Wight charge for 4-6 hours is comparable to most of the authorities although the average tariff is skewed by substantially higher charges applied in Truro and Portsmouth

7.8 All day charges vary significantly between authorities (e.g. Portsmouth charge is three times the charge for Dorchester) although the Isle of Wight band is at the average

7.9 In short stay car parks, Isle of Wight tariffs are at the higher end compared with the other authorities being comparable to the tariffs in the two large cities (Portsmouth and Southampton) and Truro. The Isle of Wight charges of £1.70 for one hour and £3.40 for stays of up to two hours in short stay car parks is the highest in the study.

7.10 Therefore, overall IOW charges with the 20p per hour rise are comparable to the benchmark authorities.

8 Summary of Existing Revenue & Operating Performance

Introduction

8.1 IoW Council have provided revenue and operating performance data for parking services for Financial Years 15/16 to 18/19, as well as the data for the Financial Year 19/20 from April to July.

8.2 The following information is included within the data:

- Off-street income
- On-street income
- Long stay permits
- Penalty charges
- Tourist permits
- Staff permits
- Residential permits
- Misc. income

8.3 A summary of the revenue generated in each of the categories above is set out in this chapter. The full data is included as **Appendix J**.

Off Street Income

8.4 A summary of the off-street income over the reporting period is set out in **Figure 8.1** and **Figure 8.2**

Figure 8.1 Off-street Parking Income - Monthly

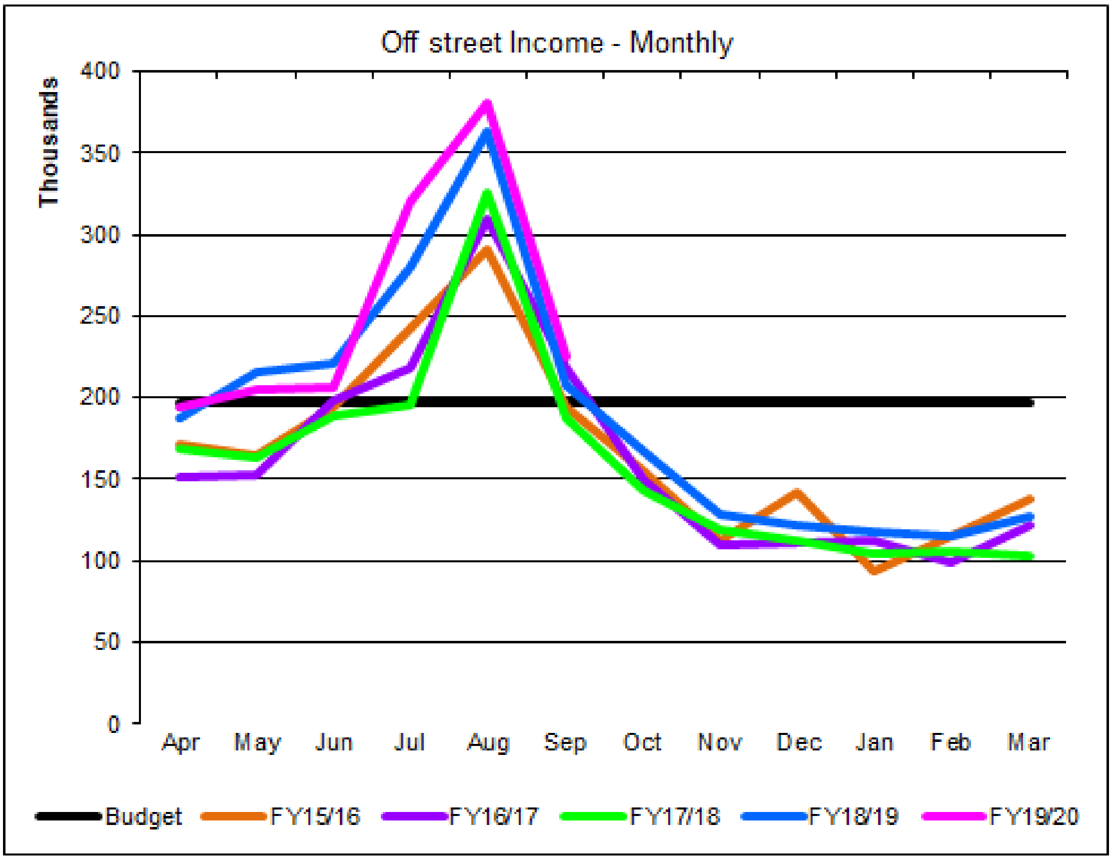
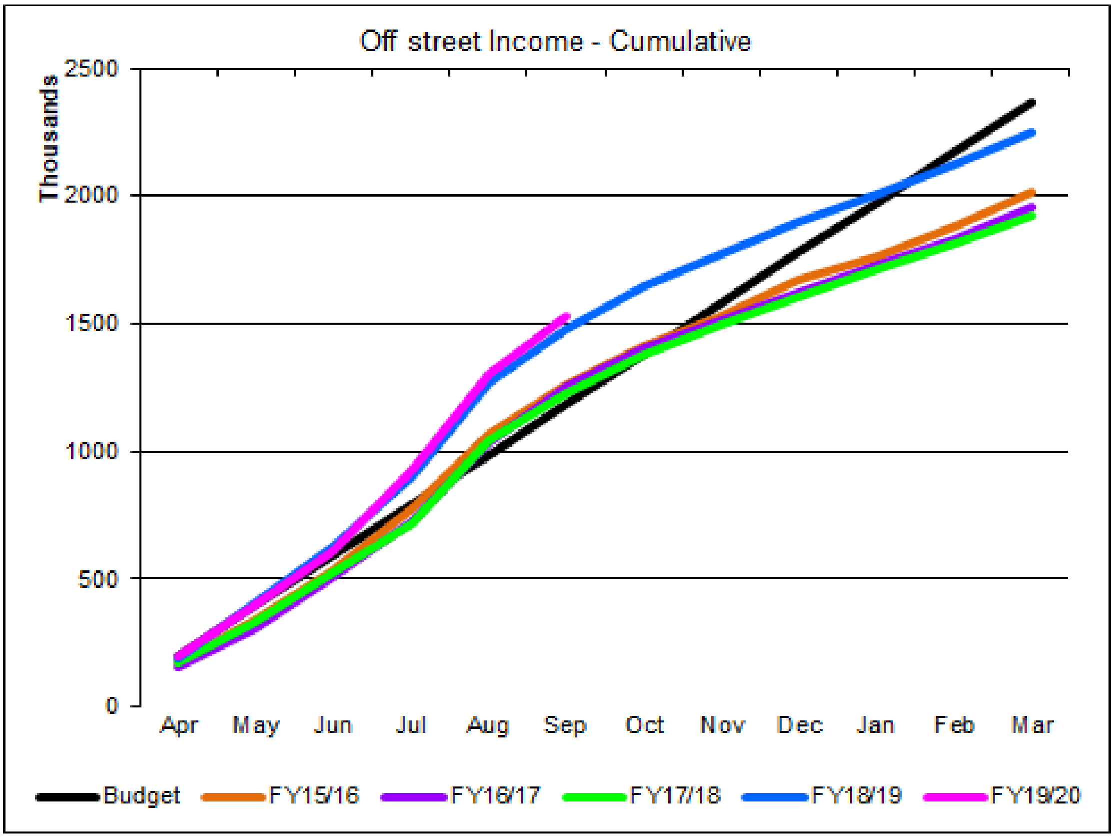


Figure 8.2 Off-street Parking Income - Cumulative



8.5 **Figure 8.1** and **Figure 8.2** demonstrate that FY18/19 saw the greatest cumulative revenue of the four full years for which data is available, with revenue totalling £2.25m, which represents an increase of around 17% compared to FY17/18.

8.6 So far in FY19/20, monthly income has been higher in April, July, August and September and lower in May and June when compared with FY18/19. Overall, income from April to September has increased by 4% to £1.5m.

On Street Income

8.7 A summary of the off-street income over the reporting period is set out in **Figure 8.3** and **Figure 8.4**

Figure 8.3 On-Street Parking Income – Monthly

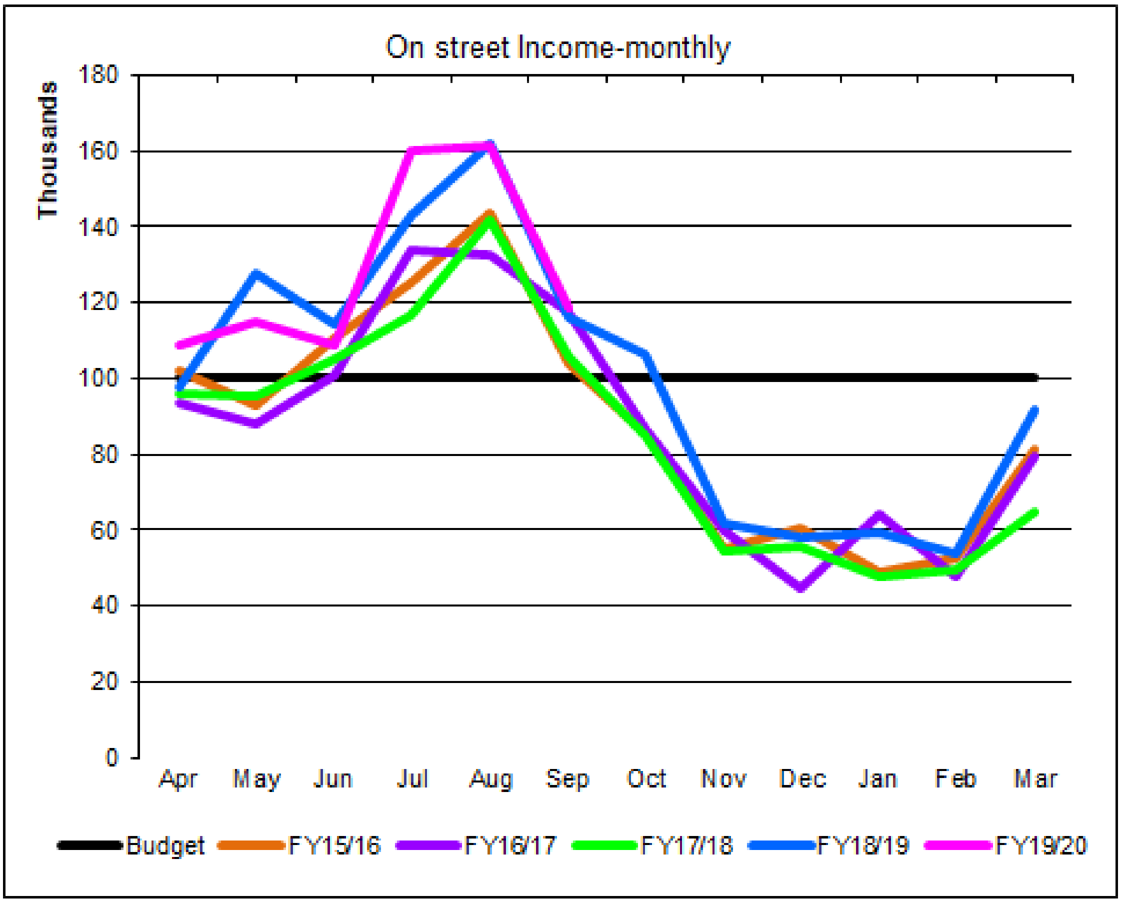
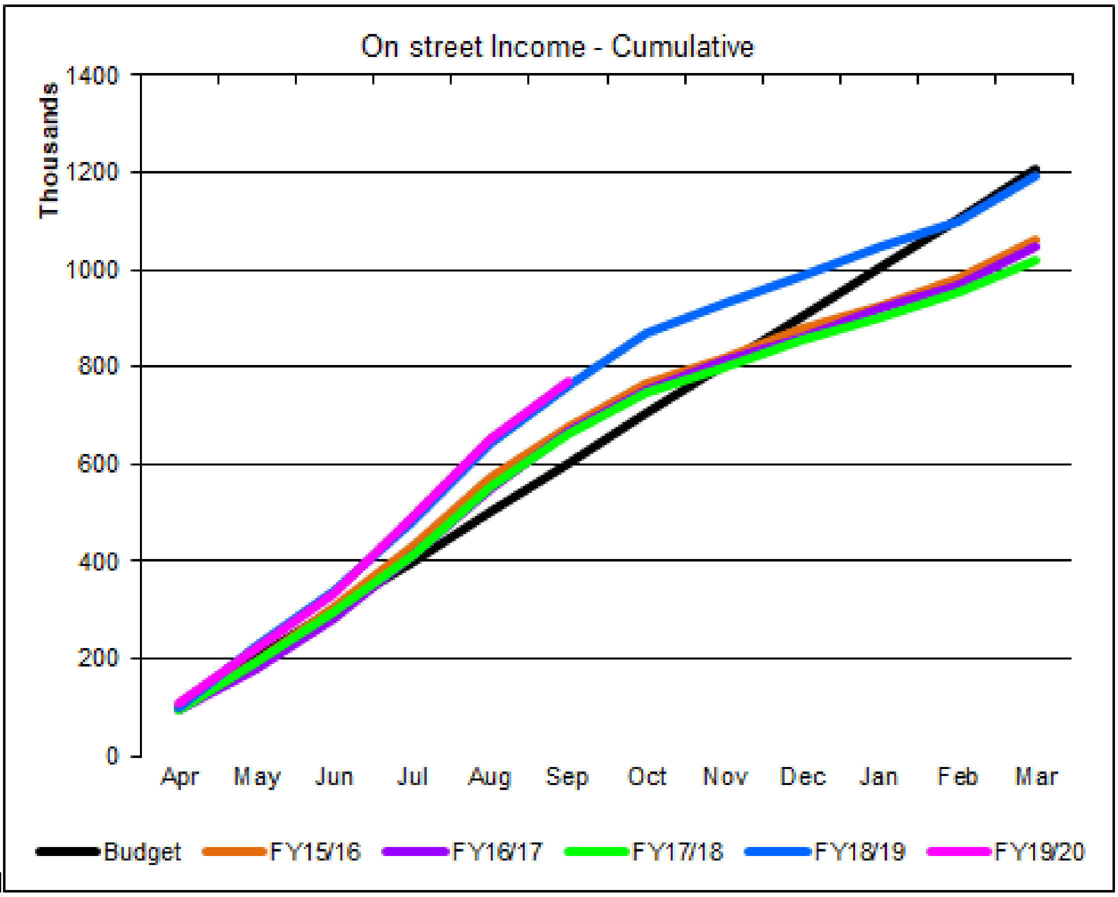


Figure 8.4 On-Street Parking Income – Cumulative



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8.8 **Figure 8.3** and **Figure 8.4** demonstrate that FY18/19 saw the greatest cumulative revenue of the four full years for which data is available, with revenue totalling £1.2m, which represents an increase of around 17% compared to FY17/18.

8.9 So far in FY19/20, monthly income has been higher in April, July, and September and lower in May, June and September when compared with FY18/19. Overall, income from April to September has increased by 1% to £770k.

Permits

8.10 A summary of the permit income over the reporting period is set out in **Figure 8.5** and **Figure 8.6**.

Figure 8.5 Permit Income – Monthly

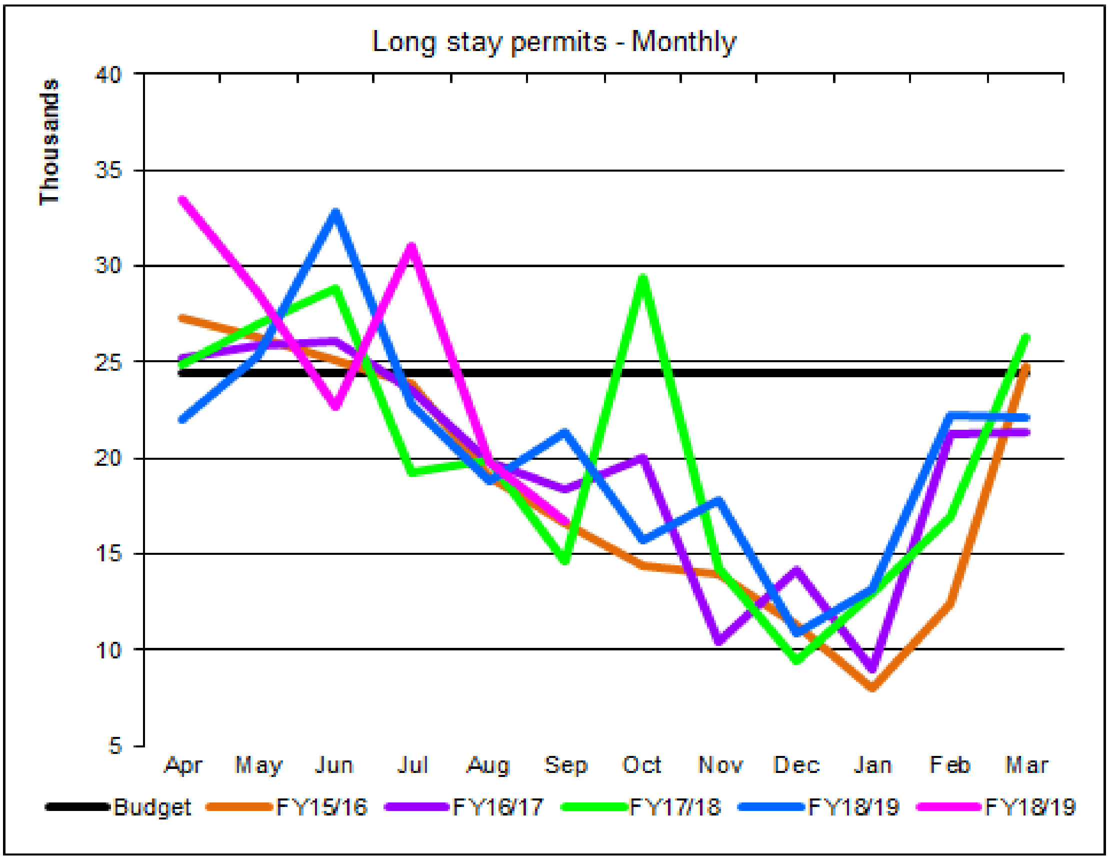
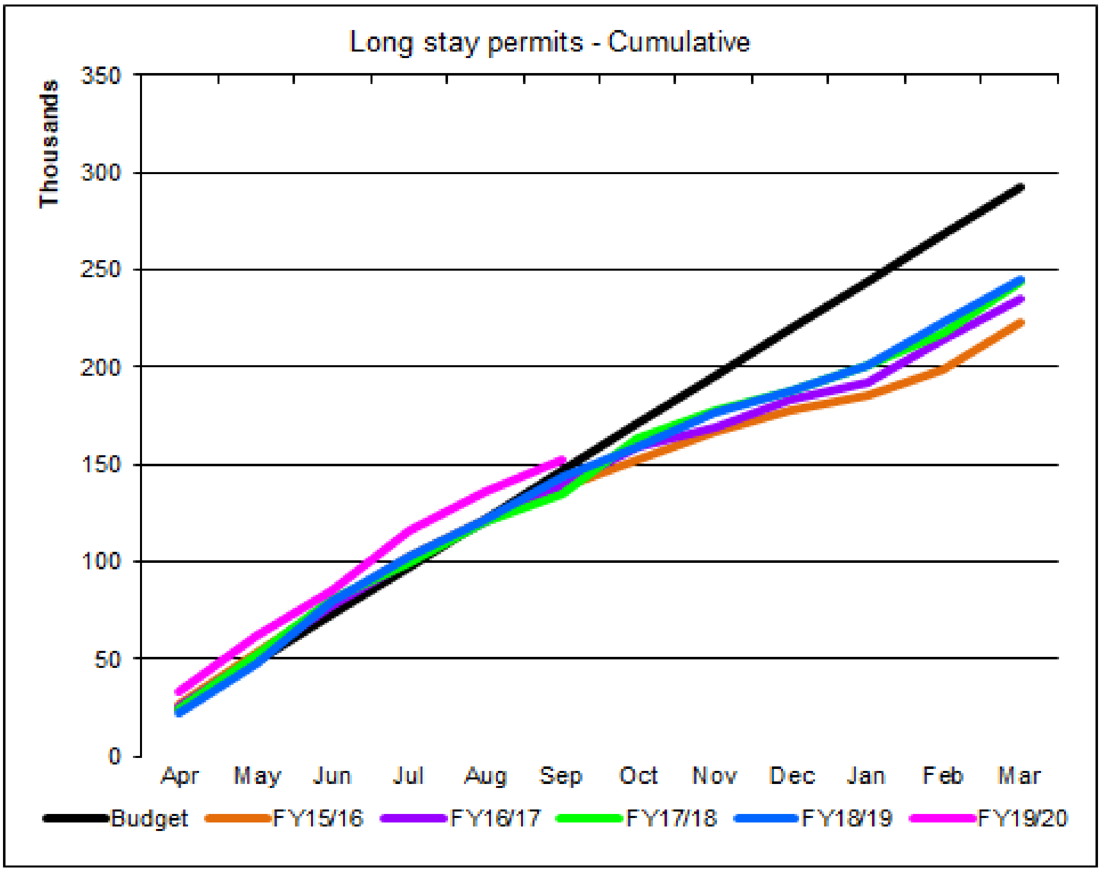


Figure 8.6 Permit Income – Cumulative



8.11 **Figure 8.5** and **Figure 8.6** demonstrate that FY18/19 saw the greatest cumulative revenue of the four full years for which data is available, with revenue totalling £244K, which represents an increase of around 1% compared to FY17/18.

8.12 So far in FY19/20, monthly income has been higher in April, May, July and August and lower in May, and September when compared with FY18/19. Overall, income from April to September has increased by less than 1% to £245k.

Penalty Charges

8.13 A summary of the Penalty Charge Notice (PCN) income over the reporting period is set out in **Figure 8.7** and **Figure 8.8**.

Figure 8.7 PCN Income – Monthly

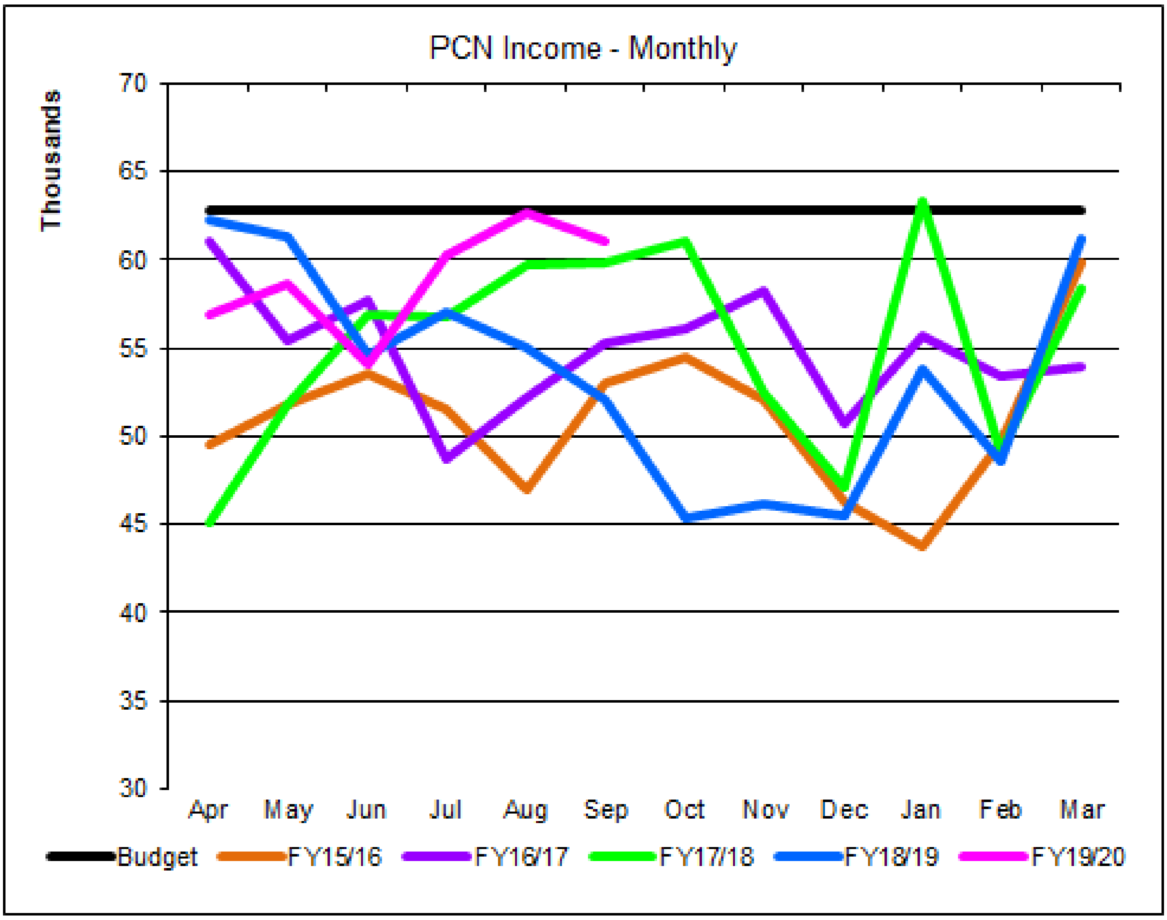
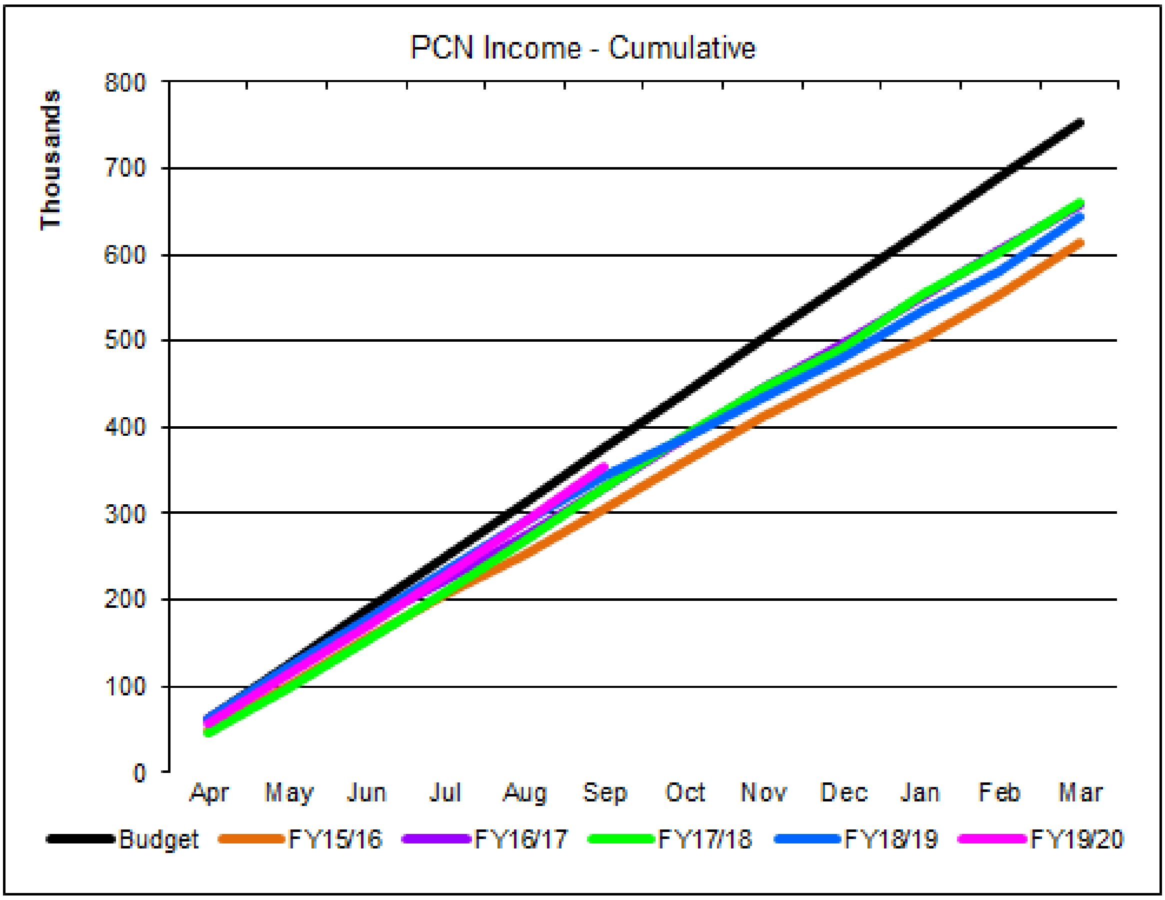


Figure 8.8 PCN Income – Cumulative



8.14 **Figure 8.7** and **Figure 8.8** demonstrate that FY18/19 saw a decrease of 3% in cumulative revenue from the peak in FY17/18, to a total of £643k, down from £661k.

8.15 So far in FY19/20, monthly income has been higher in July, August and September and lower in April, May and June when compared with FY18/19. Overall, income from April to September has increased by 3% to £353k.

Off-Street Income by Town

8.16 A summary of the monthly income from off-street car parks, grouped by town, is included in **Figures 7.9** to **7.17**.

Figure 8.9 Off-street Parking Revenue – Newport

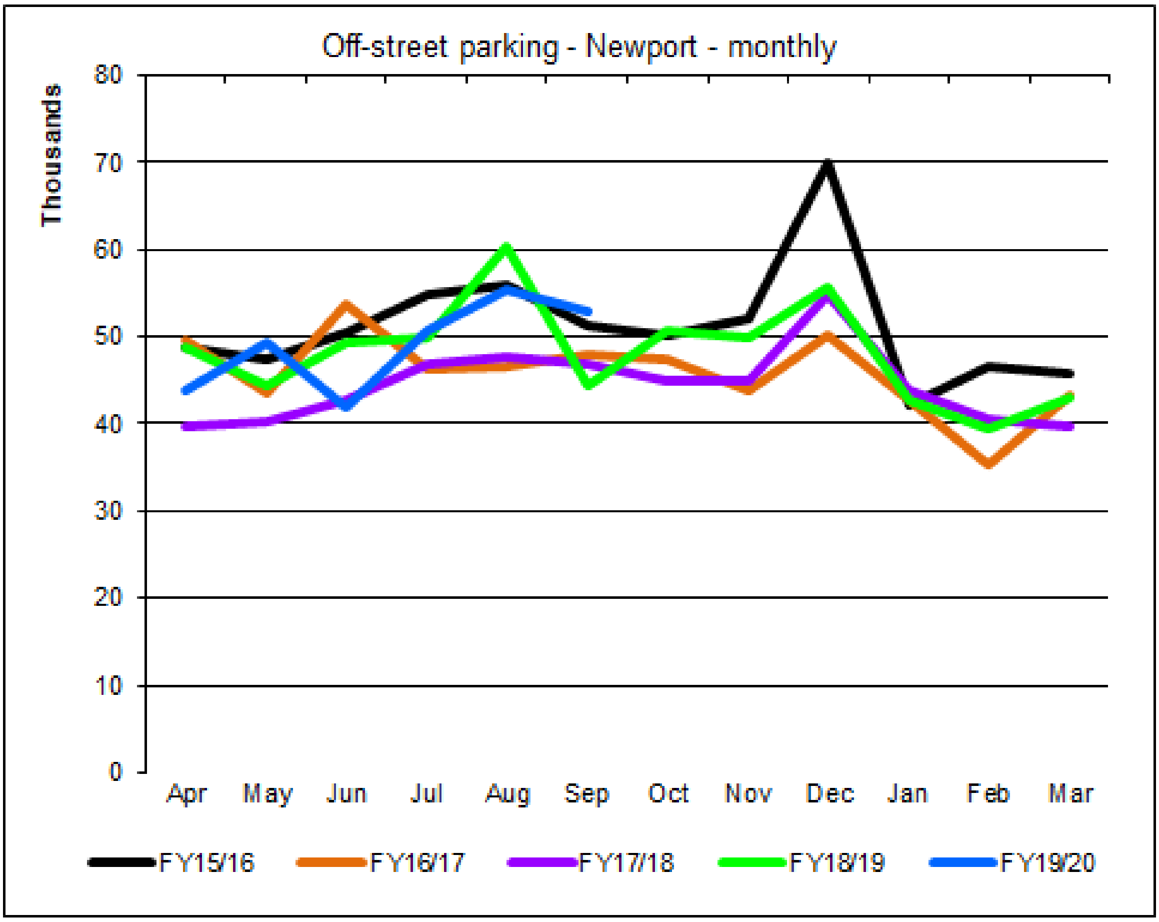


Figure 8.10 Off-street Parking Revenue – Ryde

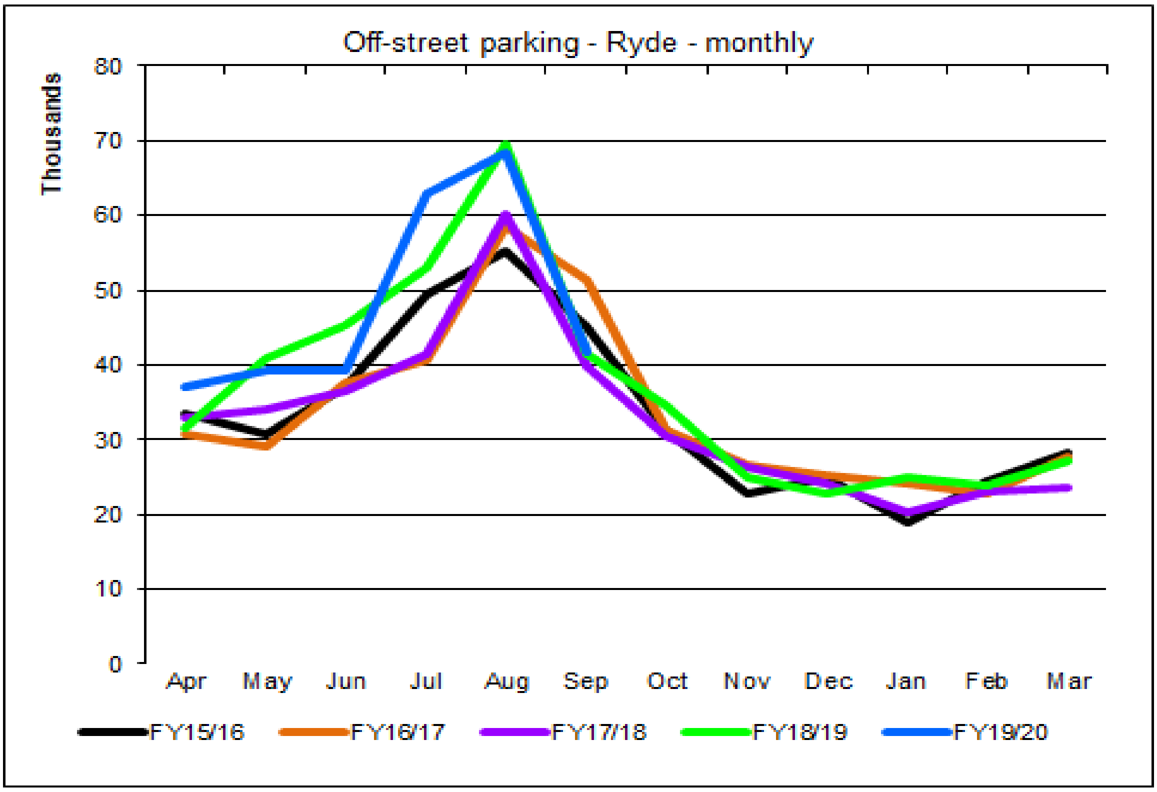


Figure 8.11 Off-street Parking Revenue – Cowes

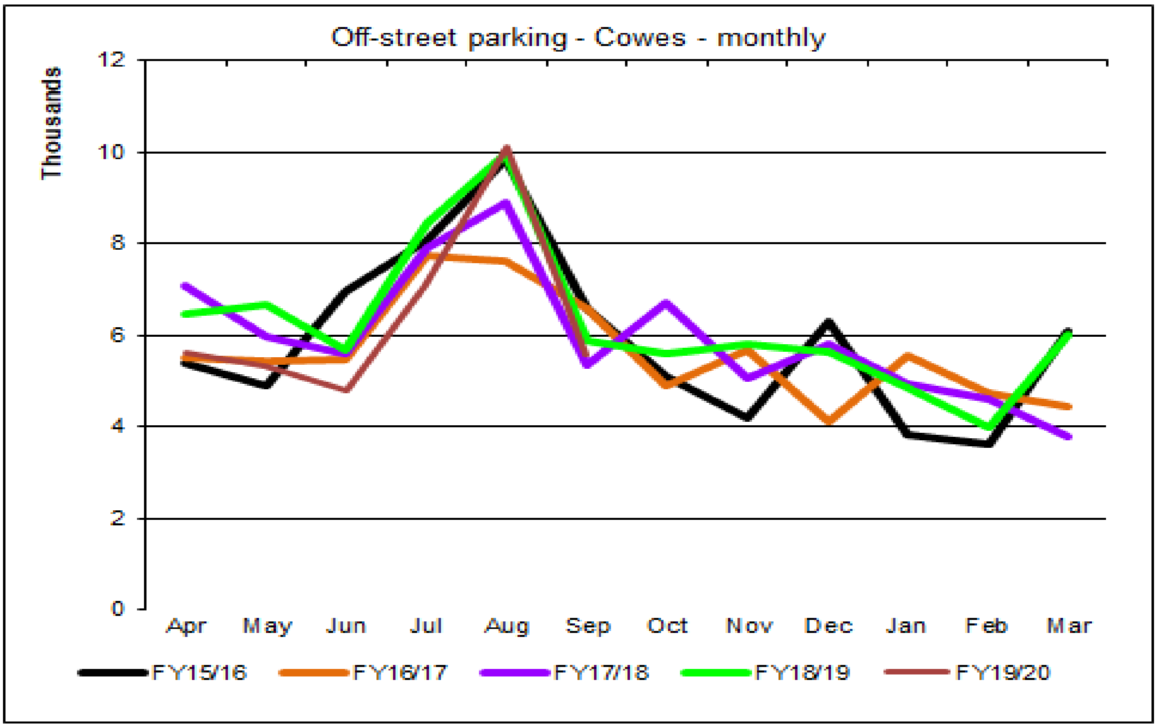


Figure 8.12 Off-street Parking Revenue – Sandown

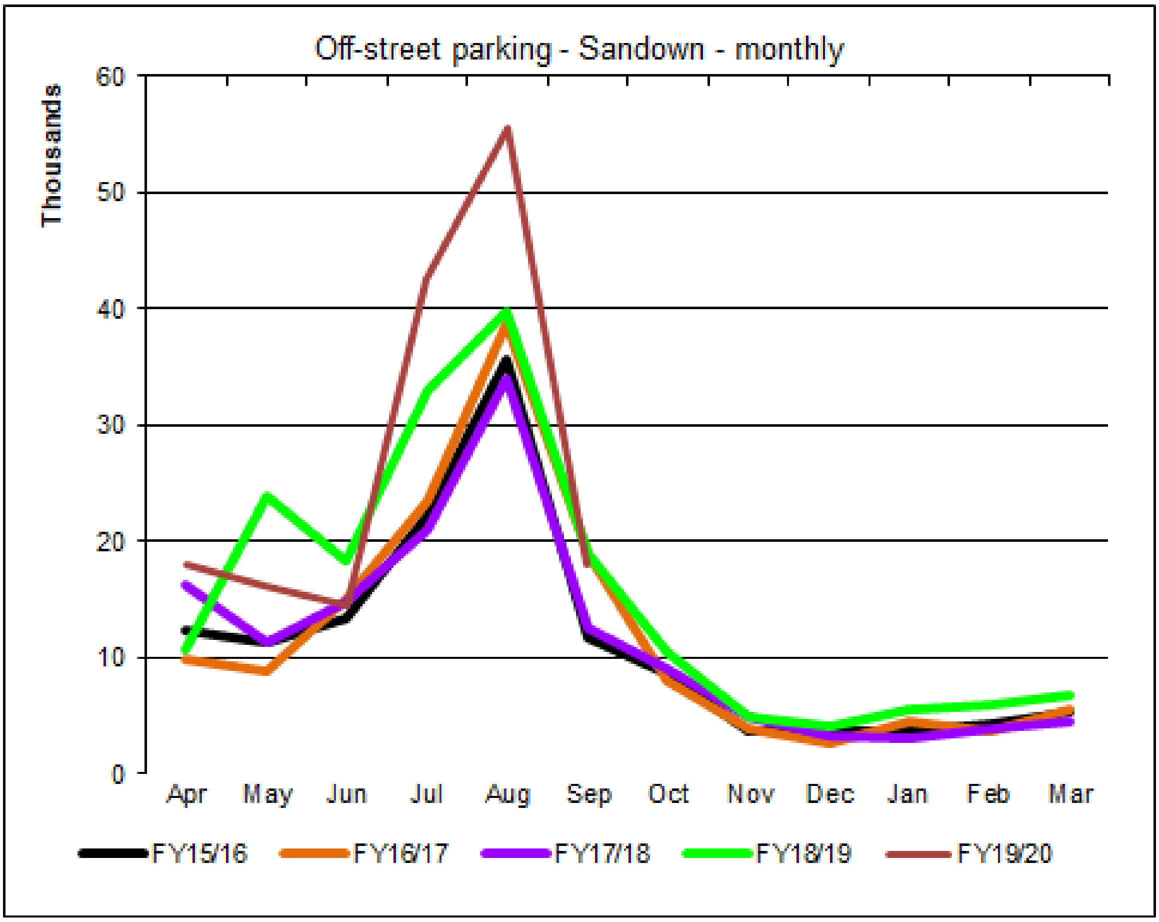


Figure 8.13 Off-street Parking Revenue – Shanklin

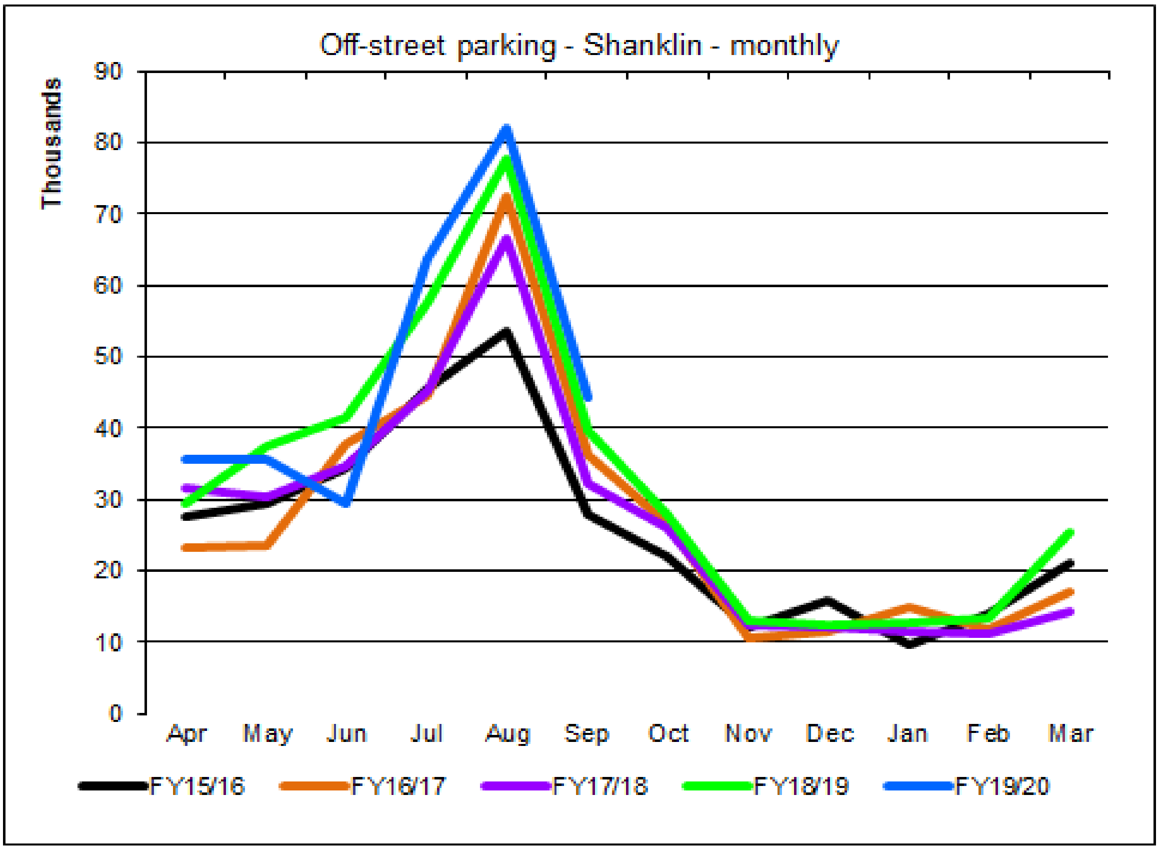


Figure 8.14 Off-street Parking Revenue – Ventnor

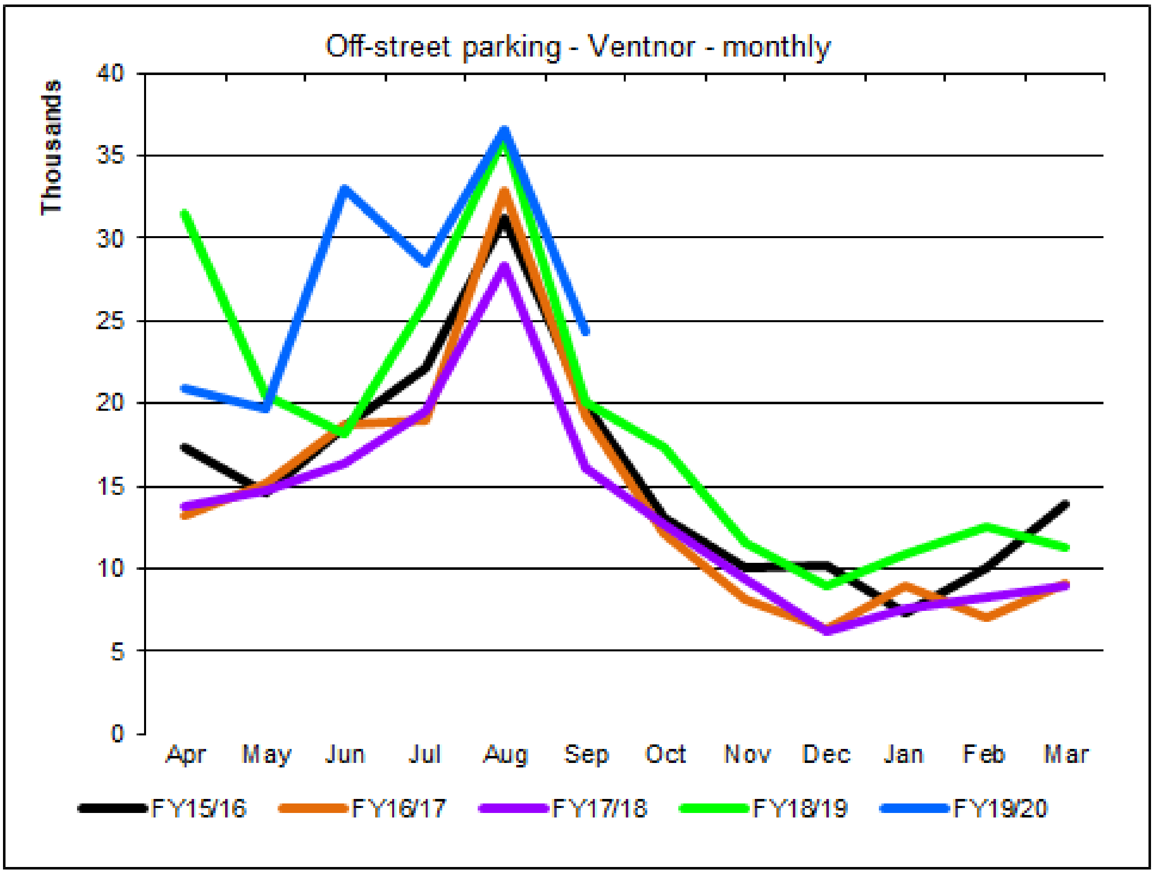


Figure 8.15 Off-street Parking Revenue – West Wight

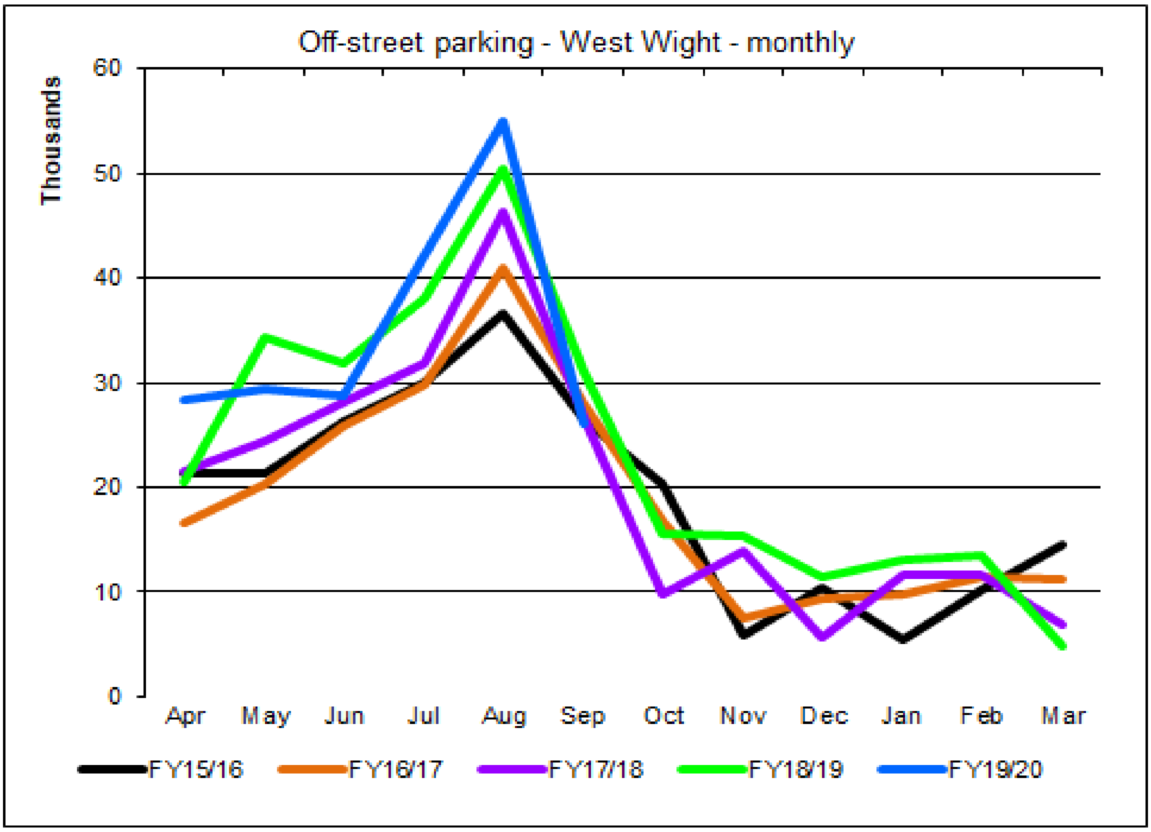


Figure 8.16 Off-street Parking Revenue – Other Locations

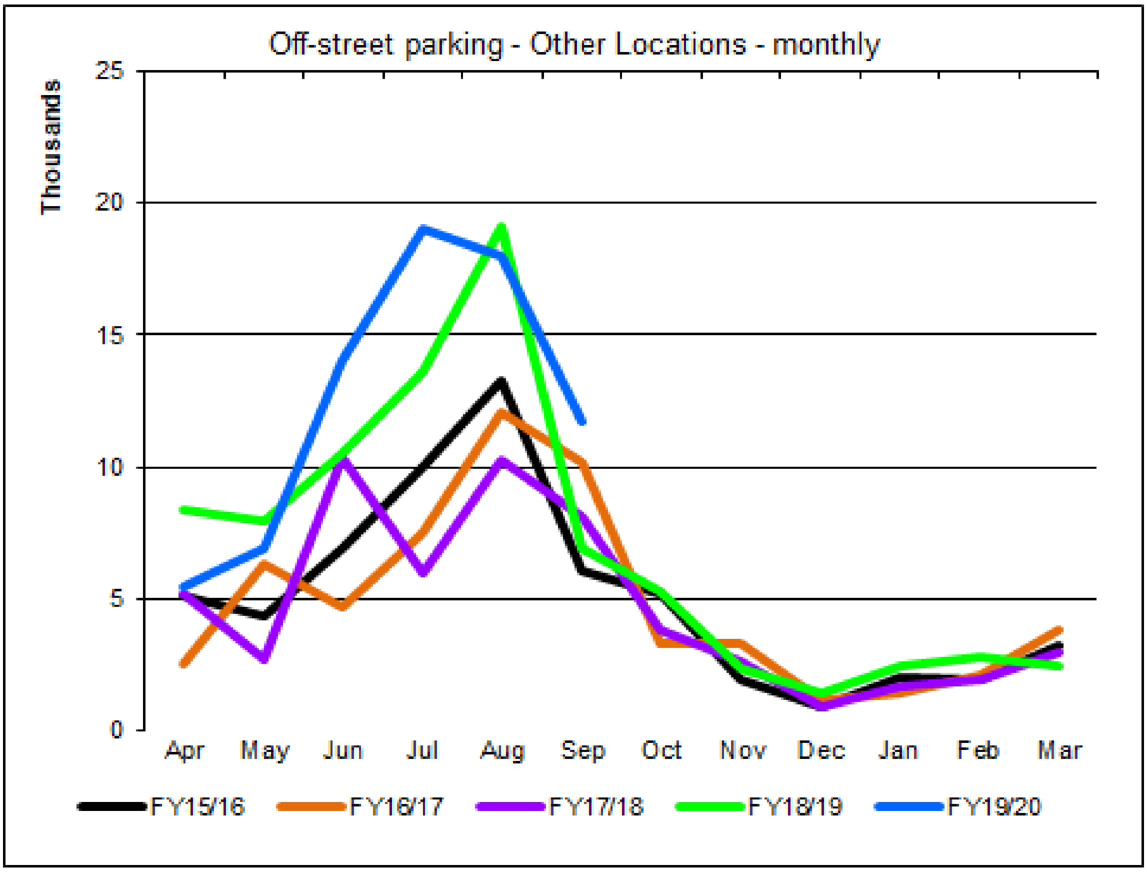
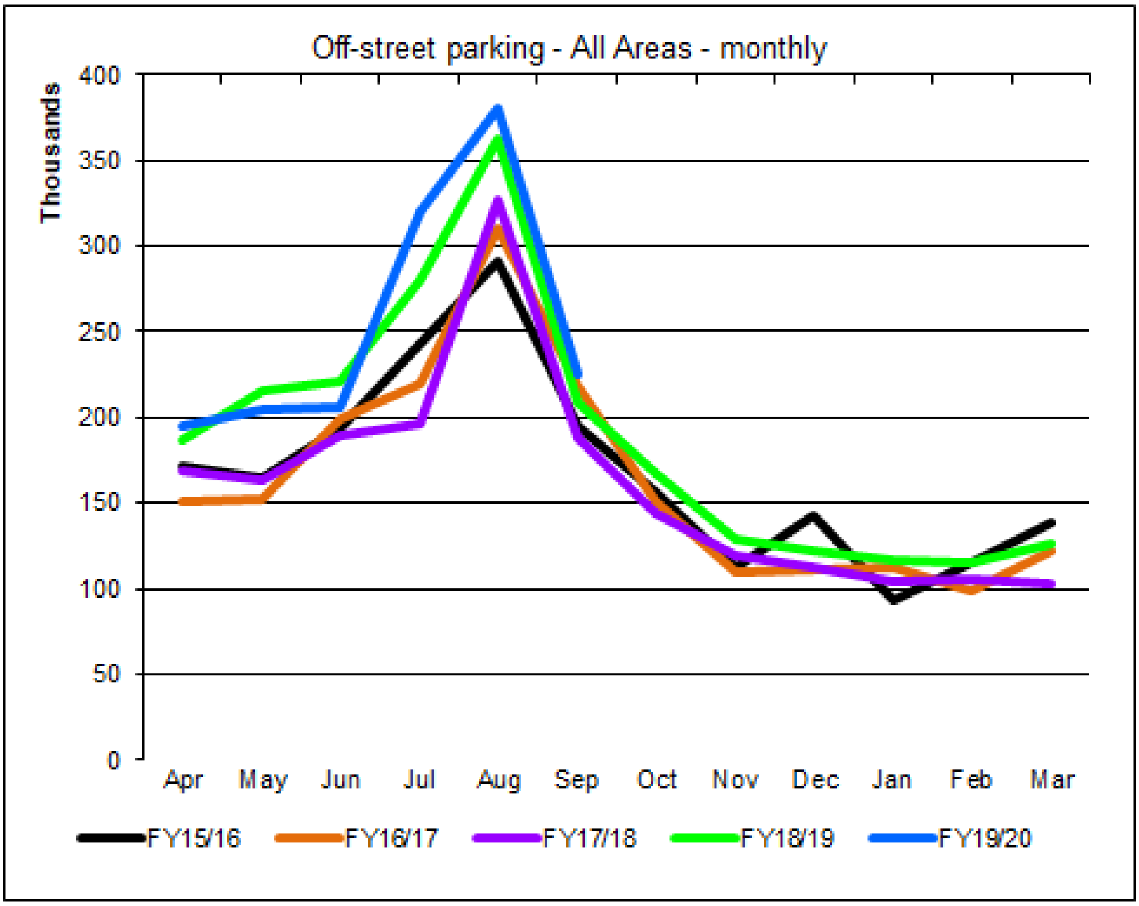


Figure 8.17 Off-street Parking Revenue – All Areas



8.17 As can be seen in **Figures 7.9** to **7.17**, income is typically seasonal, peaking in July and August as would be expected. Newport is the exception, with a more balanced profile across the year, with a slight increase in revenue across the summer months.

8.18 A summary of the increase between FY18/19 and FY19/20, April to September, is shown in **Figure 8.18**.

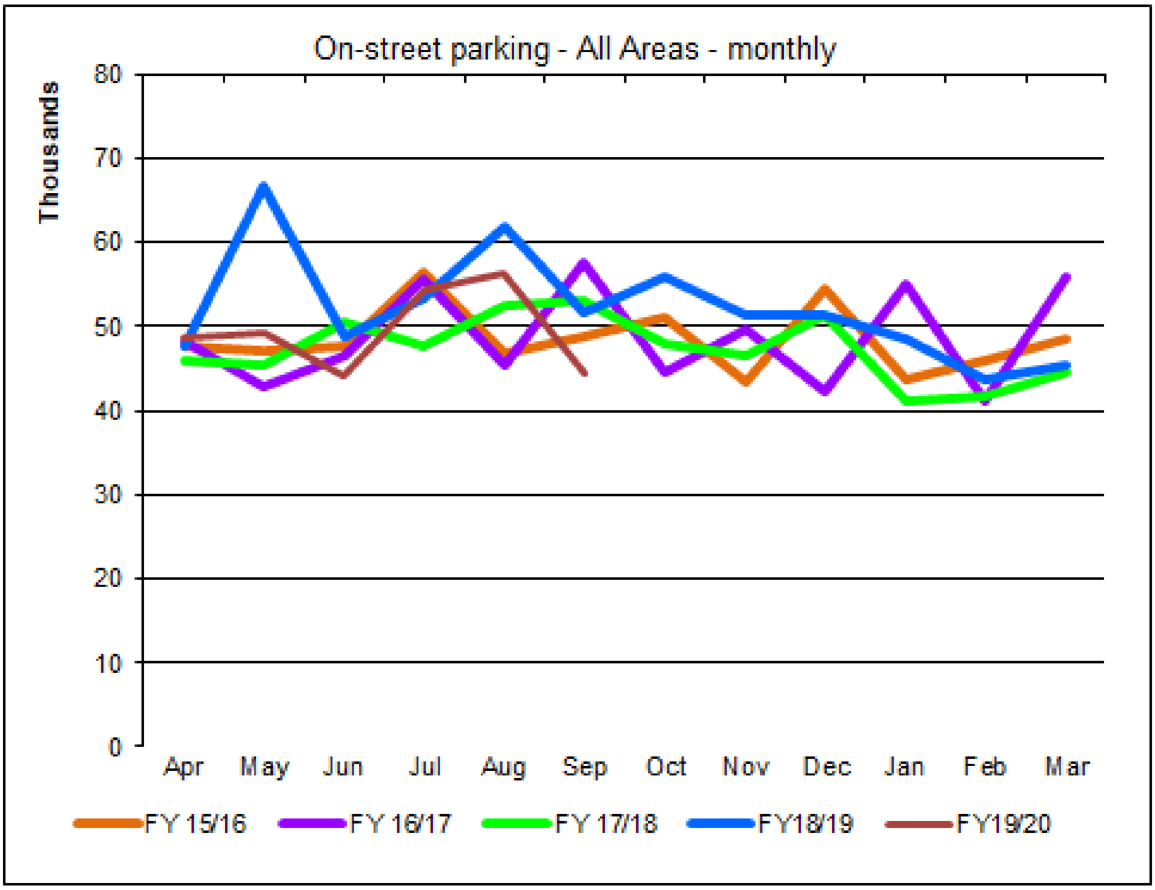
Table 8.1 Increase in Revenue by Town – Apr-Sep FY18/19 to Apr-Sep FY19/20

Town	Change FY18/19 to FY19/20 (Apr-Sep)
Newport	-1%
Ryde	2%
Cowes	-11%
Sandown	14%
Shanklin	3%
Ventnor	7%
West Wight	2%
Other	13%
All Areas	4%

On-Street Income by Location

8.19 A summary of the on-street parking revenue by month over the last five financial years is set out in **Figure 8.18**

Figure 8.18 Summary of On-street Parking Revenue



8.20 There is typically less seasonal variation with on-street parking revenue, with income broadly consistent across the year.

8.21 The FY19/20 between April and September has seen around 10% less revenue generated by on-street parking when compared with the same period in FY18/19, dropping from £330k to £297k.

Operating Costs and Net Income

8.22 Salary costs for FY19/20 to date are £317k, a 22% increase when compared with the costs of £260k for the same period in FY18/19. The overall expenditure for FY19/20 is forecast to be £943k, including salaries and other expenditure.

8.23 Over the course of FY19/20, the total revenue is expected to be £4.94m, and therefore there is an anticipated net income of £4m, a decrease of £90k compared with FY18/19.

Summary

8.24 A more comprehensive review of the operating revenue forecasts and income has been undertaken in Section 11.

9 Car Park Portfolio

Disposals and Regeneration

9.1 Isle of Wight Council have undertaken an extensive study of the 84 council-run car parks across the island and considered the potential for disposal and regeneration, by assessing the following characteristics of each site:

- Location
- Long/short stay parking
- Annual income (total and per space)
- Physical constraints
- Planning considerations
- Legal issues
- Regeneration potential

9.2 The sites were placed into one of four categories, ranging from no regeneration potential, to three categories of sites with development potential. Of these, the highest priority (Level 1) was given to sites already designated as regeneration opportunities, with other sites categorised as Level 2 or Level 3 depending on their characteristics.

9.3 The full study is included as **Appendix K**.

9.4 Of the 84 sites, the breakdown of categories was as follows:

- No regeneration potential: 34 sites
- Level 1 regeneration potential (already designated): 7 sites
- Level 2 regeneration potential: 18 sites
- Level 3 regeneration potential: 25 sites

9.5 Of the seven car parks already identified as regeneration sites, three are in Newport, two are in Shanklin, and one each in Ryde and East Cowes. Given that these sites have already been identified as regeneration sites, they are not considered further in this report.

9.6 Consideration has been given to the Level 2 sites, and their potential for disposal. The sites within this category are:

- Newport Chapel Street
- Newport New Street

- Newport Lugley Street
- Newport South Street (Church Litten)
- Newport Medina Avenue
- Newport Scarrotts Lane East
- Newport Scarrotts Lane West
- Cowes Mornington Road
- Yarmouth Bouldnor Viewpoint
- Totland Broadway
- Freshwater Avenue Road
- Ventnor Smugglers Haven
- Shanklin Chine Avenue (Vernon Meadow)
- Shanklin Winchester House
- Sandown Fort Street
- Sandown Yaverland
- Ryde Lind Place

9.7 The lowest annual income per spaces was £2.33 at Totland Broadway; however, this car park offers the first hour of parking for free, unlike others, and it is understood that the payment machine was out of service for a considerable period of time during 2019 affecting income.

9.8 Other sites with particularly low annual income per space include Cowes Mornington Road (£52 per space), Shanklin Winchester House (£196 per space), Sandown Fort Street (£217 per space)

9.9 Other sites identified at Level 2 typically had higher incomes per space but were classified as having development potential due to their locations, typically in town centre locations. The loss of some of these car parks in central locations, such as Church Litten, would lead to displacement of parking elsewhere in the town, potentially on-street where the kerbside is unregulated, as well as significant loss of income to the Council.

9.10 Two of the sites identified in the regeneration assessment have been surveyed as part of this study; Sandown Fort Street and Newport Church Litten. As mentioned above, Church Litten is not considered suitable for disposal as the displaced parking and loss of income would be severely detrimental socially and economically.

9.11 However, the surveys undertaken as part of this study did find that Sandown Fort Street is significantly under-utilised, particularly in winter, with around 3% occupancy. In summer, occupancy typically reached 30%.

9.12 It is a large car park, with 233 spaces available and a 14-space coach park and when considering the relatively low level of usage, it is a suitable candidate for partial redevelopment; a significant proportion of the parking could be made available for development and sufficient space retained to meet the prevailing demand thereby generating no loss of income and parking.

9.13 However, with the forthcoming redevelopment of the Dinosaur Isle tourist attraction nearby, consideration will need to be given to the impact that this may have on parking need for the town, and whether the attraction would generate any increase in demand at the Fort Street Car Park.

9.14 The other sites, particularly those out of town centre locations with low annual incomes per space (such as Cowes Mornington Road, for example), should be considered for disposal. Occupancy surveys should be undertaken during peak season to determine the likely impact the loss of parking would have on neighbouring streets and other car parks.

Additional Parking Provision

West Cowes

9.15 Of the key economic centres on the Isle of Wight, the Council have significantly lower long and short-stay off-street parking capacity in West Cowes when compared to other towns. There is one short-stay car park (Cross Street, 69 spaces), and two long-stay car parks (Brunswick Road and Mornington Road, 40 and 31 spaces respectively) owned by the Council. Mornington Road is around 1.1km away from the town centre, equivalent to a 13 minute walk, and therefore leaving 109 off-street spaces a short walking distance from the town centre.

9.16 As a result, the Mornington Road site is used less than other parking locations in Cowes, with revenue of £52 per space per year (£1,600 per year), compared with £865 per space per year at the Cross Street car park. For comparison, Brunswick Road generates £340 per space per year, around seven times that of Mornington Road.

9.17 It is noted that the excess demand within West Cowes is catered to by on-street parking (e.g. The Parade) and privately owned off-street pay and display parking (Park Court, Marks & Spencer). As a result, despite the lack of Council-owned car parks, the Cross Street car park had spare capacity during all surveys with the exception of one summer survey day.

9.18 Consideration has been given to the provision of additional parking at the Cross Street site to increase capacity. This could be done by way of a decked car park.

9.19 A low-cost multi-storey design could be considered. The design would be a single-storey, modular steel-framed construction of a form that has been constructed at many transport interchanges, hospitals and other public sites throughout the UK.

9.20 Companies supply lightweight decked car parks that do not require deep foundations, they can be constructed without disruption to the existing car park and can be extended or moved.

9.21 It is assumed that a decked car park would provide less than double the existing capacity; once the irregular geometry and the provision of ramps, stairs and columns are factored in, the available parking spaces would be reduced compared to the number of spaces available at surface level.

9.22 It is therefore considered reasonable to assume that a decked parking structure could provide around 40 additional spaces to the overall capacity of the car park.

9.23 The typical cost of construction of this type of decked solution is approximately £11,000 per space for uncomplicated sites, and higher in more irregular situations or where additional planning, ground and environmental conditions need to be met.

9.24 Therefore, a decked parking structure may cost in the region of £450,000, subject to a more detailed study.

9.25 The annual income for the Cross Street car park is currently around £865 per space and at this level of return, it is anticipated that construction cost (£11,000 per space) would be recouped over around 13-15 years, assuming the same rate of occupation from the existing spaces

9.26 It is also noted that the car park is located in a residential area and is accessed by one-way streets with on-street parking. Consideration would have to be given to any potential adverse impacts on the neighbouring residents and businesses; however, simple, lightweight parking deck structures can be constructive relatively quickly, to minimise the impact on adjacent premises, and are a less disruptive option than a full multi-storey car park.

9.27 A decked car park solution would require planning permission, including a traffic impact assessment and construction assessment.

Ventnor

9.28 The Central car park in Ventnor typically operates at or close to capacity in the summer months. Whilst this would indicate that more parking provision in the centre of the town would be well utilised, the topography and limited land availability in Ventnor means that there are challenges to identifying a suitable site for additional parking provision.

9.29 The irregular geometry of the Central car park, as well as planning considerations, will have significant implications to providing additional decking and spaces at this location and would require further investigation to determine its viability.

9.30 There is additional capacity within Ventnor, with three other car parks run by the Isle of Wight Council, and four run by Ventnor Town Council. During the surveys, there was spare capacity observed at other car parks including Dudley Road for the town centre (operated by Ventnor Town Council) and Eastern Esplanade and La Falaise (run by Isle of Wight Council) for the seafront.

9.31 Consequently, it is not considered that there is a lack of supply in Ventnor, and drivers unable to park in the Central car park are able to find off-street parking elsewhere.

9.32 The use of VMS technology to direct drivers to car parks with available capacity, in line with PR3 from the 2016-2021 Parking Strategy, should be considered in Ventnor.

Newport

9.33 Newport has significant parking capacity currently, with 772 council-run long stay spaces available and 318 short-stay spaces, plus a number of privately run car parks in the town centre. Most of the car parks were found to have residual parking capacity during the surveys, with the exception of Church Litten, a small, short-stay car park in the town centre which was regularly full.

9.34 Church Litten has a high turnover of spaces, and during the survey periods, waiting periods for spaces were minimal, with little to no dwell times for drivers looking for spaces.

9.35 Any additional parking that could be provided that would be of a similar nature to Church Litten (i.e. very central, short-stay parking) would be in a town centre location, and would therefore generate additional traffic in areas with heavy footfall, and would preclude the use of such a town centre site for other development.

9.36 Church Litten is considered unsuitable for decked parking, due to its small size, and similarly, it would generate additional traffic through areas with high pedestrian footfall.

9.37 Based on the parking surveys, which have shown significant residual parking capacity in Newport, it is not considered that additional short-stay or long-stay parking is required in the town.

9.38 The use of VMS technology to direct drivers to car parks with available capacity, in line with PR3 from the 2016-2021 Parking Strategy, should be considered in Newport to support optimising use of the available car parks.

Ryde

9.39 Ryde has good parking capacity, with 692 long-stay spaces and 41 short-stay spaces available. Car parks in Ryde were found to have ample residual capacity during survey periods, even in peak season, and therefore no additional parking provision is considered necessary.

Sandown

9.40 Sandown has 618 long-stay and 41 short-stay parking spaces, with significant residual capacity available across the year. As discussed previously, Fort Street has been identified for partial disposal;

it is not considered necessary to re-provide the parking elsewhere, as there is expected to be minimal overspill due to the under-use of Fort Street.

Shanklin

9.41 There are currently 387 long-stay and 151 short-stay parking spaces in Shanklin. Typically, car parks in Shanklin are not fully occupied, with the exception of Vernon Meadow in the peak summer period, which saw occupancies of between 75% and 95%. During the winter surveys, occupancy was low with around 17% occupancy.

10 Consultation and Responses

Introduction

10.1 As part of the Isle of Wight Parking Review a consultation letter and questionnaire were issued to key stakeholders. The aim of the consultation being to build upon the strategy and previous work undertaken and assist in ensuring delivery of parking to support the differing needs of towns across the Island. Furthermore, the consultation will assist in providing solutions to current real or perceived parking issues, support the development of a longer-term strategy for parking that reflects and supports the aspirations set out in the Council's emerging Regeneration Strategy and in the draft Island Planning Strategy.

Consultation Covering Letter and Questionnaire

Covering Letter

10.2 The covering letter cited that 'as part of this work WYG will model the likely effects of different parking charging regimes as part of a broader parking strategy which will inform the setting of future parking charges. The strategy adopted will be determined through a balanced judgement considering a range of competing issues including:

- the need to ensure the availability and turnover of short stay spaces to support fragile economies within our towns
- the need to provide affordable longer stay facilities for commuters
- the scope to reduce congestion and pollution within our town centres
- the scope to use parking charges as a demand management tool to reduce car use in response to the climate emergency'

10.3 Noting the importance of recognising that the income from parking charges provides an important revenue stream which is ring fenced to fund improvements in local transport and parking facilities, the letter set out informal WYG engagement with both the Isle of Wight Association of Local Councils (IWALC) and the Newport Business Association (NBA) to help establish their key priorities in the provision and management of parking facilities. As part of a broader consultation the circulated questionnaire aimed to provide the same opportunity to a broader range of stakeholders to understand your thoughts on the following issues:

- the most important aspects of parking provision and management
- the current approach to and level of parking charges
- the flexibility available within the current parking options

- the use of parking charges as a demand management tool to reduce car use in response to the climate emergency and to reduce local pollution

Consultation Questionnaire

10.4 The consultation questionnaire contained a total of five questions, plus a request for comment (further observations) for response, these being:

1. Can you identify the three key aspects to parking provision and management which you feel are the most important?
2. What do you think about the current approach to and level of parking charges?
3. Do you think that there is enough flexibility in the current parking options?
4. Do you think that the parking strategy should be used as a demand management tool to reduce car use in response to the climate emergency and to reduce local pollution?
5. The Council has implemented temporary measures in town centres across the island to enable social distancing; this has included the suspension of on-street parking (not loading bays) with barriers in the road to widen the pavement and extend pedestrianised zones. We welcome your views on these measures; in particular their suitability and effectiveness, the potential for them to be retained on a permanent basis, and for other similar measures be introduced?
6. Further observations

10.5 The letter and questionnaire were issued to a total of 154 stakeholders on 30th July 2020 with a request for responses to be provided by Sunday 16th August 2020.

10.6 A total of 17 responses were received from the 154 consultees contacted, including one response from a private retail unit owner (associated with a consulted Business Association). This equates to a response of around 11% of contacted consultees.

10.7 In addition, multiple meetings have been undertaken with the Newport Business Association, with one meeting also attended by representatives of the Cowes Business Association and the Ryde Business Association. The comments raised in these meetings have been factored into the analysis within this chapter.

10.8 **Table 10.1** sets out the list of stakeholders by type who were issued the letter and consultation questionnaire and the number of responses from each group of stakeholders.

Table 10.1 Number of Contacted Stakeholders by Type

Stakeholder Type	Number Contacted	Responses
Town and Parish Councils	33	8
Council Members	40	2
Transport Operators	4	0
Educational Institutions	44	1
Police/Fire Department	3	0
Highways Agencies	1	0
Healthcare Providers/Hospitals	18	1
Chamber of Commence	1	0
Tourism Agencies	1	0
Planning Officers/ Organisations	5	1
Business Associations	4	3
Private Business	Indirect response	1
Total		**17**

10.9 A copy of the consultation covering letter and questionnaire are contained in **Appendix L**.

Consultation Responses

10.10 A review of the consultation responses has been undertaken to determine common themes, opinions or comments as detailed in the respective consultee's response. Where consultees provided more than one response to a question, this has been accounted for in the overall assessment. The responses are presented in percentages, and the results are presented by question.

Question 1: Can you identify the three key aspects to parking provision and management which you feel are the most important?

10.11 **Table 10.2** presents the common themes from the 16 responses, with opinions or recommendations received from greatest to smallest.

Table 10.2 Question 1 Responses

Can you identify the three key aspects to parking provision and management which you feel are the most important?	
Response (Common theme/ opinion/ recommendation)	**Percentage Response**
Greater Choice of Parking type/ Free parking/ Flexibility	34%
Cost	13%
Accessibility	13%
Capacity/ availability	9%
Wider Traffic Management Consideration/ Added Measures	9%

Can you identify the three key aspects to parking provision and management which you feel are the most important?	
Response (Common theme/ opinion/ recommendation)	**Percentage Response**
Better Information (on parking conditions, tariffs)	6%
Not based solely on charging and income	3%
Well maintained car parks	3%
Negative impact on business/ residents	3%
Safety/ Health and Well being	3%
Balance with public realm	3%

Question 1 Common Themes, Opinions or Comments

10.12 **Table 10.3** shows the common themes, opinions or comments received in response to Question 1.

Table 10.3 Question 1 Common Themes, Opinions or Comments

Can you identify the three key aspects to parking provision and management which you feel are the most important?	
Response (Common theme/ opinion/ recommendation)	**Common Themes, Opinions or Comments**
Greater Choice of Parking type/ Free parking/ Flexibility	• Adequate choice of parking • Pay-on-exit parking to enable flexibility of duration of stay • On-street parking to meeting changing demand • Minimum one hour free parking across IWC managed car parks, free evening parking in town centres (to assist with retail/ local shops) • Free short term parking • Dwell time for visitors • Commuter parking • Availability of parking needs to be considered
Cost	• Overall parking charges are seen to be on the higher end of the scale • Various parking permits can give better value (clear information is very hard to find) • That the entire approach should not solely be based on charging and income generation • Cost is recognised to be reasonable for the use obtained, given other options for travel that a person may access • Cost for short stay parking, i.e. low cost for short stay for convenient parking helping both essential users and shops
Accessibility	• Facilitating resident accessibility to town centre commercial activities including retail and office (short and long stay) • Facilitating visitor accessibility to tourist & leisure locations, and town centres • Proximity to essential services (especially if poor public transport)
Capacity/ availability	• Parking space availability • Availability (unable to find a parking space) • Where car parks are located (local amenities, signage)
Wider Traffic Management Consideration/ Added Measures	• Greater weight should be given to land-use and wider traffic management consideration • Parking needs to be considered as part of wider set of measures to manage traffic, the movement of people and support the high street
Better Information (on parking conditions, tariffs)	• Location of parking in relation to amenities • Easily accessible signage and info (both physical and digital)

Can you identify the three key aspects to parking provision and management which you feel are the most important?	
Response (Common theme/ opinion/ recommendation)	**Common Themes, Opinions or Comments**
Not based solely on charging and income	• Parking provisions should not solely be based on charging and income generation
Well maintained car parks	• Well maintained car parks • Better signage/ lighting
Negative impact on business/ residents	• Detrimental impact of charging on community, business and residents
Safety/ Health and Well being	• Safety, health and well being (school)
Balance with public realm	• Use of space (particularly on-road) enhances the use and appreciation of the public realm

Question 2: What do you think about the current approach to and level of parking charges?

10.13 **Table 10.4** below presents the common themes, opinions or recommendations received from greatest to smallest.

Table 10.4 Question 2 Responses

What do you think about the current approach to and level of parking charges?	
Response (Common theme/ opinion/ recommendation)	**Percentage Response**
Expensive/ too high/ restrictive	59%
Balanced costs to income/ income to improve amenities	12%
Acceptable	6%
Too much focus on charges	6%
Not strategic enough (wider community considerations)	6%
Unclear info for users (IWC website)	6%
Parking charges/ locations not appropriate for users	6%

Question 2 Common Themes, Opinions or Comments

10.14 **Table 10.5** shows the common themes, opinions or comments received in response to Question 2.

Table 10.5 Question 2 Common Themes, Opinions or Comments

What do you think about the current approach to and level of parking charges?	
Response (Common theme/ opinion/ recommendation)	**Common Themes, Opinions or Comments**
Expensive/ too high/ restrictive	• Generally acceptable at present, including rises that are more or less in line with inflation. Rises that are higher than this are likely to damage a fragile economy, especially within town centres • Concern of impact on business if impacted by expensive, restrictive parking remit, loss of business and impacts on business rates • Not sufficiently strategic, focus too much on what the charges are • Perceived as costly to drivers and no difference in parking on the periphery or in the centre • Private car parks are cheaper • Overall parking charges are seen to be on the higher end of the scale • Council owned and operated car parks are expensive (compared with other car parks, i.e. private) • Too expensive, in some case (permits) to expensive (indicated by unused spaces but no parking available on residential roads) • Expensive on the IOW (compared to many other parts of the country) • Payment (banding of hours) seems to be a crude instrument. Costs v time parked needs to be recognised as reasonable • Sunday charges are too high in Newport (no flexibility – potential impact on retail)
Balanced costs to income/ income to improve amenities	• Parking system needs to balance cost to income (offer incentives) • Potential to user part of income to improve amenities where demand is highest
Acceptable	• Generally acceptable at present (including rises that are more or less in line with inflation. This is despite IoW prices being relatively low compared to many mainland locations
Too much focus on charges	• Focusses too much on what the charges are
Not strategic enough (wider considerations)	• Land use - not sufficiently strategic (consider better way to use land to support Council's wider community requirements)
Unclear info for users (IWC website)	• Clear information of this is very hard to find. IWC website is clumsy, considered unlikely that visitors would access it for information
Parking charges/ locations not appropriate for users	• Significant concern is parking options for people who work in the town. Residential streets close to the town centre impacted by long term parking (town centre visitors, travellers to the mainland), reducing availability/ making it very difficult for those who live within the area.

Question 3: Do you think that there is enough flexibility in the current parking options?

10.15 **Table 10.6** below presents the common themes, opinions or recommendations received from greatest to smallest.

Table 10.6 Question 3 Responses

Do you think that there is enough flexibility in the current parking options?	
Response (Common theme/ opinion/ recommendation)	**Percentage Response**
No	44%
Yes	19%
Flexibility could be Improved	19%
Further info required to answer	13%
No comment	6%

Question 3 Common Themes, Opinions or Comments

10.16 **Table 10.7** shows the common themes, opinions or comments received in response to Question 3.

Table 10.7 Question 3 Common Themes, Opinions or Comments

Do you think that there is enough flexibility in the current parking options?	
Response (Common theme/ opinion/ recommendation)	**Common Themes, Opinions or Comments**
No	• Not sufficiently strategic (assigned no response) • No (mid time option to allow for dwell time) • No – Pay on exit parking, off peak rates and seasonal flexibility would be helpful (Ryde) • No – free parking (one hour) balance of charged parking with free parking • No – charges in some car parks should go during winter, especially the ones by the sea fronts • Limited parking high accident areas (schools)
Yes	• Yes – no comment • Yes - where there are all day parking options available it is generally fine • In some areas yes, but with limited parking in other areas (however, other areas where parking charges are applied may impact of low earners)
Flexibility could be Improved	• Could be improved (real time information detailing parking availability) • Differing parking types account for demand/ users types (seasonal) • Limited parking in some residential areas may impact of low earners
No comment / Further info required to answer	• Supply and demand data required to assess and respond (to question)

Question 4: Do you think that the parking strategy should be used as a demand management tool to reduce car use in response to the climate emergency and to reduce local pollution?

10.17 **Table 10.8** below presents the common themes, opinions or recommendations received from greatest to smallest.

Table 10.8 Question 4 Responses

Do you think that the parking strategy should be used as a demand management tool to reduce car use in response to the climate emergency and to reduce local pollution?	
Response (Common theme/ opinion/ recommendation)	**Percentage Response**
Yes	29%
Improved/ cheaper Public Transport/ other measures	19%
No - not as demand management tool	19%
Not in isolation (other measures required)	14%
Yes, to stimulate/ contribute to economic regeneration	10%
Contrary to planning policy	5%
Potential negative impacts on business	5%

Question 4 Common Themes, Opinions or Comments

10.18 **Table 10.9** shows the common themes, opinions or comments received in response to Question 4.

Table 10.9 Question 4 Common Themes, Opinions or Comments

Do you think that the parking strategy should be used as a demand management tool to reduce car use in response to the climate emergency and to reduce local pollution?	
Response (Common theme/ opinion/ recommendation)	**Common Themes, Opinions or Comments**
Yes	• Yes – should be used to contribute to island wide pollution reduction strategy • Yes – agree with climate/ pollution reduction • Yes – (positive tool in the Council's approach to managing high streets/ helping wider economic recovery) • Yes – to improving the environment in the town centre, reduce car use (and encourage walking, cycling and people using public transport)
Improved/ cheaper Public Transport/ other measures	• Yes – providing improved public transport networks are in place in all areas of the IOW (and costs of public transport reduced) • Yes – subject to investment is in active travel, and moves to electric vehicles • Better public transport required • Must be in-conjunction with improved public transport • Park and Ride opportunities should be investigated, plus pedestrian and cycle use of parking areas • Proper planning for infrastructure and traffic use will be required with additional housing provided • Car parking charging and management is only one tool that will help facilitate this
No - not as demand management tool	• No – to reduce car use is not a preferred option
Not in isolation (other measures required)	• Not in isolation (see comments on improved public transport
Yes, to stimulate/ contribute to economic regeneration	• Yes – to stimulate or contribute to economic regeneration (post lockdown) • Yes – as a positive tool to managing high streets and helping wider economic recovery
Contrary to planning policy	• Use as a demand management tool is contradictory to current planning policy (on provision of minimum number of parking spaces per new build)

Do you think that the parking strategy should be used as a demand management tool to reduce car use in response to the climate emergency and to reduce local pollution?	
Response (Common theme/ opinion/ recommendation)	**Common Themes, Opinions or Comments**
Potential negative impacts on business	• Concern regarding (now being the time) demand management tool as the IOW needs to encourage people back to the shops, plus potential loss of businesses and business rates

Question 5: The Council has implemented temporary measures in town centres across the island to enable social distancing; this has included the suspension of on-street parking (not loading bays) with barriers in the road to widen the pavement and extend pedestrianised zones. We welcome your views on these measures; in particular their suitability and effectiveness, the potential for them to be retained on a permanent basis, and for other similar measures be introduced?

10.19 **Table 10.10** below presents the common themes, opinions or recommendations received from greatest to smallest.

Table 10.10 Question 5 Responses

The Council has implemented temporary measures in town centres across the island to enable social distancing; this has included the suspension of on-street parking (not loading bays) with barriers in the road to widen the pavement and extend pedestrianised zones. We welcome your views on these measures; in particular their suitability and effectiveness, the potential for them to be retained on a permanent basis, and for other similar measures be introduced?	
Response (Common theme/ opinion/ recommendation)	**Percentage Response**
Effectiveness reduced due to public not social distancing	23%
Unsure of potential business (negative) impact (of measures)	23%
Not to be implemented in isolation/ multi modal measures required	15%
Comments provided previously	8%
are these ped zones still required	8%
How can this be enforced?	8%
No measures implemented (Ryde)	8%
No difference to other towns	8%

Question 5 Common Themes, Opinions or Comments

10.20 **Table 10.11** shows the common themes, opinions or comments received in response to Question 5.

Table 10.11 Question 5 Common Themes, Opinions or Comments

The Council has implemented temporary measures in town centres across the island to enable social distancing; this has included the suspension of on-street parking (not loading bays) with barriers in the road to widen the pavement and extend pedestrianised zones. We welcome your views on these measures; in particular their suitability and effectiveness, the potential for them to be retained on a permanent basis, and for other similar measures be introduced?	
Response (Common theme/ opinion/ recommendation)	**Common Themes, Opinions or Comments**
Effectiveness reduced due to public not social distancing/ challenged implementation	• Some merit to scheme however, effectiveness reduced due to social distancing demonstrated by the public • Implementation of social distancing measures has been poor and ignored consultation responses. • Social distancing (in queues) not possible without walking on roads • Aesthetic not in keeping with Historic County Town, use of alternate means, planting seating road markings/ painting (better signage) • Better signage required to create better pedestrian environment • Opportunities missed for pedestrian movement and enhancement of public realm (current aesthetic unappealing)
Unsure of potential business (negative) impact (of measures)	• Consider there will be damage to business (temporary measures) • Un-necessary measures no impacting on retail/ business • Important to see how measures impact future townscape/ business • Unsure on the effects it will have on shops/businesses
Not to be implemented in isolation/ multi modal measures required	• Scope for long term changes from short term measures. Not to be implemented in isolations (wider consideration of multi modal movements on the IOW
Comments provided previously	• Comments provided previously
Are these pedestrian zones still required	• Given reduced impact due to public behaviour (social distancing) are these pedestrian zones (ineffectiveness) still required?
How can this be enforced?	• Concern regarding how pedestrian zones would be enforced (based on cyclist and driver behaviour)
No measures implemented	• No measure implemented in Ryde
No difference to other towns	• No difference to other towns (any retained measures must ensure access for disabled)

Question 6: Further observations

10.21 **Table 10.12** below presents the common themes, opinions or recommendations received from greatest to smallest.

Table 10.12 Question 6 Responses

Further observations	
Response (Common theme/ opinion/ recommendation)	**Percentage Response**
Further consultation (Briefing/ Focus Group)	13%
Unclear how Park Strategy supports Council's Regeneration Strategy	13%
Review of Parking Capacity/ demand for long stay parking	13%
Park and Ride facilities opportunities	13%

Further observations	
Response (Common theme/ opinion/ recommendation)	**Percentage Response**
Car park facility improvements (signage/ lighting)	13%
Tariff review/ non-prioritisation	13%
Should be linked to wider Council plans and strategies	7%
Better communication from IWC	7%
Safety at schools	7%

Question 6 Common Themes, Opinions or Comments

10.22 **Table 10.13** shows the common themes, opinions or comments received in response to Question 6.

Table 10.13 Question 6 Responses

Further observations	
Response (Common theme/ opinion/ recommendation)	**Common Themes, Opinions or Comments**
Further consultation (Briefing/ Focus Group)	• Council's will welcome opportunity of a briefing for members/ local stakeholders) • Welcome focus group research with general public users utilised (consultation/ interviews/ observations)
Unclear how Park Strategy supports Council's Regeneration Strategy	• Consultation covering letter refers to "…supports the aspirations set out in the Council's emerging Regeneration Strategy…" but it is unclear how this is being reflected within the IOW Parking Strategy • Strategy should be part of overall (wide, Council) travel strategy (for priority of cars and other motorised vehicles is rebalanced) • Review of on-street parking for pedestrianisation
Review of Parking Capacity/ demand for long stay parking	• IOW Council's parking review should look at parking capacity in Cross Street car park and if there is demand for an additional layer to provide additional / long-stay parking • That the IOW Council's parking review should look into the feasibility of providing additional parking or a park and ride facility on land at the Parkhurst Prison estate • A proper evaluation of the use of the car parks and actual action is needed (previous parking strategy report – several of the carparks were seen to be well below full occupancy at all or for the majority of times)
Park and Ride facilities opportunities	• Opportunities to provide Park and Ride facilities
Car park facility improvements (signage/ lighting)	• Clearer signage/ better lighting/ better conditions • Better use of outer (outlying located) car parks
Tariff review/ non-prioritisation	• Free parking/pay on exit parking • Better use of outside car parks
Should be linked to wider Council plans and strategies	• Welcome the opportunity be involved in the development of the parking strategy and link it to the Council's strategies
Better communication from IWC	• Better communication between IWC, town councils and steak holders such as the Business Associations, and disability access groups
Safety at schools	• Parking review at schools

Conclusions

10.23 The consultation process allowed valuable local feedback to be provided and has informed the choice of modelling scenarios presented in Chapter 9. This includes a scenario where the first hour or two hours of parking are free, which has been a comment frequently raised throughout the consultation process as a suggested mechanism for increasing footfall in town centres.

11 Financial Forecasting and Business Case

Objective

11.1 The objective of this Business Case is to quantify the revenue and capital costs and benefits of different parking strategies. This will inform decisions about the supply and management of parking on the island to meet the objectives of the Parking Strategy.

Background Context

11.2 The Parking Delivery Plan (PDP) Interim Report provided an update on the implementation of the recommendations of the Parking Strategy and the progress that has been made. All parking on the island was mapped and the usage of parking spaces was presented using ticket data and survey results. Demand forecasts were made, and a summary of revenue and operations was provided.

Existing Parking

11.3 The provision of public and private parking was set out in Chapter 3 of the PDP. This included details about the location and management of on-street parking spaces, public and private car parks, resident parking and permits (residential, all-island, visitor/tourist). Annual sales of car park tickets, on-street tickets and permits in Council-operated locations were presented. Surveys were carried out to identify the typical occupancy of selected car parks and assess whether they have the ability to increase their usage and revenue generation.

11.4 The basic car park tariff (2019) is set out in **Table 11.1**.

Table 11.1 Car Park Tariff Structure

Long Stay			Short Stay (off-street)		
Time	Tariff (2019)	Tariff (Nov 2020)	Time	Tariff	Tariff (Nov 2020)
Up to 1 hour	£1.50	£1.70	Up to 30 mins	£1.00	£1.10
1 to 2 hours	£2.50	£2.90	30 mins to 1 hour	£1.50	£1.70
2 to 4 hours	£4.00	£4.80	1 to 2 hours	£3.00	£3.40
4 to 6 hours	£5.00	£6.20	2 to 3 hours	£4.50	£5.10
6 to 10 hours	£7.00	£9.00	Overnight	£1.00	£1.00
Overnight	£1.00	£1.00			

Note. Charges apply 8am to 6pm, seven days a week, including bank holidays.

11.5 The on-street tariff (2019) is set out in **Table 11.2**.

Table 11.2 On-Street Tariff Structure

Long Stay			Short Stay		
Time	Tariff (2019)	Tariff (Nov 2020)	Time	Tariff	Tariff (Nov 2020)
Up to 1 hour	£1.50	£1.70	Up to 30 mins	Disc	£1.00
1 to 2 hours	£2.50	£2.90	30 mins to 1 hour	£1.50	£2.00
2 to 4 hours	£4.00	£4.80	1 to 2 hours	£3.00	£4.00
4 to 6 hours	£5.00	£6.20			
6 to 10 hours	£7.00	£8.60			
Overnight	£1.00				
Cowes Parade, Cowes Esplanade, The Common, Yarmouth, Canoe Lake, Culver Parade, Ryde Esplanade, Sandown Esplanade, Shanklin Esplanade, Ventnor Esplanade.			New St, St. Marys, Quay St, Holyrood St, Lugley St, High St, Orchard St, Pyle St.		

Note. Short Stay Charges apply 8am to 6pm, Long Stay Charges apply 10am to 6pm

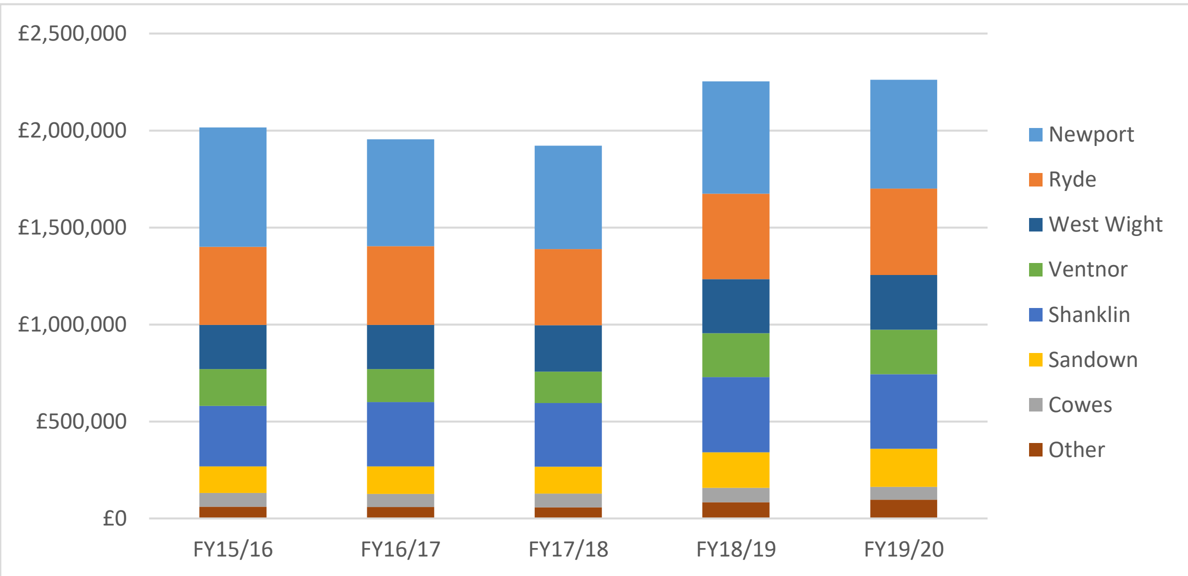
11.6 Payment can be made at the pay and display ticket machines or via Pay By Phone.

11.7 Many free car parks are also provided by IOW Council. Time limits apply in these locations.

11.8 The most recent information on ticket sales has been gathered for this business case (up to and including August 2020) and a summary of this is presented in **Figure 11.1**. These figures include on-street and off-street sales.

11.9 The figures include tickets sales for March 2020, which were 34% lower than the March 2019, due to the impacts of Covid19. February 2020 and earlier months were not affected by Covid19. Despite this reduction, the total sales for 2019/20 were still slightly higher than the previous year and both 2018/19 and 2019/20 generated significantly greater revenue than the previous years.

Figure 11.1 Total Off-Street Revenue by Town (2015-2020)

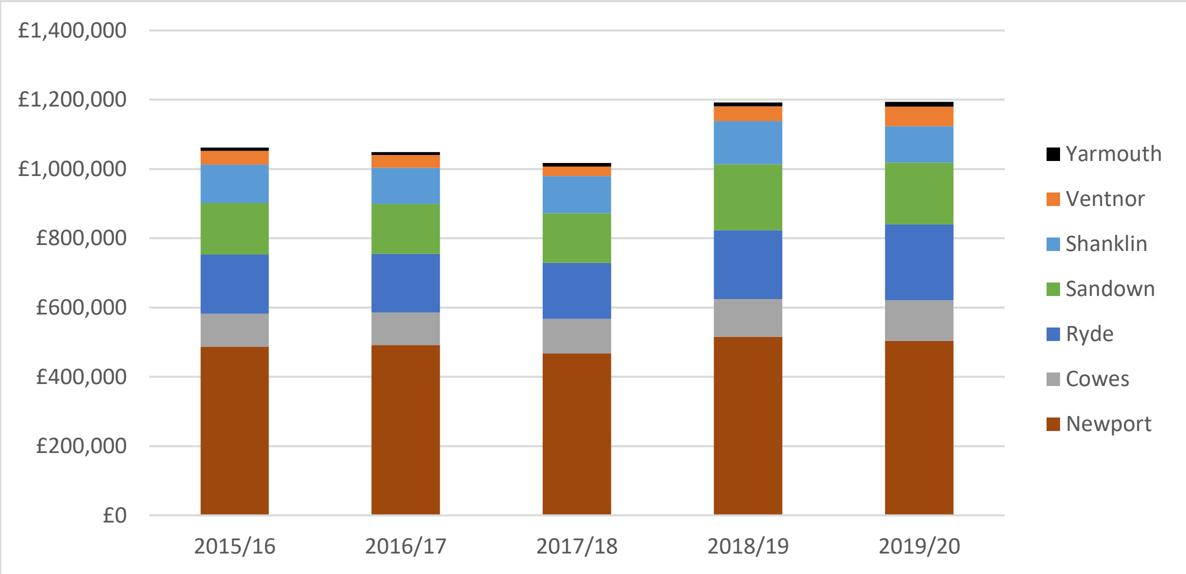


11.10 The distribution between the towns has changed over time, with Newport contributing a smaller proportion of the revenue now than in earlier years (24.8% compared with 30.5% in 2015/16). Car park revenue in Newport fell from £615,400 in 2015/16 to £560,610 in 2019/20. The increase in revenue has been generated in Ryde, Sandown, Shanklin, Ventnor and West Wight which provided a combined increase of approximately £278,000 in two years.

11.11 On-street charges are levied in 10 locations in Newport, Cowes and Yarmouth all year round and in 7 locations on a seasonal basis.

11.12 **Figure 11.2** shows the on-street income by town. It shows a similar pattern of change as the off-street car parks.

Figure 11.2 Total On-Street Revenue by Town (2015-2020)



11.13 Income from Penalty Charge Notices has increased by approximately 2.3% (£14,000) per year over the last five years.

Permits

11.14 IOW Council provides permits for residents to use in resident parking zones, tourist permits for anyone to use in multiple Pay and Display car parks and on-street bays, IOW Council staff permits and Covid-19 key worker permits. Coach permits are also available.

11.15 Residents of specific streets are eligible to apply for permits at a current annual cost of £55. Those living within 200m of a public car park can apply for a permit to use a space within that car park, for an annual cost of £165.

11.16 Tourists or residents can apply for a Tourist Permit that provides parking in most car parks and on-street pay and display bays.

Table 11.3 Permit Costs

Permit	2019/20 Tariff	2020/21 Tariff
Tourist 2 Day	£12.60	£15.10
Tourist 3 Day	£18.90	£22.70
Tourist 4 Day	£25.20	£30.20
Tourist 7 Day	£44.10	£52.90
Tourist 14 Day	£88.20	£105.80

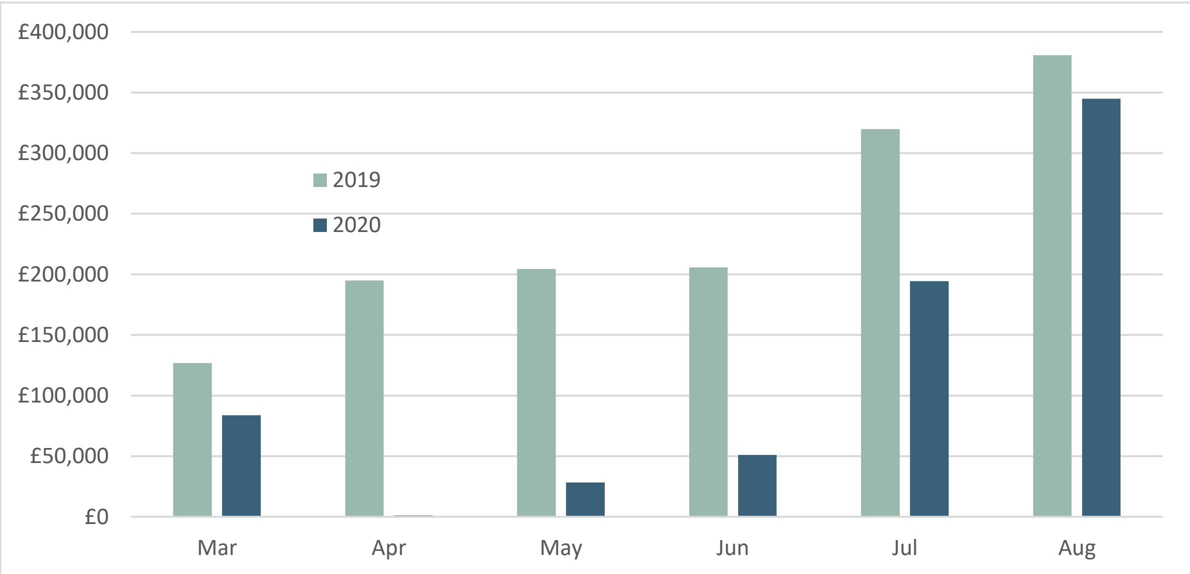
11.17 The Council also provides an All-Island Car Park (AICP) permit that allows parking for up to six hours in any long stay Council car park and two hours in any short stay car park. This permit currently costs £324.50 per year. A supplementary AICP permit is available that allows unlimited parking in Council car parks, at a cost of £462 per year (£540 for 2020/21).

Covid-19 Impacts

11.18 Covid-19 began to impact on car park revenue in March 2020, so there was a relatively small impact on the figures for the 2019/20 financial year. The reduction in revenue in March 2020 was approximately £43,000 (using March 2019 as a benchmark) so the impact on annual revenue was approximately 2%.

11.19 The impacts of Covid-19 on 2020/21 car park revenue have been considerable. **Figure 11.3** shows how revenue began to fall in March and then dropped to very low levels in April, May and June before recovering in July and August. The recovery of revenue is likely to be linked to the increase in people taking British rather than foreign holidays and the Island population re-engaging in local activity following relaxation of lockdown rules.

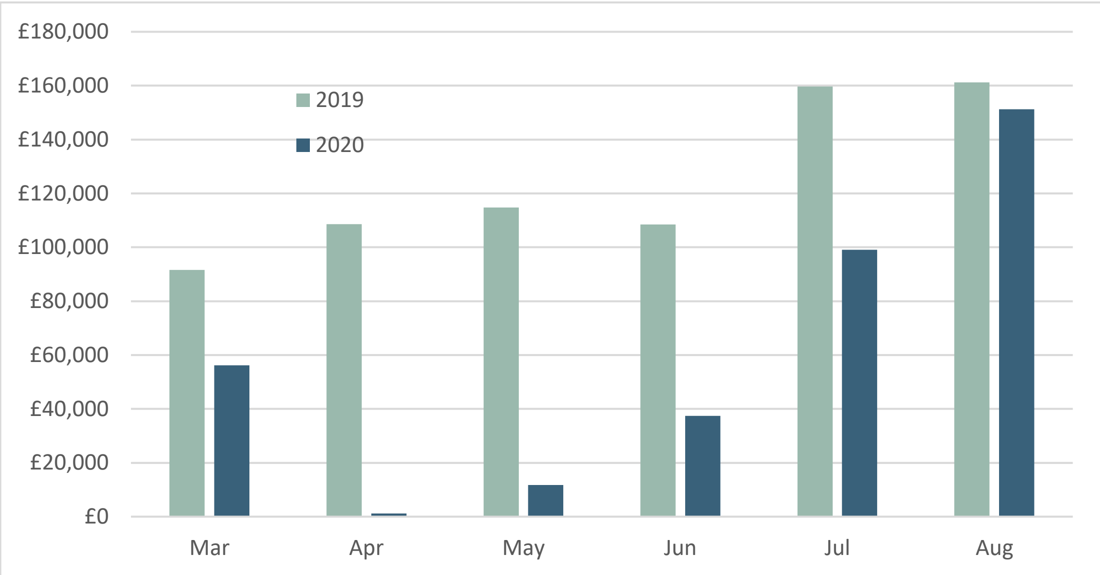
Figure 11.3 Covid-19 Impact on Monthly Revenue – Car Parks



11.20 In terms of individual car parks, the average revenue taken from April to August 2020 was 47% of that in 2019, but there was wide variation between the car parks. Most car parks generated between 25% and 75% of their 'normal' revenue but there were some outliers that were very low (e.g. Coppins Bridge, Newport, Station Avenue, Sandown and Moa Place, Freshwater). Other car parks performed much closer to, or even above, the previous year. Car parks at Winchester House, Shanklin, Dudley Road, Ventnor, Shore Road, Bonchurch and Duver Road, Seaview, took more revenue in 2020 than the previous year. This was due to high ticket sales in August.

11.21 On-street income was also reduced during March 2020 and the 2020/21 financial year as a result of Covid-19. The on-street 2020/21 financial year up to August was approximately £184,000 under budget.

Figure 11.4 Covid-19 Impact on Monthly Revenue – On-street



11.22 Permit sales have also been impacted by Covid-19. Tourist permit sales up to August 2020 were £11,000 below the budget and the annual forecast is a £41,000 shortfall. Conversely, sales of tourist permits in August were the highest ever recorded.

11.23 Residential permits paused in April and May but have recovered since. An annual shortfall of £63,600 is forecast.

11.24 Staff permit sales have stopped in 2020, leading to a forecast annual shortfall of £93,000.

Background Change in Demographics, Economy, Traffic, Housing

11.25 Parking demand is generated by multiple factors including population demographics, economic factors, traffic and travel behaviour and housing. The combination and inter-relationships between these factors results in a demand for parking. This demand is then influenced by the supply, management and price of the parking spaces.

11.26 Analysis of population, housing, traffic growth, car ownership and tourism has been undertaken to understand recent trends and make forward projections about how these factors could influence parking demand in the future. These trends and forecasts do not take any account of the influence that Covid-19 could have in the medium and long term.

11.27 The analysis shows that, in summary:

- **Population** – has increased at 0.82% per year since 1991 but this growth has slowed in recent years to just 0.33% per year. Forecast of population by the Office for National Statistics suggest it will increase by 0.41% per year up to 2026. This population growth will be focused in the key regeneration areas of Newport, the Medina Valley and Ryde.
- **Housing** – The number of households increased by 0.62% between 2001 and 2011. The Local Plan (through the Island Planning Strategy) proposes a higher rate of housing growth of 1% per year, by speeding up the rate of delivery.
- **Traffic Growth** – The Department for Transport monitors traffic and makes forecasts about future traffic growth through its TEMPro software. This predicts that traffic on the island will increase by 1.83% per year between 2019 and 2025.
- **Cars and Car Ownership** – Census data records car ownership. The number of cars owned on the island is a function of the number of households and the level of car ownership. The number of cars increased by 1.4% per year between 2001 and 2011 and is expected to continue to increase by 1.15% per year up to 2026.
- **Tourism** – There has been little change in the volume of tourist trips and long stay holiday visits to the island in the last eight years and 2019 saw a small decrease in total trips and expenditure compared with previous years.

11.28 From these separate sources of data, it is possible to estimate how parking demand is likely to change in response to these background trend. Population is expected to increase by 0.41% per year, housing by 1% per year, traffic by 1.8% per year and the number of cars by 1.15% per year.

11.29 It is proposed that traffic forecasts are the closest proxy for parking demand, because they take into account population, housing and changes in transport behaviour to calculate their forecasts, it is proposed that background demand for parking is likely to increase by 1.8% per year.

11.30 This figure does not consider any of the constraints that apply to parking. A lack of available spaces in the busiest locations will cap demand. Neither does it consider the influence that parking charges and the way parking is managed through time restrictions has on demand.

11.31 In terms of Covid-19, the short-term impacts on parking revenue to August 2020 are well understood but the medium- and long-term impacts of the virus are still unclear. The response by car park users will depend on the strength of the economic recovery and the mode choice response of the public.

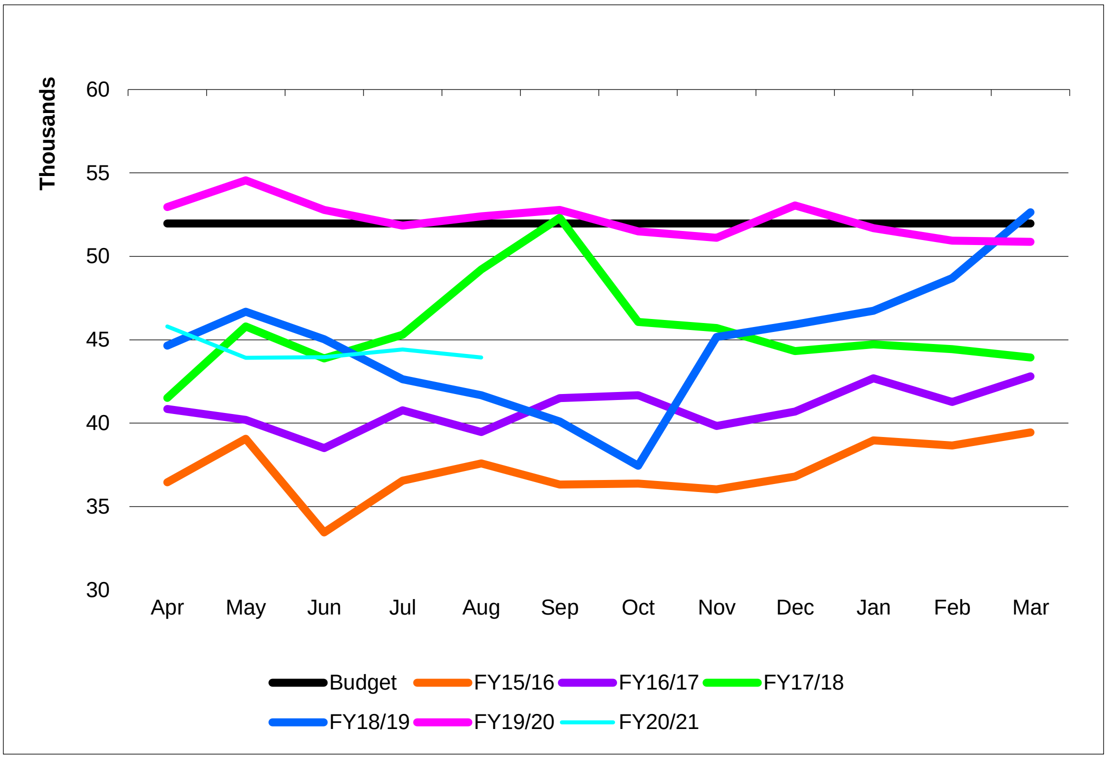
Overall demand to travel is likely to fall as more people work, shop and access services at home, but there could also be a shift towards private transport and away from passenger transport. This means the impact on parking demand is difficult to quantify at this stage. For the purposes of this business case it has been assumed that parking demand and behaviour will return to pre-Covid levels, but it is recognised that this assumption is speculative.

Costs of Car Park Management

11.32 Expenditure by Parking Services is available up to the 2018/19 financial year from the Annual Parking Report and more recent data has been provided in the Parking Finance Report.

11.33 These show that the expenditure on salaries increased steadily from 2015/16 to 2019/20 but have fallen well below the budget during 2020/21 because vacant posts were not filled. The reduced salary costs are currently expected to lead to an underspend of approx. £59,000 at the end of the financial year, although this will be dependent on when the posts are filled.

Figure 11.5 Parking Services Salary Expenditure



11.34 Non-salary expenditure during the first five months of 2020/21 was above the budget and the forecast outturn for the year is £111,000 higher than budget. This is mainly due to higher than expected payments to private contractors. (approx. £85,000 over budget). The most significant non-salary costs are rates and operational equipment (74% of the total).

Forecasts of Change in Demand

11.35 The data on actual revenue income has been used as a base from which to make forward projections, using the growth factors discussed in the previous section. Revenue collected in the financial year 2019/20 has been used because this was largely unaffected by the impacts of Covid-19. The March 2020 figures have been replaced by March 2019 figures where necessary, due to the small reduction observed in that month, due to the effects of Covid-19.

11.36 A growth factor of 1.8% per year has been used which reflects traffic growth forecasts, as described in the previous section. This is lower than the increase in parking revenue over the last five years but has been proposed as a measure of parking demand rather than income, which is influenced by changes in the tariff as well as demand.

11.37 Revenue from 2019/20 has been factored by 1.8% per year to generate forecasts of future revenue. Where capacity is constrained (i.e. the car park or on-street bays are already fully occupied) the increase in revenue has been restricted to 1.0%. These locations still have some potential to generate more revenue, in the off-peak periods for instance, but not as much as the unconstrained car parks.

11.38 From previous surveys and data five car parks have been identified as being constrained and the lower level of growth has been applied. These are Chapel Street and Church Litten in Newport, Vernon Meadow, Shanklin, Central car park, Ventnor and Moa Place, Freshwater. All on-street parking bays have been assumed to be constrained and the lower level of revenue growth has been applied.

11.39 Income from Penalty Charge Notices has been included and is assumed to increase in line with the pre-Covid-19 trend.

11.40 **Table 11.4** shows how the revenue would be expected to increase under pre-Covid-19 conditions. These figures use 2019/20 revenue to create a forecast for 2021/2022, assuming no growth in 2020/21 and returning to a pre-Covid-19 growth trend.

Table 11.4 Revenue Growth Forecasts

	2019/20 Revenue	Annual Growth Factor	Revenue with One Year Growth
Car Parks	£2.301m	Unconstrained Car Parks @ 1.8% Constrained Car Parks @ 1.0%	£2.338m
On-street Parking	£1.186m	1.0%	£1.199m
PCN	£0.680m	2.3%	£0.696m
Total	£3.487m		£4.233m

Note. March 2020 figures adjusted for Covid-19

Sensitivity / Scenario Testing

11.41 The impacts of various changes in the management and supply of parking spaces have been tested. The scenarios to be tested are as follows:

1. The impact of a 20p per hour increase to the tariff for car parks and on-street parking.
2. Free parking for the first hour
3. Free parking for the first two hours.

Increased Fee Tariff

11.42 The methodology for quantifying the impact of an increase in the tariff is as follows: the baseline forecast for revenue in car parks and on-street is multiplied by two factors. These factors quantify the additional income that would be generated by increased charges and the reduction in demand that would also result.

11.43 Factors were calculated that take account of account of increases in the charge. A new tariff has been agreed for 2020/21 and the test is for a further increase of 20p per hour on top of that tariff. The factors for short stay and long stay tariff are different because of the structure of the tariff (i.e. the price increase to the 4 to 6 hours and the 6 to 10 hours timebands are larger). The factors presented in **Table 11.5** were applied to the revenue forecasts to calculate the potential impacts.

Table 11.5 Proposed Car Park Tariff Changes

Timeband	2019/2020 Charge	2020/2021 Charge	Potential Charge	Average Annual Uplift Factor
Long Stay				
Up to 1 hour	£1.50	£1.70	£1.90	18%
1 to 2 hours	£2.50	£2.90	£3.10	
2 to 4 hours	£4.00	£4.80	£5.00	
4 to 6 hours	£5.00	£6.20	£6.40	
6 to 10 hours	£7.00	£9.00	£9.20	
Short Stay				
Up to 1/2 hour	£1.00	£1.10	£1.30	13%
½ hour to 1 hour	£1.50	£1.70	£1.90	
1 hour to 2 hours	£3.00	£3.40	£3.60	
2 to 3 hours	£4.50	£5.10	£5.30	

Price Elasticity of Parking

11.44 Price elasticity of demand for parking is a measure of how people are expected to change their behaviour in response to a change in the price of parking. The actual impacts will differ at each car park, depending on the availability of alternatives and the amount of latent demand that exists. Each car park will have its own elasticity of demand, but for the purposes of this report some average elasticities have been used.

11.45 Price elasticities for parking demand have been found to be in the range -0.1 to -0.4[1], meaning that a 10% increase in the charge would cause a 1% to 4% reduction in demand. Other research has estimated an elasticity of -0.16 with a typical range of -0.1 to -0.3. **For this study we have assumed an elasticity of -0.2**, i.e. demand is forecast to decrease by 2% if the price were to increase by 10%.

Impacts of an Increased Fee Tariff

11.46 **Tables 11.6 and 11.7** show how the annual on-street and off-street revenue income is expected to change in response to changes in the tariff. The figures include the background growth presented in **Table 11.4.**

[1] Feeney, 1989; Pratt, 1999)

Table 11.6 Impacts of Increased Parking Charges in Car Parks

Car Park	Capacity Constrained	2019/20 Revenue (£)	Revenue with 1 Years Growth	Impact of New 2020/21 Tariff	Impact of 2020/21 Price Elasticity	Impact of Potential 20p Tariff Increase	Impact of Potential Tariff Price Elasticity
Factors			Unconstrained Capacity 1.8% Constrained 1.0%	Short Stay 13% Long Stay 18%	Short Stay -2.6% Long Stay -3.6%	Short Stay 13% Long Stay 18%	Short Stay -2.6% Long Stay -3.6%
Medina Avenue, Newport		15,517	15,796	18,639	17,968	21,202	20,439
New St, Newport		60,034	61,115	69,060	67,264	76,009	74,033
Chapel Street, Newport	Yes	121,428	122,643	138,586	134,983	152,531	148,565
Lugley Street, Newport		129,676	132,010	149,172	145,293	164,181	159,913
Church Litten, Newport	Yes	96,662	97,629	110,321	107,452	121,421	118,264
Coppins Bridge, Newport		79,443	80,873	95,430	91,994	108,553	104,645
Sea Street, Newport		49,287	50,174	56,697	55,222	62,401	60,779
Newport Harbour		6,330	6,444	7,604	7,330	8,650	8,338
Seaclose,Newport		17,650	17,968	21,202	20,439	24,118	23,250
Riverway,Newport		1,216	1,238	1,461	1,408	1,662	1,602
Green Street, Ryde		12,076	12,294	14,507	13,984	16,502	15,908
St Thomas Street, Ryde		106,477	108,394	127,905	123,300	145,494	140,256
Garfield Road, Ryde		13,492	13,735	16,207	15,624	18,436	17,772
Lind Place, Ryde		16,061	16,350	19,293	18,598	21,946	21,156
Victoria Street, Ryde		38,940	39,641	44,795	43,630	49,302	48,020
Quay Road, Ryde		177,847	181,048	213,636	205,946	243,016	234,267
Appley Park, Ryde		52,131	53,070	62,622	60,368	71,234	68,670
Puckpool Park,Ryde		38,893	39,594	46,720	45,038	53,145	51,232

Car Park	Capacity Constrained	2019/20 Revenue (£)	Revenue with 1 Years Growth	Impact of New 2020/21 Tariff	Impact of 2020/21 Price Elasticity	Impact of Potential 20p Tariff Increase	Impact of Potential Tariff Price Elasticity
Factors			Unconstrained Capacity 1.8% Constrained 1.0%	Short Stay 13% Long Stay 18%	Short Stay -2.6% Long Stay -3.6%	Short Stay 13% Long Stay 18%	Short Stay -2.6% Long Stay -3.6%
Cross Street, Cowes		57,097	58,125	65,681	63,974	72,290	70,411
Mornington Road, Cowes		1,400	1,426	1,682	1,622	1,914	1,845
Brunswick Road, Cowes		11,246	11,449	13,510	13,023	15,367	14,814
St Johns Rd, Sandown		22,117	22,515	25,442	24,780	28,001	27,273
Station Ave, Sandown		23,259	23,678	27,940	26,934	31,782	30,638
Fort St, Sandown		68,434	69,666	82,206	79,246	93,511	90,144
The Heights, Sandown		10,214	10,398	12,270	11,828	13,957	13,455
Yaverland, Sandown		73,216	74,534	87,950	84,784	100,045	96,443
Landguard Rd, Shanklin		57,350	58,382	65,972	64,257	72,610	70,722
Hope Rd, Shanklin		58,670	59,726	70,477	67,940	80,169	77,283
Orchardleigh Rd, Shanklin		43,921	44,712	52,760	50,861	60,015	57,855
Atherley Rd, Shanklin		4,292	4,369	5,155	4,970	5,864	5,653
Esplanade Gdns, Shanklin		65,579	66,759	78,776	75,940	89,609	86,383
Spa Site, Shanklin		30,064	30,605	36,114	34,814	41,081	39,602
Vernon Meadow, Shanklin	Yes	124,493	125,738	142,084	138,389	156,380	152,314
Winchester Hse, Shanklin		5,385	5,482	6,469	6,236	7,359	7,094
Central, Ventnor	Yes	95,748	96,705	114,112	110,004	129,805	125,132
Market St, Ventnor		6,339	6,453	7,614	7,340	8,662	8,350
Pound Lane, Ventnor		7,020	7,146	8,433	8,129	9,592	9,247
The Grove, Ventnor		22,439	22,843	26,955	25,985	30,662	29,558

Car Park	Capacity Constrained	2019/20 Revenue (£)	Revenue with 1 Years Growth	Impact of New 2020/21 Tariff	Impact of 2020/21 Price Elasticity	Impact of Potential 20p Tariff Increase	Impact of Potential Tariff Price Elasticity
Factors			**Unconstrained Capacity 1.8% Constrained 1.0%**	**Short Stay 13% Long Stay 18%**	**Short Stay -2.6% Long Stay -3.6%**	**Short Stay 13% Long Stay 18%**	**Short Stay -2.6% Long Stay -3.6%**
Dudley Rd, Ventnor		11,128	11,329	13,368	12,887	15,206	14,659
La Falaise, Ventnor		47,191	48,040	56,688	54,647	64,483	62,162
Ventnor Eastern Esplanade		40,273	40,998	48,378	46,637	55,031	53,050
Avenue Rd, Freshwater		8,990	9,152	10,799	10,411	12,285	11,842
Moa Place, Freshwater	Yes	66,474	67,139	79,224	76,372	90,119	86,875
River Rd, Yarmouth		141,596	144,145	170,091	163,968	193,482	186,517
Freshwater Bay		35,464	36,103	42,601	41,068	48,460	46,715
Colwell Bay, Freshwater		31,492	32,059	37,829	36,467	43,032	41,482
Broadway, Totland		778	792	935	901	1,063	1,025
Lane End, Bembridge		24,903	25,351	29,914	28,837	34,028	32,803
Shore Rd, Bonchurch		6,848	6,971	8,226	7,930	9,357	9,020
New Rd, Lake		3,012	3,066	3,618	3,488	4,115	3,967
Duver Road, Seaview		3,916	3,986	4,704	4,534	5,350	5,158
St Helens Duver		29,800	30,337	35,797	34,509	40,720	39,254
Carisbrooke High Street		11,066	11,265	13,293	12,814	15,121	14,576
Brannon Way, Wootton		9,585	9,757	11,514	11,099	13,097	12,626
Pier Rd, Seaview		7,103	7,231	8,533	8,226	9,706	9,357
TOTAL		2,301,066	2,338,447	2,689,214	2,605,848	2,996,725	2,903,827

Table 11.7 Impacts of Increased Parking Charges for On-Street Parking

On-Street Parking	2019/20 Revenue (£)	Revenue with 1 Years Growth	Impact of New 2020/21 Tariff	Impact of 2020/21 Price Elasticity	Impact of Potential 20p Tariff Increase	Impact of Potential Tariff Price Elasticity
		Capacity Constrained 1.0%	Short Stay 13% Long Stay 18%	Short Stay -2.6% Long Stay -3.6%	Short Stay 13% Long Stay 18%	Short Stay -2.6% Long Stay -3.6%
All Year Charging						
New Street	28,459	28,744	32,480	31,636	35,749	34,819
St Marys	3,231	3,263	3,687	3,591	4,058	3,953
Cowes Parade	83,877	84,716	99,965	97,366	114,892	111,905
Quay Street	55,009	55,559	62,782	61,150	69,099	67,303
Holyrood Street	39,770	40,168	45,390	44,210	49,957	48,658
Lugley Street	68,788	69,476	78,508	76,467	86,408	84,161
High Street	159,828	161,427	182,412	177,669	200,766	195,547
Orchard Street	38,492	38,877	43,931	42,789	48,351	47,094
Pyle Street	103,061	104,092	117,624	114,566	129,459	126,093
The Common, Yar.	13,848	13,986	16,504	16,075	18,968	18,475
Sub-Total	594,365	600,309	678,349	660,712	746,604	727,192
Seasonal Charging						
Canoe Lake	109,297	110,390	130,260	126,873	149,710	145,818
Culver Parade	64,521	65,166	76,896	74,897	88,379	86,081
Ryde Esplanade	109,596	110,692	130,617	127,221	150,120	146,217
Sandown Esplanade	113,879	115,018	135,721	132,192	155,987	151,931
Shanklin Esplanade	105,315	106,369	125,515	122,251	144,257	140,506

On-Street Parking	2019/20 Revenue (£)	Revenue with 1 Years Growth	Impact of New 2020/21 Tariff	Impact of 2020/21 Price Elasticity	Impact of Potential 20p Tariff Increase	Impact of Potential Tariff Price Elasticity
		Capacity Constrained 1.0%	Short Stay 13% Long Stay 18%	Short Stay -2.6% Long Stay -3.6%	Short Stay 13% Long Stay 18%	Short Stay -2.6% Long Stay -3.6%
Ventnor Esplanade	56,490	57,055	67,325	65,574	77,378	75,366
Cowes Esplanade	33,375	33,709	39,777	38,743	45,716	44,528
Sub-Total	592,474	598,399	676,190	658,609	811,547	790,446
TOTAL	1,186,839	1,198,707	1,354,539	1,319,321	1,558,151	1,517,639

Scenario 2 – Free Parking for the First Hour

11.47 Some responses to the stakeholder consultation suggested that providing free parking for short stay visits would be a positive benefit for local economies if it results in increased footfall and spending in town centres. This scenario examines the impact of providing free parking for the first hour on revenue income for IOW Council. The following scenario examines the impact of providing free parking for the first two hours.

11.48 The first issue to highlight is the difficulty in forecasting the economic impacts of free parking. Although it is often proposed as a measure to boost economic success there is little evidence that it has a significant impact in comparison with the multiple other factors that determine the success or otherwise of town centres.

11.49 Overall demand for parking would be expected to increase if parking were made free of charge and there is evidence to demonstrate that impact. The forecasts include a general uplift in parking demand to reflect this. However, whether this translates into additional spending is more difficult to say for certain.

11.50 Another consequence would be that users change their behaviour to take advantage of the free parking. People may respond by shortening the length of their trip and squeezing their journey into one hour instead of two, thus having the opposite effect than intended. It could also generate additional vehicle trips if people make two short visits instead of one longer one.

11.51 Data from previous studies suggests that approximately 50% of tickets sold in Long Stay car parks are for 0-2 hours and approximately 70% of tickets sold in Short Stay car parks are 0-2 hours.

11.52 Table 11.8 shows how car park revenue might be expected to change if free parking were provided for the first hour. It shows that Long Stay revenue could decrease by 20% (£375 to £300 for 100 users) and Short Stay revenue by 37% (£275 to £172 for 100 users).

11.53 These figures take account of the reduced revenue from the 0-1-hour time band and the likely response of the users, who are likely to adjust their visits to take advantage of the free parking.

11.54 The forecasts assume that overall demand for parking would increase by 20% due to the free parking. This figure could vary, depending on local circumstances and the latent demand for parking. If demand for the free parking becomes too great it would eventually displace the users that pay to stay longer, and revenue would decrease further.

11.55 Greater use of the free parking would also impact on the volume of traffic movements and if demand exceeds supply there would be more circulating traffic trying to find a free space.

Scenario 3 – Free Parking for the First Two Hours

11.56 **Table 11.8** also shows how revenue could change if free parking were provided for the first two hours of a visit. It shows that Long Stay revenue could decrease by 38% (£375 to £232 for 100 users) and Short Stay revenue by 67% (£275 to £90 for 100 users).

11.57 The forecasts assume that overall demand for parking would increase by 40-45% due to the free parking but local factors will determine the actual response by users.

Free Parking as Post-Covid Stimulus

11.58 Consideration has been given to the possibility of providing limited free parking as a stimulus to the local economy to mitigate the impacts of Covid-19. Scenarios 2 and 3 set out the forecast impacts of such schemes; however it is not possible at this stage to undertake a cost:benefit analysis of such a scheme, as the benefit to the local economy is impossible to quantify at this stage.

11.59 Darlington Borough Council implemented a similar scheme in May 2020, following previous similar schemes, running until the end of 2020. The cost to the Council was £392,883 between September and December; this allowed drivers two hours' free parking across Council car parks.

11.60 It is noted that the decision made by Darlington Borough Council was based on an desire to see the town centre increase in prosperity, however little evidence was provided to support the notion that free parking would increase spending in town.

11.61 A study by Vale of White Horse Council2 found that, of businesses surveyed, one-third said that two free hours' car-parking had increased footfall, one-third said it had no impact on footfall and a third were unable to report the impact.

11.62 Of those stating that it increase footfall, half said it increased by less than 5%.

11.63 There is therefore limited evidence to suggest that free parking for up to two hours significantly increases footfall in town centres.

[2] https://www.svbs.co.uk/wp-content/uploads/2013/10/Impact-of-2-hour-free-parking-2013.pdf

Table 11.8 Impacts of Free Parking for the First One and Two Hours

Long Stay - Existing			Scenario 1 - Free 1st Hour			Scenario 2 - 0-2 Hours Free		
Existing Tariff	Estimated Distribution	Revenue Generated by 100 Users	Scenario 1 Tariff	Potential Redistribution	Revenue Generated by 100 Users	Scenario 2 Tariff	Potential Redistribution	Revenue Generated by 100 Users
Up to 1 hour £1.50	25%	£37.50	Up to 1 hour £0.00	10% transfer from 1-2 Hr 3% transfer from 2-4 Hr 20% New demand	£0.00	Up to 1 hour £0.00	20% New demand	£0.00
1 to 2 hours £2.50	25%	£62.50	1 to 2 hours £2.50	Minus 10% transfer	£37.50	1 to 2 hours £0.00	10% transfer from 2-4 Hr 20% New demand	£0.00
2 to 4 hours £4.00	15%	£60.00	2 to 4 hours £4.00	Minus 3% transfer	£48.00	2 to 4 hours £4.00	Minus 7% transfer	£32.00
4 to 6 hours £5.00	15%	£75.00	4 to 6 hours £5.00	No change	£75.00	4 to 6 hours £5.00	Minus 3% transfer	£60.00
6 to 10 hours £7.00	20%	£140.00	6 to 10 hours £7.00	No change	£140.00	6 to 10 hours £7.00	No change	£140.00
Total	**100%**	**£375.00**		**Demand 120%**	**£300.50**		**Demand 140%**	**£232.00**
Short Stay - Existing			**Scenario 1 - Free 1st Hour**			**Scenario 2 - 0-2 Hours Free**		
Up to 1/2 hour £1.00	20%	£20.00	Up to 1/2 hour £0.00	10% New demand	£0.00	Up to 1/2 hour £0.00	10% New demand	£0.00
½ hour to 1 hour £1.50	20%	£30.00	½ hour to 1 hour £0.00	15% New demand 10% transfer from 1-2 hrs	£0.00	½ hour to 1 hour £0.00	15% New demand	£0.00
1 to 2 hours £3.00	30%	£90.00	1 to 2 hours £3.00	Minus 10% transfer	£60.00	1 to 2 hours £0.00	10% transfer from 2-3 hrs 20% New demand	£0.00
2 to 3 hours £4.50	30%	£135.00	2 to 3 hours £4.50	Minus 5% transfer	£112.50	2 to 3 hours £4.50	Minus 10% transfer	£90.00
Total	**100%**	**£275.00**		**Demand 120%**	**£172.50**		**Demand 145%**	**£90.00**

Local vs Island-wide Impacts

11.64 The impacts have assumed a uniform elasticity across the island. In reality, each town has different characteristics that affect the elasticity of demand of parking, including:

- Availability of off-street parking;
- Availability of on-street parking;
- Purpose of parking;
- Duration of stay;
- Pay on exit vs pay and display (people are more tolerant of higher prices for pay on exit);

11.65 For example, drivers using long-stay car parks in Newport, where there is significant commuter parking, will be more sensitive to price rises than short-stay tourist or shopper uses. However, in towns with limited options outside of car parks due to topography or residential parking schemes (e.g. Ventnor, Newport), motorists are more likely to pay increase charges as there is little alternative.

11.66 Tariffs could be amended to suit types of car parks, with shoppers' car parks subject to higher short-term fees, and tariffs at car parks used by commuters reduced, proportionally to short-stay use, for longer stays.

11.67 A consequence of increasing tariffs is the displacement of parking onto surrounding residential streets; this is particularly relevant in Newport, with significant numbers of commuters. Commuters would be more willing to park on residential streets and walk further, due to the longer duration of stay; therefore, any significant increase for long-stay parking (i.e. over 6 hours) may lead to such displacement.

11.68 A summary of the parking profiles for key settlements is set out below:

Newport

- Short-stay parking in town centre for shoppers – more tolerant of price rises for short-stay;
- Competition with supermarkets allowing two hours free parking;
- Long-stay parking around edges for commuters – sensitive to price rises for long-stay;
- Resident parking zones – non-permit zones used by commuters; and
- Limited tourist traffic compared to coastal towns.

Ryde

- Good availability of short-stay parking;
- RPZ more limited compared to Newport, therefore more opportunities for commuters to park

on residential streets – increases in price will displace more traffic onto residential roads;

- Resident parking zones – non-permit zones used by commuters; and
- Significant tourist traffic – more tolerant of increased prices, including for permits.

Cowes

- Limited council-run car parks;
- RPZ more limited compared to Newport and used by commuters to mainland, therefore more opportunities for commuters to park on residential streets – increases in price will displace more traffic onto residential roads;
- Uniform pricing also applies to Esplanade, with different profile to town (e.g. more recreational).

Ventnor

- Topography and historic streets mean on-street parking limited, even outside town centre;
- Eight car parks available (four run by Town Council) with good availability at car parks located further out;
- Limited commuter traffic; tariffs should be geared towards leisure and tourism.

Shanklin and Sandown

- Good parking availability for tourist uses – e.g. on Esplanades more likely to tolerate price increases;
- Less elasticity further inland for price rises; drivers more likely to use residential streets to park.

Yarmouth

- Limited options outside of car parks due to RPZ;
- Lower levels of commuter traffic (i.e. long-stay);
- Significant levels of tourist traffic, more tolerant of price rises, particularly for short stay and permits.

Impact on Residents' Parking Zones

11.69 As set out above, increases in long-stay parking charges in commuter areas, or any increase in area where there is unrestricted parking within a short walking distance of town centres, may lead to increased parking demand in residential areas. Commuters are more willing to walk further to save on daily parking charges than shoppers or tourists.

11.70 However, this is offset by the availability of annual permits for Council car parks, which allow a significant reduction in costs for regular commuters.

11.71 As discussed, the impacts of Covid-19 on parking demand are not yet known; however, with opportunities to work from home becoming much more prevalent for many employees, it may transpire that overspill parking in residential areas reduces over the coming years. This should be monitored in the medium-term to see if issues surrounding parking in residential areas become less significant over time.

Alternative Parking Delivery Solutions

11.72 As set out in Chapter 10, pay on exit parking is popular with motorists, allowing greater flexibility in the duration of stay and avoiding the need to decide the duration in advance. Research shows that drivers are also more tolerant of higher prices for pay on exit car parks as a result[3]. Prices for pay-on-exit systems can typically cost around £30-40,000, are suited to car parks with longer access roads to prevent queuing on the public highway.

11.73 Alternatively, credit and debit card payment at machines is seen as more user friendly than pay-by-phone. Whilst it does not allow the flexibility for the duration of stay, it allows drivers who do not have change to be able to park easily without navigating phone systems that are sometimes perceived as difficult to use. Typically, it costs around £1,500 to retrofit a payment machine to allow card payment.

11.74 Electric vehicle (EV) charging points could be installed at Council car parks; with the current rise in sales of EVs, demand and income at car parks could be increased by the installation of chargers; each EV charging point typically costs around £1,000-£1,500 + VAT. Were EV charging points to be available across the island, the use of EVs would become more practical and would encourage their use on the island, in turn helping the Council with respect to its Climate Emergency goals.

[3] https://www.crow.nl/kennis/bibliotheek-verkeer-en-vervoer/kennisdocumenten/parkeren-en-gedrag

12 Delivery and Implementation Plan

12.1 A summary of the actions, options and decisions needed as set out in this report is included as **Table 12.1**.

Table 12.1 Summary of Actions, Options and Decisions

Action	Options	KPIs
Changes to parking tariff	• No increase in parking charges • Offer first hour parking free (Covid relief) • Offer first two hours parking free (Covid relief) • Increase parking charges • Tailor parking charges to car park locations (e.g. shoppers, tourist, commuter car parks)	• Parking income • Car park occupancy
Introduce pay-on-exit parking system (c. £30-40k)	• Do not introduce due to cost • Introduce in selected car parks (typically larger car parks with long access roads)	• Parking income • Car park occupancy • Duration of stay
Introduce credit/debit card payment (£1.5k per machine)	• Do not introduce due to cost • Retrofit to some machines in larger car parks • Retrofit to all machines	• Percentage of transactions using card
Install EV charging points (c. £1-1.5k per space)	• Do not introduce • Introduce in limited number of car parks • Introduce island-wide to increase coverage	• Use of EV charging points
Implementation of VMS signs	• No VMS due to cost • VMS in selected larger towns with multiple car parks (Ryde, Newport, Ventnor)	• Car park occupancy
Provide new parking in West Cowes	• Do not introduce additional parking • Introduce decked parking at Cross St car park	• Parking income • Car park occupancy
Disposal of underused car parks	• Do not dispose • Dispose of Fore Street, Sandown (partially) and Mornington Road, Cowes • Keep parking use under review	• Income
Review of blue badge spaces (2016-21 PR5)	• Continue review in line with PR5 from 2016-21 strategy • Discontinue review	• Occupancy of blue badge spaces

13 Summary and Conclusion

13.1 WYG was commissioned by the Isle of Wight Council to develop an island-wide parking strategy for the period 2016-2021. The purpose of this strategy is to provide a consistent island wide policy framework for the management of parking across the island, both within Council managed off-street car parks and on-street.

13.2 This strategy was approved and implemented by the Isle of Wight Council in 2016 and provided 13 Primary Recommendations (PR1-PR13) and 22 Supporting Recommendations (SR1-SR22) to deliver its aims and objectives.

13.3 The Parking Delivery Plan will review the implementation of these recommendations and provide additional suggested policies to build on the work done previously.

13.4 It is evident that since the recommendations were made in 2016, progress has been made towards implementing the proposals. The Parking Tariffs in operation across the island have been streamlined and reviewed, with an increased focus on digital permits and digital payment methods.

13.5 Further to this, an extensive review has been undertaken of existing parking stock, regulation and signage to highlight areas where VMS could be introduced and where Residents Parking Schemes could be rolled out. To date, two Resident Parking Scheme officers have been recruited to aid the rollout of Resident Parking Schemes.

13.6 However, it should be noted that work into the implementation of the recommendations is still ongoing, with several additional Resident Parking Schemes currently under evaluation.

13.7 To provide an up to date picture of car park utilisation across the Island, and to supplement the surveys undertaken in 2015, WYG have undertaken a series of 'snapshot surveys' at peak times on 4-6 days in 2019 for 10 car parks across the island.

13.8 The snapshot survey results for Quay Road demonstrate that the car park generally operates within capacity with a maximum Pay and Display occupation of 78% recorded. This car park was surveyed as it is considered to be one of the principal car parks for those commuting off-island.

13.9 While this is not explicitly clear in the survey results, it is noted that the occupancy is generally lower in the August surveys, where more commuters would be on annual leave, than in the November surveys where most commuters would be at work.

13.10 The snapshot survey for River Road concluded that the car park generally operates within capacity during the summer peak season, with a maximum Pay and Display occupation of 53% recorded. In the November surveys, a peak Pay and Display occupancy of 16% was recorded.

13.11 This car park was surveyed as it is considered that it combines tourist and off-island commuter use. The surveys indicate a generally higher car parking usage in the peak summer August surveys, which could likely reflect the level of tourist use at this car park.

13.12 The survey results for Church Litten Car Park illustrated that the car park generally operates at a high level of occupation. Full Pay and Display occupation was recorded on several occasions, with 100% occupation recorded in both the summer peak period and the November surveys.

13.13 The Church Litten car park was surveyed as it is a high turnover short stay car park in the capital town. Given its location in the centre of the capital town, it would be expected that this car park is less affected by seasonal tourist demand due to an extant level of year round resident demand. This is largely reflected in the snapshot surveys, which showed a very high level of occupancy in both the August peak season surveys and the November surveys.

13.14 The snapshot survey results for Landguard Road Car Park demonstrated that the car park generally operates at 60-80% occupation.

13.15 Central Car Park, Ventnor was found to generally operate close to, or at occupation in the summer peak season.

13.16 Cross Street Car Park was assessed as it forms the principal Council owned car parked in Cowes. It is evident that outside of special events, this car park generally has a level of spare capacity available, with a peak non-event pay and display occupancy of 68% recorded.

13.17 The Coppins Bridge car park was assessed as it forms the principal long-stay car park in the capital town. From the surveys, it is evident that this car park is generally operating with spare capacity in all surveyed periods.

13.18 The Fort Street car park was analysed because it is a beach/amenity use car park, and was surveyed to establish if it is operating to capacity. It is evident from the surveys undertaken the non-coach parking elements of this car park are not operating at capacity.

13.19 The St Thomas Street Upper car park was assessed because it is potentially underused given its location near the railway station and local shops. The surveys undertaken in 2019 would support this hypothesis, with the peak Pay and Display occupancy recorded at only 51%.

13.20 Vernon Meadows car park was surveyed as it is located in a high-profile tourist location and is in an area with a thriving night-time economy. From the surveys, it is evident that this car park does display a notable higher Pay and Display occupancy in the August peak season surveys, which likely reflects higher demand due to tourism levels at this location.

13.21 According to ONS Census Data there has been an increase in population on the Isle of Wight of approximately 6.5% between 1991 and 2001, 4.2% between 2001 and 2011, and 2.0% between 2011 and 2017, with a total cumulative growth of 13.2% in the 26 year period between 1991 and 2017. Additionally, recently released population statistics from the ONS suggest that the current number of residents on the island will continue to grow, with the and 2026 population estimated at 146,233 (approximately 3.7% growth between 2017 and 2026).

13.22 In terms of cars available, ONS Census Data shows that there has been a significant increase in car ownership both in the main urban areas as well as in the island as a whole over the past 20 years, with approximately 14% increase in the total number of cars between 2001 and 2011 and 48% between 1991 and 2011.

13.23 Assuming, for the purpose of this strategy, that the growth experienced between 2001 and 2011 will continue to 2026, it is expected that by 2026 there will be over 15,000 extra cars available on the Isle of Wight, with an average of 1.32 cars per household (increased from 0.99 in 1991, 1.11 in 2001 and 1.19 in 2011). All of these new vehicles will have to be accommodated within the island's on-street and off-street parking facilities.

13.24 In addition, the Island Plan Core Strategy (adopted on 21st March 2012) states in Section 'SP2 Housing' that 'The strategy provides for 8,320 dwellings for the Isle of Wight in the period 2011-2027, which is an average of 520 dwellings per year.' The majority of the developments will be located with the Isle of Wight Key Regeneration Areas, resulting in significant amount of the residential developments proposals being delivered within the Medina Valley and Ryde.

13.25 An average increase of 520 dwelling per year will add considerable pressure on the existing car parking network, potentially representing an annual increase in the number of cars of approximately 686. This will put particular pressure on car parking areas in or near to the Key Regeneration Areas or areas with high levels of retail provision or employability.

13.26 Altogether, it is considered that an increasing background growth, alongside increasing average number of cars per household as well as the number of households itself will create higher levels of demand for parking areas within the Isle of Wight. This is due to the increase in demand being generated mostly by local residents in the main urban areas, particularly those with retail and leisure opportunities, which will be more impacted by the increase in demand.

13.27 A consultation exercise determined the key issues that stakeholders believe to be relevant to improving the car park offering across the island. These included more flexibility in parking (pay on exit); exploring the possibility of offering the first hour or two of parking for free; improving signage and real-time capacity information; and implementing measures to encourage people to return to the high streets following COVID-19.

13.28 A business case has been prepared that considers various options, including increasing prices by around 20p per hour; and offering one or two-hours parking for free.

13.29 The financial forecasting, which is based on a number of assumptions regarding elasticity of demand, shows that overall revenue would be expected to grow with the increased parking charges, as the decrease in demand would not offset the extra revenue generated.

13.30 Free parking for the first hour or two hours would lead to a loss in revenue of approximately £80-100 per hour offered per 100 vehicles parking. This is based on a number of assumptions, as there is little evidence available to model the impact of such an offer.

13.31 Similarly, the impact on footfall of free parking is difficult to model, as there are many variable factors which affect people’s decision making; whilst it may increase footfall on the high street, equally it may encourage shoppers to stay for a shorter period to fall within the free charging period.

Appendix A
ISLE OF WIGHT PARKING STRATEGY 2016-2021

Isle of Wight Council

Isle of Wight Parking Strategy 2016-2021

Final Report

March 2016

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1 Introduction

Introduction

1.1 WYG is commissioned by the Isle of Wight Council (the 'Council') to develop an island-wide parking strategy for the period 2016-2021. The purpose of this strategy is to provide a consistent island-wide policy framework for the management of parking across the island, both within Council-managed off-street car parks and on-street.

1.2 The parking strategy set out within this document provides a high level island-wide recommended policy position for the Council with regard to a number of key factors, including the following:

- The effective management of parking on the Isle of Wight, consistent with both national and local policies regarding parking and sustainability;
- Management of Council owned car parking stock;
- Car parking standards/guidelines;
- Setting of appropriate parking tariffs, which aim to maximise revenue whilst ensuring that Council owned and managed parking is well utilised;
- Parking for tourists and visitor attractions;
- Parking at the Isle of Wight's ferry terminals; and
- Appropriate parking provision for specific user groups including mobility impaired users.

1.3 The overarching aims and objectives for this strategy are set out as follows:

Aims

- Provide a consistent island-wide policy framework with specific objectives and targets;
- Support retail, business and leisure economy;
- Protect the interests of residents, businesses and tourists; and
- Achieve consistency with relevant transport policy and guidance (at national and local levels), and regeneration and community strategies and objectives.

Objectives

- Identify existing and potential future parking issues, related to both on and off-street parking;
- Improve the experiences of residents, business users, visitors and tourists in respect of car parking;
- Increase the efficiency of on and off-street parking areas to reduce congestion and searching times, and to ensure that different types of users are able to park in the most appropriate car parking areas for their needs;
- Protect the interests of residents and their visitors regarding parking in residential streets, business users and commuters in commercial areas, and tourists in holiday destinations.
- Concentrate demand for off-street parking in the most efficient and accessible car parks, which could in turn lead to the re-purposing of under-utilised car parking assets and the further ability to release the value of these re-purposed assets; and
- Provide additional car parking capacity where it is most needed (instead of continuing to provide under-utilised parking at newly re-purposed sites).

The Need for an Effective Parking Strategy

1.4 The ease and convenience with which residents, business users and their customers, tourists and visitors can access a location by car can have a major influence on a local area's economic vitality.

1.5 The benefits of an effective parking strategy are self-evident. Improving the management of parking in a particular area can provide:

- Greater support for local residents and visitors;
- Support for local businesses;
- A reduction in traffic congestion;
- An improved local environment, including reduced carbon emissions; and
- Optimised and more reliable revenue streams.

1.6 However, it is increasingly important for local authorities to recognise the significance of striking a balance between effective management of car parking and providing a suitable number of spaces, and maximising potential revenue streams.

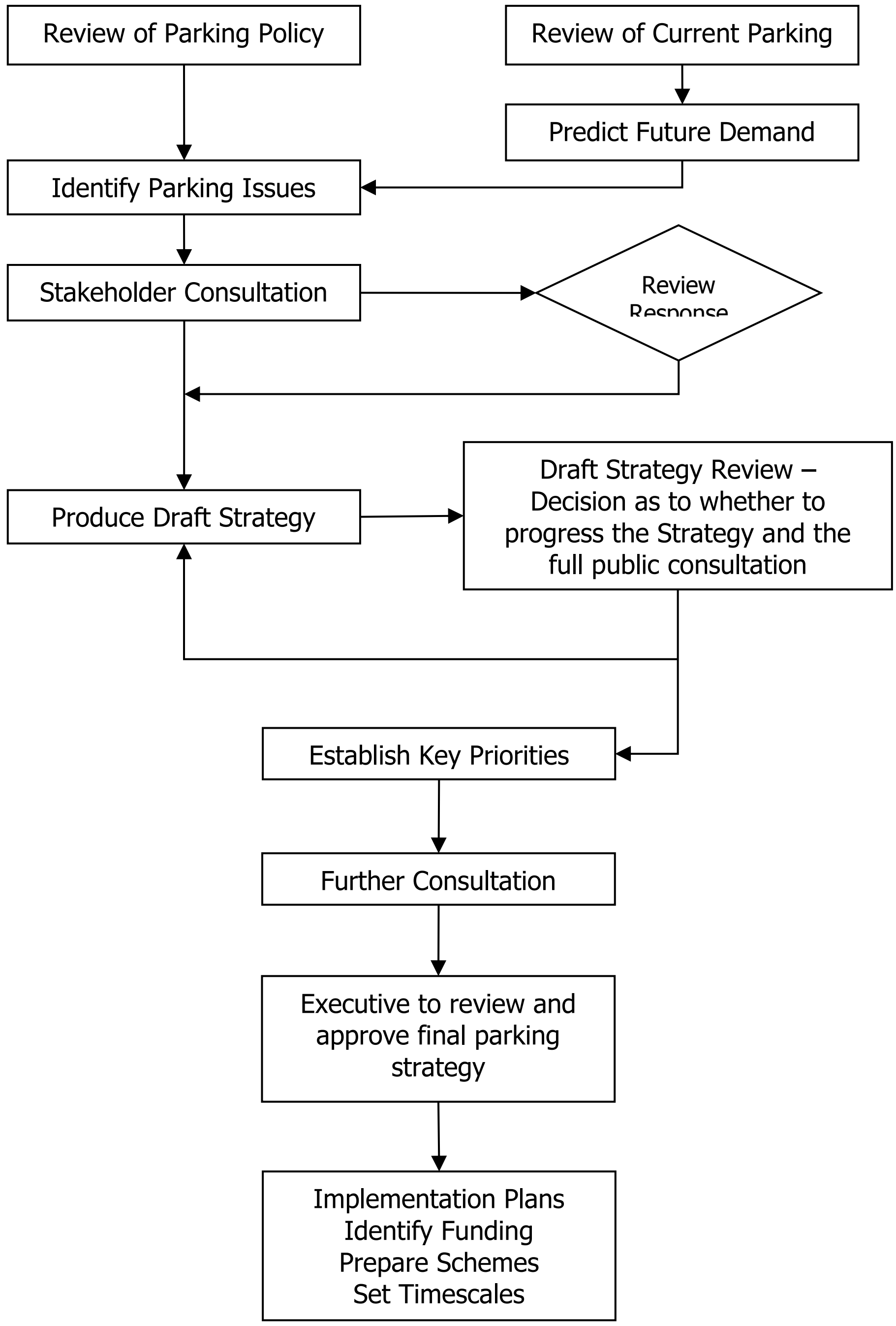
1.7 Car parking plays a key role in facilitating and supporting the Isle of Wight's retail, business and leisure economy, for the residents, tourists and visitors to the island. The needs of these different users with regards to car parking can vary greatly, between for example short stay / high turnover parking requirements in town centres for shopping and business visitors, and long stay parking in outer areas for commuters and tourists. It is vital that this parking strategy addresses the needs and concerns of all potential users of car parking on the island.

Development of the Parking Strategy

1.8 This strategy has been developed following an initial consultation with town and parish councils, business associations and local transport operators; as well as an extensive course of information gathering. Information reviewed which has informed this parking strategy includes existing on and off-street car parking provision, car park usage and ticketing, and a detailed review of parking policy.

1.9 A Strategy Development Flowchart, detailing the extensive process that has been followed in developing this strategy thus far, and is anticipated will continue to be followed in the lead up to the finalisation of this strategy, is presented in **Figure 1.1**.

Figure 1.1 Parking Strategy Development Flowchart



2 Policy Framework

Introduction

2.1 This chapter sets out the policy framework for the strategy, which has been developed and informed in the context of national and local transport and parking policy.

2.2 A review of 'best practice' parking strategies which have been prepared by other county councils and local authorities is also included in this chapter. The purpose of this review is to identify examples of parking strategies which have been shown to work well in particular circumstances, and which may be drawn upon in the development of the parking strategy for the Isle of Wight.

2.3 The following policy documents have been reviewed in this chapter:

2.4 National Policy

- Road Traffic Regulation Act (1984);
- Road Traffic Act (1991); and
- Government's National Planning Policy Framework (NPPF) (2012).

2.5 Regional and Local Policy

- Isle of Wight Council: Strategic Asset Management Plan (Version 3) (2006);
- Island Transport Plan (2011);
- Island Plan: Core Strategy (2012); and
- Isle of Wight Council: Corporate Plan (2015).

National Policy

Road Traffic Regulation Act (1984)

2.6 The Road Traffic Regulation Act (1994) granted local authorities powers to manage traffic on local roads including the provision and regulation of on-street and off-street parking. Parking places are specified and legally enshrined through Traffic Regulation Orders (TROs).

Road Traffic Act (1991)

2.7 The Road Traffic Act (1991) made provision for the de-criminalisation of the majority of parking related offences giving local government the authority to enforce parking regulations and, if necessary, take civil action against those committing parking offences.

2.8 This purpose of this Act was to make provisions for road network management and road works. It introduced Traffic Officers employed by the Highways Agency with powers to regulate traffic on the strategic road network.

2.9 In addition, the Act added new provisions for the civil enforcement of traffic offences including parking. Further legislation on civil enforcement was made in 2007 and came into force in 2008 setting out all general regulations and for representations and appeals. The Network Management Duty, Section 16 of the Act, requires authorities to ensure road networks are managed so as to ensure all road users can move efficiently.

Government's National Planning Policy Framework (NPPF) (2012)

2.10 The National Planning Policy Framework (NPPF) was published by the Government on 27 March 2012 and replaced all previous Planning Policy Guidance Notes (PPGs) and Planning Policy Statements (PPSs), including *PPG13: Transport*. The NPPF sets out the Government's planning policies for England and how these are expected to be applied at a local level by local planning authorities.

2.11 The key objective of the NPPF is to promote sustainable development. The document sets out three dimensions to this role:

- **An economic role** – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- **A social role** – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
- **An environmental role** - contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

2.12 PPG13 has been replaced by 'Chapter 4: Promoting Sustainable Transport' within the NPPF, which provides guidance on transport and parking specifically. Paragraph 39 of the framework sets out the following guidance regarding parking standards:

"If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- *the accessibility of the development;*
- *the type, mix and use of development;*
- *the availability of and opportunities for public transport;*
- *local car ownership levels; and*
- *an overall need to reduce the use of high-emission vehicles."*

2.13 The NPPF calls on local authorities to seek to improve the quality of town centre parking, improving safety, security, convenience and charging that facilitate growth and promote the vitality of town centres. Paragraph 40 of the framework states:

"Local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles. They should set appropriate parking charges that do not undermine the vitality of town centres. Parking enforcement should be appropriate."

Regional and Local Policy

Isle of Wight Council – Strategic Asset Management Plan (Version 3) (2006)

2.14 The Isle of Wight Council *Strategic Asset Management Plan* (Version 3) presents the first draft of the Council's corporate property strategy and, although it was adopted in October 2006, it represents a strategic approach to the consideration of the council's property and accommodation requirements and includes a section relating directly to car parks on the Island.

2.15 Chapter 5 of the document relates to the strategy of the council with regards to property and accommodation decisions, which states that:

> *"It is anticipated that where our car parks are located on or adjacent to key opportunity sites, they may play a key role in the Island's regeneration. However, it is necessary for any change in the extent or nature of car parking provision to be carefully assessed alongside other priorities. A review of this element of the portfolio needs to consider whether car parking needs to be retained at existing levels, or whether sites can be released for development. Where levels must be retained, consideration should be given within wider regeneration proposals to the options for relocation of car parking provision, or integration within development proposals.*
>
> *It is anticipated that there may be opportunities to lever funding from the private sector for development over existing car parking sites. Our review of this element of the estate needs to categorise our car parks according to development potential, and the potential to derive social, regeneration and/or urban form improvements."*

(Paragraph 6.25)

2.16 The document also considers the action required to fully realise the strategic potential of the council's car parks. According to the document, the action required is to 'review the opportunities for the reconfiguration of community hall provision, in partnership with other community organisations'.

Island Transport Plan – Strategy 2011-2038 (2011)

2.17 The Island Transport Plan (ITP) was formally adopted by the Council on 15 June 2011, and sets out the long term transport vision for the island between 2011 and 2038. The ITP is the Council's third Local Transport Plan (LTP), building upon the first two LTPs (LTP1 and LTP2) to fit with other local plans and initiatives.

2.18 As part of the development of the plan, the council have taken into account a range of policies and procedures including:

- Locally adopted and emerging plans;
- Previous LTP's;
- Statutory assessments;
- National transport legislation;
- Government guidance; and
- Local consultation and feedback.

2.19 The transport vision of the island, as set out in the plan, is:

> *"To improve and maintain our highway assets, enhancing accessibility and safety to support a thriving economy, improve quality of life and enhance and conserve the local environment."*

2.20 The transport vision is also broken down into six core goals, as set out below:

- *'Improve and maintain our highway assets;*
- *Increase accessibility;*
- *Improve road safety and health;*
- *Support economic growth;*
- *Improve quality of life; and*
- *Maintain and enhance the local environment.*

2.21 Although the Plan covers all aspects of transport on the island, there are several specific references made to parking availability, cost and viability within the document. For example, 'C.9.2 Journey time reliability and predictability' (p.20) states that:

> *"The council recognises that issues such as parking availability, cost, duration and signage can all impact on journey time predictability and end journey experience. This plan covers 27 years during which time the council will need to consider a range of strategic options including the possible development and/or expansion of existing park and ride facilities."*

2.22 As well as the visions and goals set out, the plan also includes six objectives which relate specifically to different aspects of transport, including parking. 'Objective B – Maintain and improve journey time reliability and predictability for all road users' addresses the need to address and limit congestion caused by the sheer weight of traffic on the island, particularly during the summer. It states that:

> *"We will help maintain and improve journey time reliability and predictability by:*
> - *Making the best use of road space;*
> - *Considering suitable locations for the introduction of bus and cycle priority;*
> - *Highway improvements to increase traffic flow (e.g. remodelling of junctions, bus priority, Urban Traffic Control (UTC);*
> - *Co-ordination of road works;*
> - *Improved signage;*
> - *Development of traffic management plans for major events;*
> - *Working with others (including Hampshire Constabulary on traffic and enforcement issues); and*
> - *Parking enforcement."*

Island Plan – Core Strategy (2012)

2.23 The Island Plan Core Strategy was adopted by the Council on 21 March 2012. It forms the central policy document of the Local Development Framework (LDF), which is called the Island Plan.

2.24 Paragraph 7.281 of the Core Strategy states that:

> *"Through the UDP, the Council operated a system of parking zones across the Island. This established the parking provision of new development to ensure that appropriate levels were delivered and maintained across the Island. This general approach will be updated in light of evolving national policy and guidance and will be set out in the Council's Residential and Non-Residential Parking Guidance Supplementary Planning Document."*

2.25 Policy TR16 of the UDP, entitled Parking Policies and Guidelines, has been replaced by Policy DM17: Sustainable Transport within the Core Strategy. Policy DM17 states that:

> *'The Council will support proposals that increase travel choice and provide alternative means of travel to the car. Development proposals will be expected to:*

> 1. *Contribute to meeting the aims and objectives of the Island Transport Plan.*
> 2. *Provide and improve accessibility for pedestrian, cycling, equestrian and public transport, especially when they.*
>   a. *create sustainable routes between urban and rural areas;*
>   b. *retain former railway line routes for future sustainable transport use;*
>   c. *provide new cycle routes as part of the national and/or local cycle network; and*
>   d. *provide safer routes to schools.*
> 3. *Comply with the Council's Residential and Non-Residential Parking Guidance Supplementary Planning Document.*
> 4. *Demonstrate they are well-related to the Island's Strategic Road Network and that the network has adequate capacity to accommodate the development.'*

Isle of Wight Council – Corporate Plan 2015-17 (2015)

2.26 The Isle of Wight Council Corporate Plan 2015-17, published in 2015, sets the priorities designed to achieve the Council's vision of ensuring that 'the Island is a great place to live, work, and visit'. The Plan is one of the main immediate strategic planning documents, and sets out the local authority's focus for the two years covered by the plan.

2.27 The Corporate Plan sets out the Council's four priorities, which are:

1. Supporting growth in the economy, making the island a better place and keeping it safe;
2. Keeping children safe and improving their education;
3. Protecting the most vulnerable with health and social care, investing in support, prevention and continuing care; and
4. Ensuring that all resources available to the island are used in the most effective way in achieving the island's priorities.

2.28 Priority 1 in particular relates to transport, accessibility, and car parking in particular on the island. The Plan states that one of the ways in which the Council plan to support growth and make the island a better place to live is to '*complete the production of a car parking strategy which clearly identifies the criteria and objectives that will underpin its decisions in respect of the supply and management of parking services'*.

Best Practice Policy Review

2.29 For the purposes of providing an appropriate and effective parking strategy for the island, a number of relevant nationwide policy documents have been reviewed. These documents, which have been reviewed with the purpose of informing this strategy, have been effective in addressing similar issues in their respective areas and regions. It is considered that each of these will contribute to the overall framework of the strategy.

2.30 Each of the documents reviewed, as well as the individual best practice policies considered from each document, are provided in the following section of this chapter.

Carmarthenshire – Integrated Parking Strategy (2005)

2.31 Carmarthenshire's 'Integrated Parking Strategy' (CIPS) sets out aims and objectives of Carmarthenshire County Council to meet future travel and parking demands within the county, while balancing the needs for private and commercial parking, economic and environmental needs of the local community, and all relevant policy commitments.

2.32 Much like this developing strategy, the CIPS is not intended to provide detailed solutions to the parking needs of the region, but is rather intended to provide a framework for the next several years. As such, it has much in common with this strategy.

2.33 Given the scope of the CIPS, and its similarity to this strategy, the 'Development of Strategy' chapter of the Carmarthenshire IPS was considered to provide a useful base template for the development of this Strategy.

2.34 The development of the CIPS has been integrated into the development of this strategy, as shown in the Parking Strategy Development Flowchart presented in Figure 1.1. Aspects of the CIPS, such as consultation processes and the review of existing provision and policy, have been incorporated into this strategy.

Surrey County Council – Transport Plan: Parking Strategy (2011)

2.35 The Surrey County Council's Transport Plan: Parking Strategy, published in 2011, forms one of the key components of the Surrey Transport Plan. The objectives of the Surrey Parking Strategy (SPS) are to:

- Reduce congestion caused by parked vehicles;
- Make best use of the parking space available;
- Enforce parking regulations fairly and efficiently; and
- Provide appropriate parking where needed.

2.36 In order the achieve these objectives, the SPS focuses on three key areas:

- Management of on-street parking – manage on-street parking space to ensure optimum use;
- Operation of civil parking enforcement – fair and cost effective processes to reduce inappropriate parking; and
- Parking provision and policies – new developments to have appropriate levels for their function and location.

2.37 The management of on-street parking characteristics of the SPS were found to be relevant in informing this strategy, such as the management and enforcement of Controlled Parking Zones (CPZs) and the provision of parking permits, such as resident, business and visitor permits. Given that the Isle of Wight currently operates without any formal unified system of CPZ or resident permit facilities common across the island, these aspects of the SPS were found to be particularly useful in the formation of this strategy.

Oxfordshire County Council – Parking Policy (2014)

2.38 The Oxfordshire County Council Parking Policy, published in 2014, establishes a number of objectives for the effective management of parking in Oxfordshire, consistent with regional and national policies on travel choice and sustainable development. The Oxfordshire Parking Policy (OPP) aims to complement other local policies to reduce traffic growth by controlling the availability of parking spaces, both on and off-street, and by managing the overall supply of parking to meet priority uses.

2.39 One of the key objectives of the OPP, which is particularly relevant to this strategy, is:

> *"Sustain and enhance the vitality and viability of town centres: by the introduction of transport policies which support the prosperity of town centres and provide a balance of good public transport and short stay parking."*

2.40 The OPP sets out several Parking Management Plans, including one specifically dedicated to the management of on-street parking. Much like the Isle of Wight, the OPP states that in Oxfordshire, many parts of the county there is little or no need for on-street parking controls, while in key town centres and commercial areas, there is a need for stringent on-street parking controls. Where competition for spaces occurs in Oxfordshire, priority is given to short-stay parking, while longer stay parking is directed towards the periphery of town centres.

2.41 The structure and objectives for on-street parking controls within the OPP have provided a valuable framework for similar issues within this strategy.

Guildford Borough Council – Town Centre Parking Strategic Review (2013)

2.42 The Guildford Borough Council 'Town Centre Parking Strategic Review' (GTCPSR), published in 2013, is intended to provide a cohesive strategy for regulating parking provision within the centre of Guildford. The GTCPSR recognises the need of a Parking Management Plan as a means of managing the number of cars that enter congested urban areas, balanced against the need for parking for residents, businesses and visitors.

2.43 The GTCPSR has provided a valuable framework for the format of this strategy and is considered to provide a clear, concise and cohesive structure for the high-level policy position of this document. In addition, the policy analysis section of the GTCPSR was also found to be particularly useful as a means of positioning parking policy within relevant local, national and regional policy documents.

Wiltshire County Council – Car Parking Strategy (2011); and Somerset County Council – Parking Strategy (2012)

2.44 The Wiltshire County Council 'Car Parking Strategy' (WCPS) and the Somerset County Council 'Parking Strategy' (SPP), published in 2011 and 2012 respectively, both form part of their respective

Local Transport Plans, and provide high-level policy positions on a number of parking factors within Wiltshire and Somerset respectively.

2.45 Both the WCPS and SPP provide detailed frameworks for the provision of car parking standards for new developments within their areas, with an emphasis on parking standards for residential developments in particular.

2.46 The SPP includes details for how the methodology for the parking standards had been calculated, including the use of census data for car ownership and housing composition for different parts of the region, and the appropriate mix of parking (unallocated, on-street, visitor parking etc).

2.47 The WCPS also sets out a methodology for determining residential car parking standards, based on the following issues:

- Historic and forecast car ownership levels
- Factors influencing car ownership:
  - Dwelling size, type and tenure
  - Dwelling location
  - Availability of on-street and off-street parking
  - Availability of visitor parking
  - Availability of garage parking
- Residential car parking demand.

2.48 Both the SPP and the WCPS have been considered as a framework for the recommendation of car parking standards on the Isle of Wight, in line with local conditions and parking characteristics. Both documents have also provided a framework for the appropriate provision of disabled and accessible spaces.

3 Existing Parking Conditions and Supply

Introduction

3.1 This chapter provides an outline of the existing public car parking provision on the Isle of Wight, including Council operated car parks and on-street parking supply. It also provides a summary of existing parking restrictions currently in force on the island, including those referred to as 'Residents' Parking Places'.

Parking Restrictions

3.2 There are a number of parking controls currently in operation on the island, which restrict on-street parking where appropriate. However, there is no single coherent approach across the island.

Limited Waiting Restrictions

3.3 A number of streets across the island have limited waiting restrictions in force, which limit the time to which vehicles can park in specific areas and the time for which vehicles have to wait before returning to the area.

3.4 The type of limited waiting restrictions in operation vary depending on location, with limiting times varying between 30 minutes and four hours, and no return times varying between 15 minutes and four hours. The times for which restrictions are in force also varies, although the majority are in operation during peak business hours of Monday to Saturday between the hours of 08:00 and 18:00. Some are in operation at all times.

3.5 Detailed information regarding the times and restrictions in operation in individual areas across the island is provided at **Appendix A**.

Resident Parking Places

3.6 There are a number of streets and locations situated across the island which restrict on-street parking to local residents only, with conditions. These are known as Residents' Parking Places.

3.7 The scale of these zones where parking is restricted to resident only varies in size between a section of several bays on a street to an entire street or a several adjacent streets. The conditions of individual resident parking zones also vary in terms of enforcement times and exemptions for disabled badge holders.

3.8 Detailed information regarding the existing locations and conditions of individual residents parking zones across the island is provided at **Appendix A**.

Parking Permits

3.9 There are currently a number of parking permits available to residents and visitors to the Isle of Wight. Depending on the type of permit held these can allow permit holders to park in Council operated public car parks or on otherwise restricted on-street parking spaces.

Residential Permits

3.10 There are various permits available which allow residents to park close to their home, whether this is on-street within a parking zone, in pay and display locations, or within nearby Council operated car parks. The provision of residential parking currently operates on a town by town basis, as there is currently no consistent island-wide system for the issuing of parking permits or for the implementation of Residents' Parking Places.

3.11 A summary of all of the residents parking permits available, alongside conditions that apply to the individual permits, is provided in **Table 3.1**. It should be noted that general resident parking permits do not apply to on-street parking or parking within a defined Residents' Parking Place.

Table 3.1 Long Stay Car Park Tariff Structure

Permit	Conditions
Pay and Display Permit – Newport on-street	A resident who resides within a street in which pay and display is applicable (and who is the owner of the vehicle), may apply for an on street parking permit for that street.
Pay and Display Permit – Esplanades	A resident who resides on an esplanade in which pay and display is applicable (and who is the owner of the vehicle), may apply for a permit for that esplanade.
Pay and Display Permit – Ryde Esplanade	A resident who resides on Ryde Esplanade in which pay and display is applicable (and who is the owner of the vehicle), may apply for a permit for that esplanade.
Pay and Display Permit – The Parade	A resident who resides within a 100m radius of Cowes Parade (and who is the owner of the vehicle), may apply for a permit for Cowes Parade.
Resident's Permit – 200m Radius of Car Park	A resident who resides within a 200 metres radius of a council car park (and who is the owner of the vehicle), may apply for a permit for one named car park.
Resident's Zone Permit (car and motorcycle)	Residents' permits can be issued to residents living within an area in which a parking zone applies or to a business situated within an area in which a parking zone applies.
Resident's Zone Business Permit (car and motorcycle)	Residents' permits can be issued to residents living within an area in which a parking zone applies or to a business situated within an area in which a parking zone applies.
Resident's Zone Visitors Permit (car and motorcycle)	Residents' Visitors permits can be issued to residents living within an area to enable visitors to park within the zone whilst visiting the resident.

'All Island' Car Park Permits

3.12 'All Island' Car Park (AICP) permits allow parking for up to six hours in any Council long stay off-street car park, and for up to two hours in any Council operated short-stay car park. The cost of an AICP permit is currently £295.00 for a period of 12 months and can be paid by direct debit.

3.13 In addition to AICP permits, the Council also offers a supplementary permit, which allows unlimited parking in long stay off-street parking spaces. The cost of an AICP permit including the supplementary permit is £420.00 for a period of 12 months, which can also be paid by direct debit.

Visitor / Tourist Permits

3.14 A visitor / tourist permit can be purchased for use in on and off street pay and display parking bays managed by the Council. The permit is valid for all on and off street parking aside from the following car parks:

- Pier Square, Yarmouth;
- Yarmouth Harbour;

- Browns / Dinosaur Isle, Sandown; and
- Totland Esplanade.

3.15 The permit can be purchased to enable cars to park in designated car bays, and coaches / oversize vehicles to park within coach / oversize vehicle bays. The costs and conditions for car and coach vehicle permits are provided in **Table 3.2**.

Table 3.2 Visitor / Tourist Permits – Tariff Information

Type of Vehicle	Time	Tariff
Car	2 days	£11.50
	3 days	£17.75
	4 days	£22.75
	7 days	£39.25
	14 days	£72.75
Coach / Oversize	1 day	£10.50
	4 days	£41.25
	7 days	£62.25

Ferry Car Parks

3.16 Ferry services are available from several towns across the island, and provide the main method of travel between the island and destinations along the south coast of England. As well as functioning as key component of the island's tourism economy, they also provide a key commuter service between the island and, in particular, Portsmouth and Southampton.

3.17 Ferry services are available for both foot passengers and vehicles. Details of ferry services available from the island, together with information regarding parking provision at each of the island ferry ports (according to the respective ferry operators), is provided in **Table 3.3**.

Table 3.3 Isle of Wight Ferry Services and Parking Provision

Operator	Ferry Terminal	Destination	Ferry Type	Available Car Parking Nearby[1]
Hovertravel	Ryde Hoverport	Southsea	Passengers	- Quay Road CP: 252 spaces - St Thomas (Upper) CP: 150 spaces - St Thomas (Lower) CP: 58 spaces
Wightlink	Ryde	Portsmouth	Passengers	- Ryde Pier Head Terminal CP: 200 spaces (Approximately)[2]
	Yarmouth	Lymington	Passengers & Vehicles	- River Road CP: 253 spaces - Yarmouth Harbour: 40 spaces
	Fishbourne	Portsmouth	Passengers & Vehicles	- Limited spaces at terminal[2]
Red Funnel	West Cowes	Southampton	Passengers	- Brunswick Road CP: 42 spaces - The Parade: 91 spaces - M&S CP: 69 spaces [2] - Park Road CP: 155 spaces [2]
	East Cowes	Southampton	Vehicle	- Drop-off Parking area limited to 20 min free of charge - The Esplanade: 32 spaces

Note: [1] Car parking available within approximately 800m, about 10 minutes walk distance from ferry port terminals.
[2] Denotes non-Council managed car parks.

3.18 According to information provided by the respective ferry companies, car parking is available either at or within close proximity to each of the ferry terminals. However, aside from the Fishbourne and Ryde ferry terminals (both operated by Wightlink), passengers for ferry ports are directed to nearby short and long stay Council operated car parks. These car parks operate the standard Council car park tariff structure as detailed in the previous section of this chapter. As such they are also available to members of the public not using the ferry services.

3.19 The Fishbourne and Ryde dedicated ferry car parks operate under a separate Wightlink tariff structure. The tariff information for these ferry car parks is provided in **Table 3.4**.

Table 3.4 Ryde and Fishbourne Ferry Car Parks – Tariff Information

Time	Tariff
Up to 2 hours*	£1.60*
2-16 hours*	£6.20*
16-24 hours	£8.20
For any hours of 24, a daily rate will apply	£8.20
Evening and Overnight parking (16:00-05:00)	£4.20

Note: (*) Denotes tariff only available at Ryde Ferry Port Car Park

3.20 As shown in Table 3.4, the minimum tariff for parking at the Fishbourne ferry terminal, which operates the Fishbourne – Portsmouth ferry, is £8.20, which is the standard daily rate for parking at the terminal. The Ryde ferry terminal, which is served by the Ryde – Portsmouth passenger catamaran, offers short stay tariffs, including a minimum tariff of £1.60 for parking up to two hours. It is unlikely that this minimum tariff will be used by ferry passengers.

3.21 As well as offering car park charging on a pay and display basis, the Ryde and Fishbourne ferry terminals also offer discounted monthly car parking rates for Wightlink season ticket holders. Information regarding discounted parking for season ticket holders is provided in **Table 3.5**.

Table 3.5 Ryde and Fishbourne Ferry Car Parks – Tariff Information

Season Ticket	Monthly Tariff
For 30 Day Season Ticket, Academic Season Ticket or Book of 60 single passenger Multilink Ticket Holders	£67.00
For 90 Day Season Ticket holders	£65.00
For Annual Season Ticket holders	£61.00

Council Operated Car Parking

3.22 The Council currently operates and manages numerous public parking areas located throughout the island (including on-street and off-street facilities), both subject to chargeable tariffs and free of charge. These include parking facilities designated for short and long stay parking.

Long Stay Parking

3.23 According to information provided by the Council accompanied by a desk-based review, there are currently 57 long stay parking areas (hereafter referred to as 'LSPAs') located on-street and off-street throughout the island, which are subject to tariff charges and operated by the Council. These provide approximately 5,000 car parking spaces, including standard and disabled / accessible spaces. Spaces are also available for motorcycles and coaches.

3.24 The existing long stay car park inventory is provided at **Appendix B**. A summary of the approximate total and type of spaces available across the 57 LSPAs is provided in **Table 3.6**.

Table 3.6 Total Number of Spaces – Isle of Wight Long Stay Parking Areas

Type	Car Parking Spaces			Motor cycle	Coach Pay & Display
	Pay & Display	Disabled	Total		
LSPAs Subject to Charges *	4853	160	5013	47	63

Notes:
1. The total number of spaces might vary slightly due to rearrangement of the parking bays and unmarked spaces;
2. (*) denotes inclusion of eight LSPAs where charges apply from 2015.

3.25 The tariff structure currently in place for off-street and on-street long stay parking at the time of writing is provided in **Table 3.7**.

Table 3.7 Long Stay Car Park Tariff Structure

Time	Tariff
Up to 1 hour	£1.00
1 to 2 hours	£2.00
2 to 4 hours	£3.40
4 to 6 hours	£4.50
6 to 10 hours	£6.60
Additional hours	Please use Pay by Phone

Note. Charges apply 8am to 6pm, seven days a week, including bank holidays.

Short Stay Car Parks

3.26 There are currently 19 short stay parking areas (hereafter referred to as 'SSPAs') managed by the Council which are operating across the island. These offer approximately 1,070 car parking spaces, including standard and disabled / accessible spaces. Spaces are also available for motorcycles and coaches.

3.27 A summary of the approximate total and type of spaces available across these SSPAs is provided in **Table 3.8**, with the full inventory breakdown is provided in **Appendix C**.

Table 3.8 Short Stay Car Park Inventory

Town	Car Park	Spaces				
		Car Parking Spaces			Motorcycle	Coach
		P & D	Disabled	Total		P & D
Total		1007	63	1070	41	6

Note. The total number of spaces might vary slightly due to rearrangement of the parking bays and unmarked spaces.

3.28 Parking at the 10 designated Council operated short stay car parks is restricted to a maximum of three hours. The existing tariff structure at the time of writing is provided in **Table 3.9**.

Table 3.9 Short Stay Car Park Tariff Structure

Time	Tariff
Up to 30 minutes	£0.90
30 minutes - 1 hour	£1.30
1-2 hours	£2.40
Up to 3 hours	£3.40

Note. Charges apply 8am to 6pm, 7 days a week, 52 weeks a year.

Non Chargeable Car Parks

3.29 In addition to the long and short stay pay and display car parks, the Council also operates 24 non-chargeable parking areas across the island. The majority of these are limited to a maximum duration of stay of 24 hours. Altogether, they offer approximately 900 marked and unmarked parking for cars, motorcycles and coaches. The full inventory breakdown is provided in **Appendix D** for information.

On-Street Pay and Display

3.30 On-street pay and display locations are provided in two designations:

- Short-stay of up to two hours is available within Newport and St Mary's Road, Cowes, to promote a higher turnover of spaces within the town centres; and
- Long-stay on street is available on esplanades, Ryde Canoe Lake, Cowes Parade and Yarmouth Common. Charges are seasonal (March – October) on esplanades, apart from Ryde, where charges apply all year.

3.31 Details and tariff information for on-street pay and display parking areas is provided in **Table 3.10**.

Table 3.10 On-street Parking Tariffs and Conditions

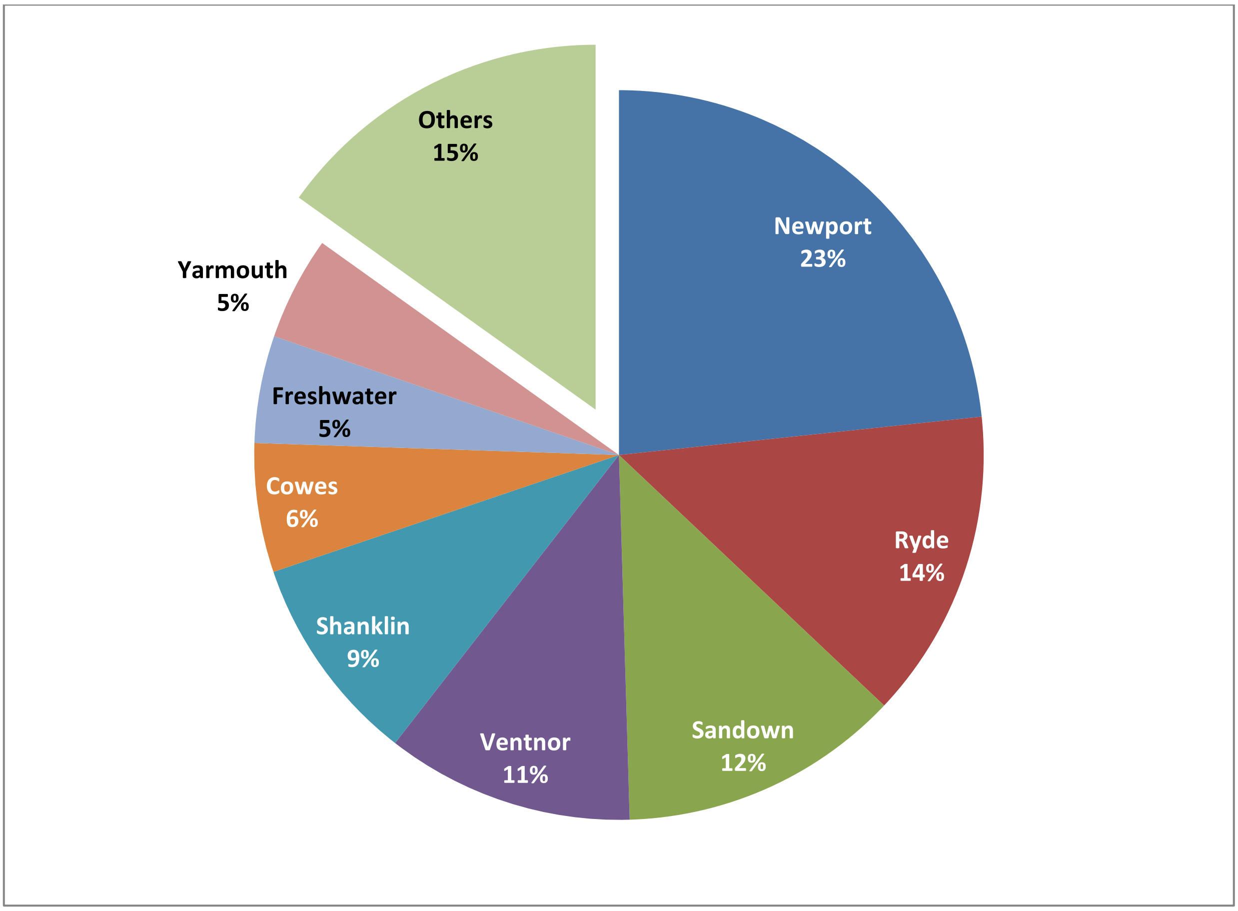
Parking	Time	Tariff	Permits Permitted
Short Stay	Up to 30m	£1.00	Disabled Badge Holders – unlimited free parking in any pay and display bay Tourist Permit – unlimited stay
	30m to 1 hour	£1.50	
	1-2 hours	£2.50	
Long Stay & Seasonal Long Stay	Up to 30m	70p	
	30m to 1 hour	£1.10	
	1-2 hours	£2.20	
	2-4 hours	£3.50	
	4-6 hours	£4.50	
	6-8 hours	£6.60	

3.32 On-street parking tariffs apply from 08:00 to 18:00 seven days a week, including bank holidays. It should be noted that All Island Parking Permits are not permitted on on-street parking bays.

Total Council Managed Parking

3.33 When including Council managed car parks and on-street parking provision in major towns and settlements across the island, the percentage distribution in total car parking provision on a town by town basis is shown in **Figure 3.1.**

Figure 3.1 Percentage of Total Parking Provision



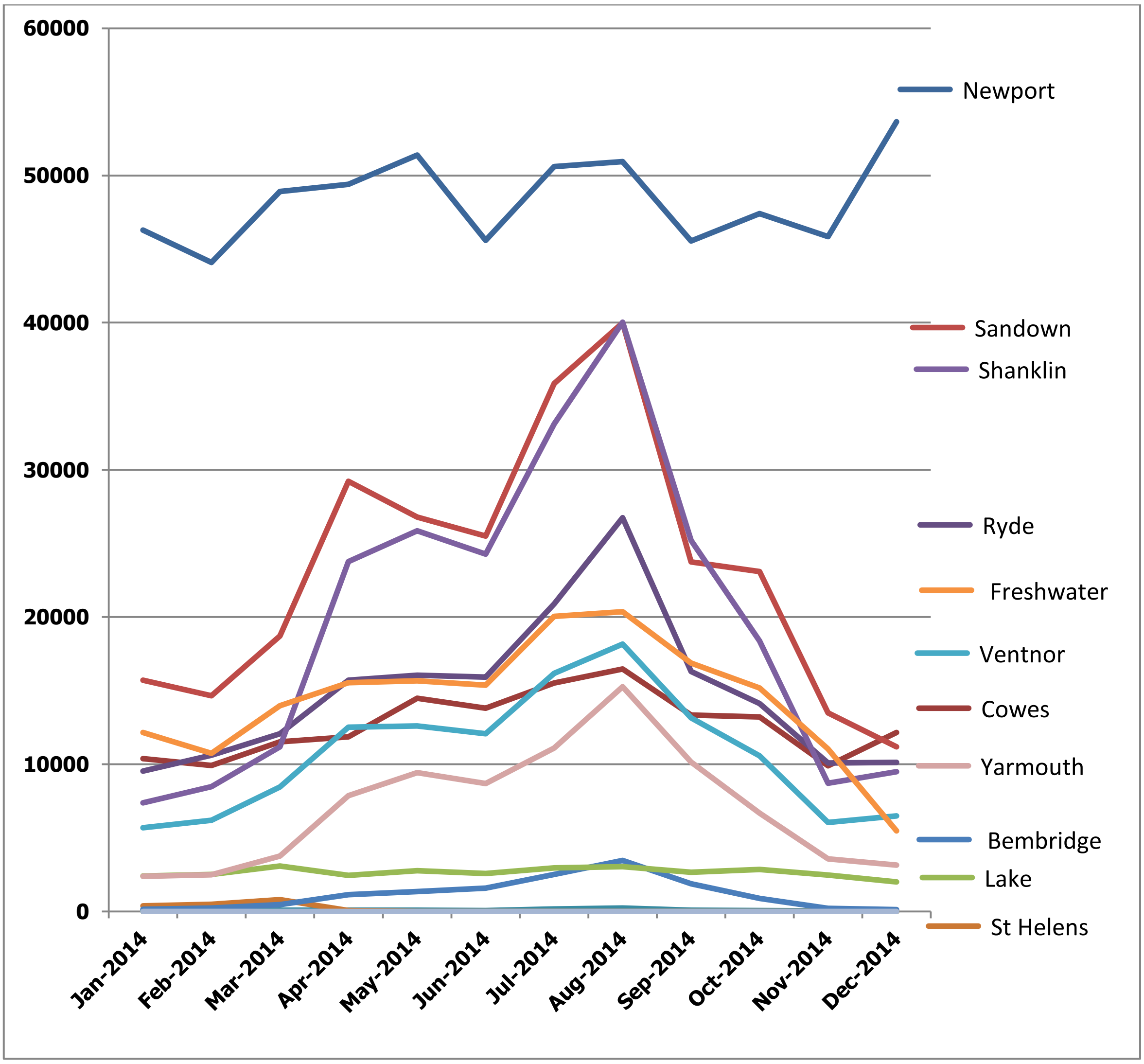
Notes:
1. Percentage (%) of parking provision including all type of parking (long-stay and short-stay; chargeable and free of charge; marked and unmarked; for cars, motorcycles and coaches);
2. (*) denotes 'Others', including, Bembridge (1.9%); Seaview (1.6%); East Cowes (1.5%); Arreton (1.4%); Brighstone (1.2%); St Helens (1.1%); Wooton Bridge (1.1%); Lake (1.1%); Totland (1%); Chale (0.9%); Carisbrooke (0.7%); Wroxall (0.6%); Godshill (0.5%); and Binstead (0.1%).

3.34 As shown in Figure 3.1, the vast majority of Council managed car parking spaces are unsurprisingly distributed across the major towns on the island. Newport, which is the County Town and main commercial area of the island, accounts for approximately 23% of the total island car parking provision and Ryde, which accounts for the largest built up area on the island, accounts for approximately 14% of the total island car parking provision.

Car Park Ticket Sales

3.35 Historical car park ticketing data has been obtained to examine the usage of car parks across the island throughout the year. Monthly ticket sale data has been obtained from the Council for 2014. Monthly ticket sale data on a town-by-town basis is shown in **Figure 3.2**.

Figure 3.2 2014 Monthly Ticket Sales by Town



3.36 As shown in Figure 3.2, the town with the most ticket sales throughout 2014 is Newport. It is notable that, aside from Newport, the remaining large towns on the island (Sandown, Shanklin and Ryde) all have identifiable peaks in car park ticket sales during July and August, whereas ticket sales in Newport remain relatively constant throughout the year.

3.37 This would imply parking demand at most major towns across the island is governed by tourism during summer months, whereas demand in these places is much lower during off-peak periods at other times of the year. Demand and parking sales in Newport, as the County Town and main town comprising predominantly business and commercial activity, rather than tourism activity, is at a relatively invariable level, and is not impacted to such an extent as other towns during typical summer tourism months.

Car Park Ticket Sales

Car Parking with Greatest Ticket Sales

3.38 Using the car parking ticketing data from April 2014 to March 2015, the five individual car parks with the highest ticket sales are outlined in **Table 3.11** below.

Table 3.11 Individual Car Parks with Greatest Ticket Sales

Car Park Name	Town	Type of Parking	Ticket Sales 14/15	Number of Parking Spaces
The Heights*	Sandown	Long Stay Car Park	136,654	146
Moa Place	Freshwater	Long Stay Car Park	115,282	93
Newport High Street	Newport	On-Street	90,618	69
Chapel Street	Newport	Short Stay Car Park	63,921	172
Pyle Street	Newport	On-Street	60,022	61

(*) It is noted that a number of free tickets were offered for this car park during this period. However, as the purpose of this table is to indicate the level of usage per car park and not the revenue, it is considered that this would not have significantly skewed the results.

3.39 As shown in Figure 3.2, Sandown, Freshwater and Cowes show clear peaks in ticket sales during the peak summer months, highlighting that a significant amount of the island's ticket sales are generated during peak season.

3.40 Purely examining the numerical count of ticket sales, of the ten highest ticket selling locations, three were off-street long stay, five were off-street short stay and two were on-street short stay. This suggests little correlation between ticket sales and parking area type. It is also noted from this examination that five of those locations were in Newport; with the other five belonging to Sandown, Freshwater, Shanklin and Ryde; which is in line with what Figure 3.2 shows.

3.41 An examination of the numerical count of ticket sales of a car parking area in relation to the number of available parking spaces in that area has been carried out using the same 2014/15 car parking ticketing data. The five car parking areas that have the highest annual turnaround and are the most utilised are provided in **Table 3.12.**

Table 3.12 Car Parking Areas with the Greatest Ticket Sales Turnaround

Car Park Name	Town	Type of Parking	Ticket Sales 14/15	Number of Parking Spaces
Church Litten	Newport	Short Stay Car Park	55,873	34
Holyrood Street	Newport	On-Street	24,931	16
High Street	Newport	On-Street	90,618	69
Moa Place	Freshwater	Long Stay Car Park	115,282	93
Orchard Street	Newport	On-Street	14,581	12

3.42 As Table 3.12 shows, the three most utilised car parking areas are within Newport, the area with the most facilities and amenities for residents, and the area in which there is year round constant car park use. Church Litten Car Park is located immediately adjacent to numerous retail opportunities and a major supermarket. It is also located approximately 150m (equal to an approximately two minutes' walking distance) of Newport High Street.

3.43 Newport Holyrood Street and High Street are adjacent, crossing streets; they are in close proximity to Church Litten Car Park. All are located in the central area of Newport with numerous facilities, amenities and retail surrounding the car parking areas.

3.44 It can be concluded that location has a significant effect on car park utilisation and those parking areas located in a central location, close to numerous facilities attract a high number of ticket sales. It can also be concluded that higher ticket sales are generated in areas in which people will be parked for short periods of time as this encourages a higher turnaround.

3.45 In addition, one of the most utilised car parks on the island is long-stay car park, namely Moa Place in Freshwater. It is located within a short walking distance of the town centre as well as many local amenities and the West Wight Sports and Community Centre, suggesting year-round use by local residents as well as by tourists during the peak summer months.

Car Parking with Fewest Ticket Sales

3.46 The same 2014/15 parking data supplied by the Council was analysed to identify the least utilised car parking areas within the Isle of Wight. **Table 3.13** highlights the five least utilised car parking areas.

Table 3.13 Car Parking Areas with the Fewest Ticket Sales Turnaround

Car Park Name	Town	Type of Parking	Ticket Sales 14/15	Number of Parking Spaces
Seaview Duver	Seaview	On-Street	816	59
Winchester House	Shanklin	Long Stay Car Park	2541	80
Shore Road	Ventnor	Long Stay Car Park	3518	90
Newport Harbour (South)	Newport	Long Stay Car Park	3554	82
St Mary's Road	Cowes	On-Street	1201	23

3.47 Analysis of the locations of the least used car parks show that the majority are located in out-of-town, suburban locations with a significant walk to many key facilities. Most of the aforementioned car parks are located in close proximity to seasonal attractions (mainly beaches) that will have few visitors during the winter months and are also long stay car parks, which will reduce the amount of tickets sold.

3.48 Newport Harbour Car Park is located in a central location but has restrictions in place as to when cars can park (no car parking allowed on Tuesdays).

Ticket Sales versus Utilisation

3.49 It is important to note that the above analysis is based on the number of ticket sales by car park and parking area. Whilst it is considered that this provides a useful measure of car park utilisation, it noted that the number of ticket sales does not provide a completely accurate representation of how utilised a car park is. For example, a car park could experience a comparatively high volume of ticket sales but could have a relatively low level of utilisation, if the majority of those ticket sales are for short duration stays; conversely, a car park could experience a comparatively low volume of ticket sales but experience a relatively high level of utilisation, if the majority of those ticket sales are for long duration stays.

3.50 In addition, as the usage of parking permits by residents was not available, this has not been covered within this data analysis. However, it might have a significant impact on parking utilisation across the island as a car park could be at capacity whilst a low number of parking tickets would have been purchased.

4 Traffic Surveys

Introduction

4.1 In order to supplement the parking usage data supplied by the Council, and to provide a representative 'snap shot' of parking usage at specific car parks, WYG commissioned a series of parking surveys in August and September 2015. These parking surveys were undertaken by Nationwide Data Collection (NDC), an independent transport survey company.

4.2 Information recorded during the parking surveys included:

- Car park inventory (total capacity);
- Spot counts at the beginning and at the end of the survey;
- Occupancy levels (parking accumulation); and
- Duration of stay at hourly intervals between 07:00 and 21:00.

4.3 The purpose of undertaking traffic surveys was to:

- Help identify different typical usage between long and short-stay car parks, including typical durations of stay;
- Aid gauging existing historical data provided by the parking authorities (including ticket sales information); and
- To provide a viewpoint on existing trends on parking on the island through comparison of both sets of results.

Methodology

4.4 Surveys were undertaken at four car parks, two of which are long-stay and two of which are short-stay.

4.5 Surveys were undertaken in August 2015 and repeated in September 2015, so as to monitor parking demand during peak and off-peak periods. Weekday and Saturday surveys were carried out at each of the car parks.

4.6 The following car parks were selected to be included within the surveys:

Long Stay

- St Thomas Street Upper (Ryde)
- Fort Street (Sandown)

Short Stay

- Chapel Street (Newport)
- Cross Street (Cowes)

4.7 These car parks were selected on the basis that they were considered to provide a representative example of typical car parks within the larger towns and settlements on the island.

4.8 As detailed in the previous section, Newport and Sandown represent the two towns with the highest number of Council-operated car parking spaces and the highest levels of car park ticket sales. Ryde and Cowes, while also representing a large proportion of car parking supply, are also the location of the primary ferry ports on the island.

4.9 Automatic Number Plate Recognition (ANPR) cameras were used to monitor the number of vehicles entering and exiting the car parks, as well as the duration of stay for each individual vehicle.

4.10 Cameras were attached to street furniture within the vicinity of access / egress points at each of the individual car parks.

Summary of Figures

4.11 In the following, Figure 4.1, Figure 4.2, Figure 4.5, Figure 4.10, Figure 4.13, Figure 4.14, Figure 4.17, Figure 4.18, Figure 4.21, Figure 4.22, Figure 4.25, Figure 4.26, Figure 4.29 and Figure 4.30 show the potential capacity levels for each of the respective car parks, for either weekday, weekend, August or September. The actual levels of cars parked are shown by the light blue line with the capacity shown in black.

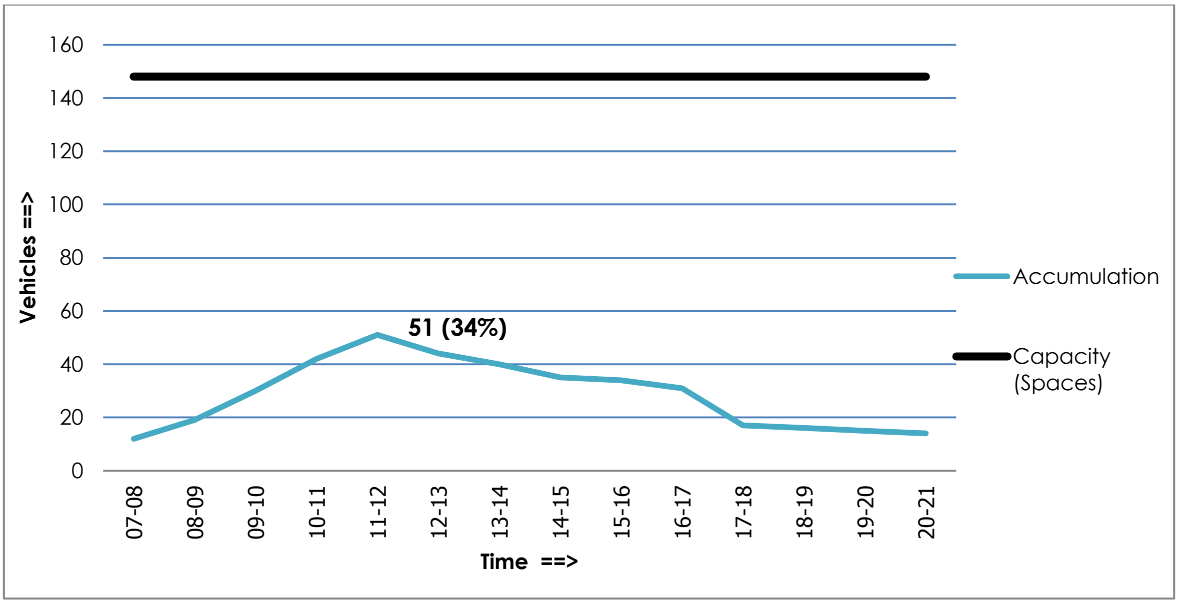
August 2015 Surveys

St Thomas Street Upper Car Park (Ryde) Long Stay Car Park

Parking Accumulation

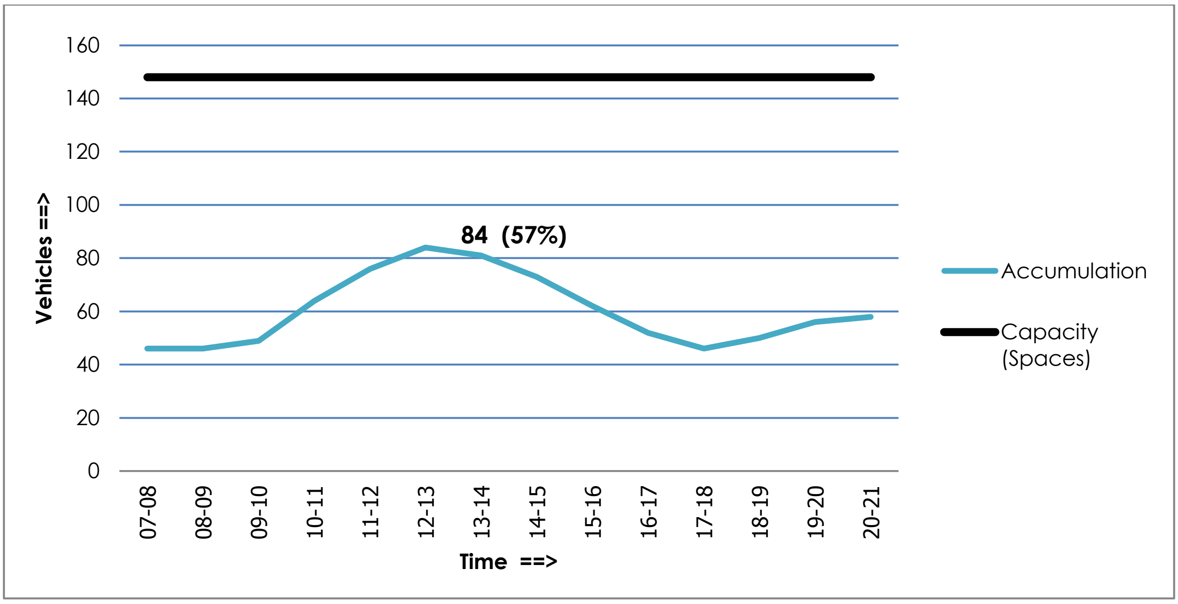
4.12 As shown in **Figure 4.1** below the parking levels for St Thomas Street Upper Car Park in Ryde do not exceed more than 34% capacity. There is a peak in parking from 10am to 4pm with low parking levels after 6pm.

Figure 4.1 St Thomas Street Upper Car Park (Ryde) – Weekday Parking Accumulation



4.13 **Figure 4.2** demonstrates that the car parking levels for this car park are significantly higher at the weekend than during the week. The peak car parking times are similar for both the weekdays and the weekends but at the weekend there was a slight pm peak from 7pm.

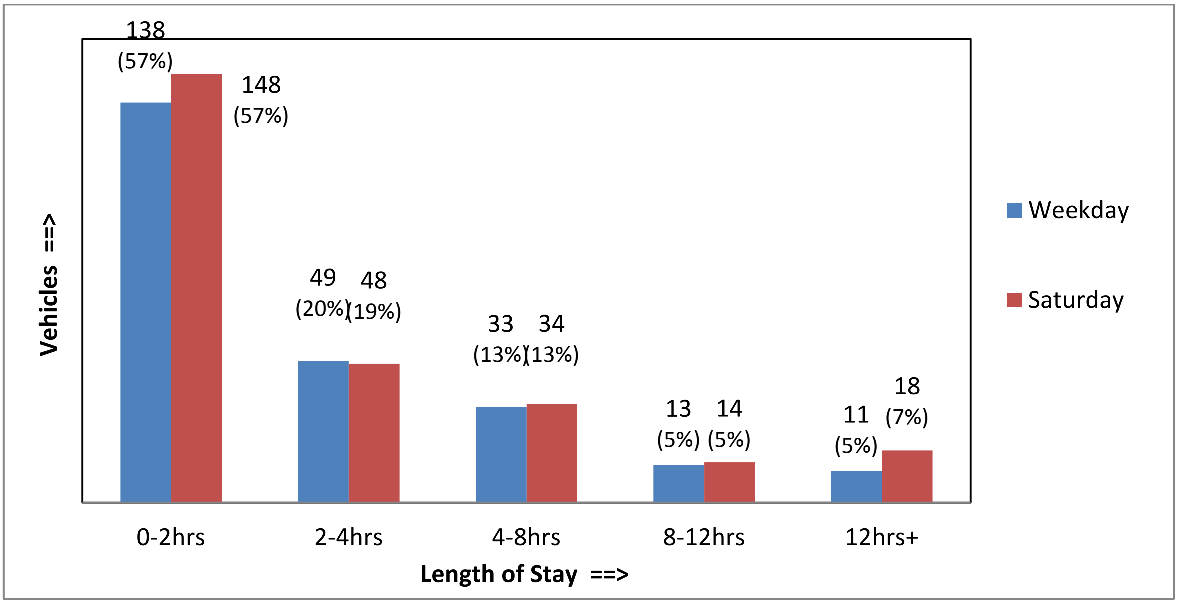
Figure 4.2 St Thomas Street Upper Car Park (Ryde) – Weekend Parking Accumulation



Parking Events and Length of Stay

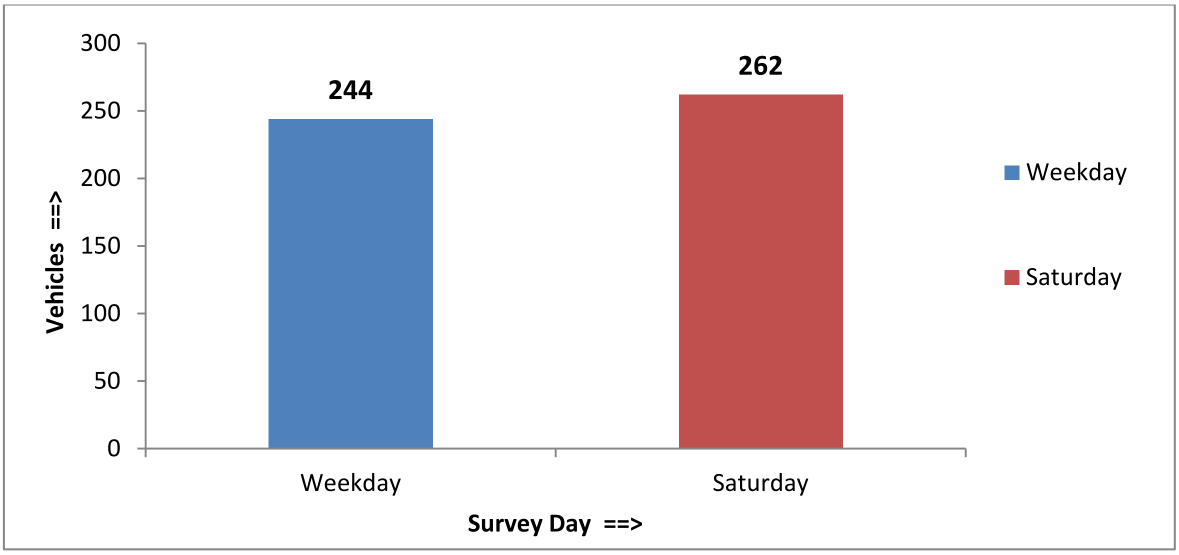
4.14 St Thomas Street Upper Car Park is a long stay car park but a significant majority of people (57%) stay for only 0-2 hours. The length of stay is generally constant between the weekday and the weekend.

Figure 4.3 St Thomas Street Upper Car Park (Ryde) – Length of Stay



4.15 **Figure 4.4** emphasises the results from the parking accumulation in that there are more parking events during the weekend.

Figure 4.4 St Thomas Street Upper Car Park (Ryde) – Total Parking Events

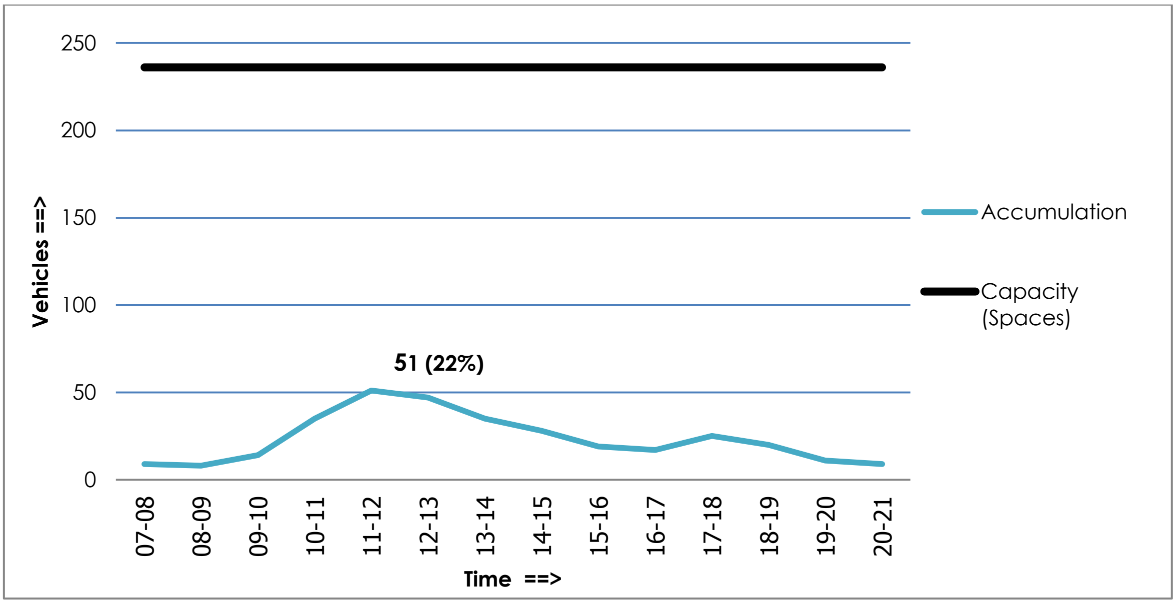


Fort Street Car Park (Sandown) Long Stay Car Park

Parking Accumulation

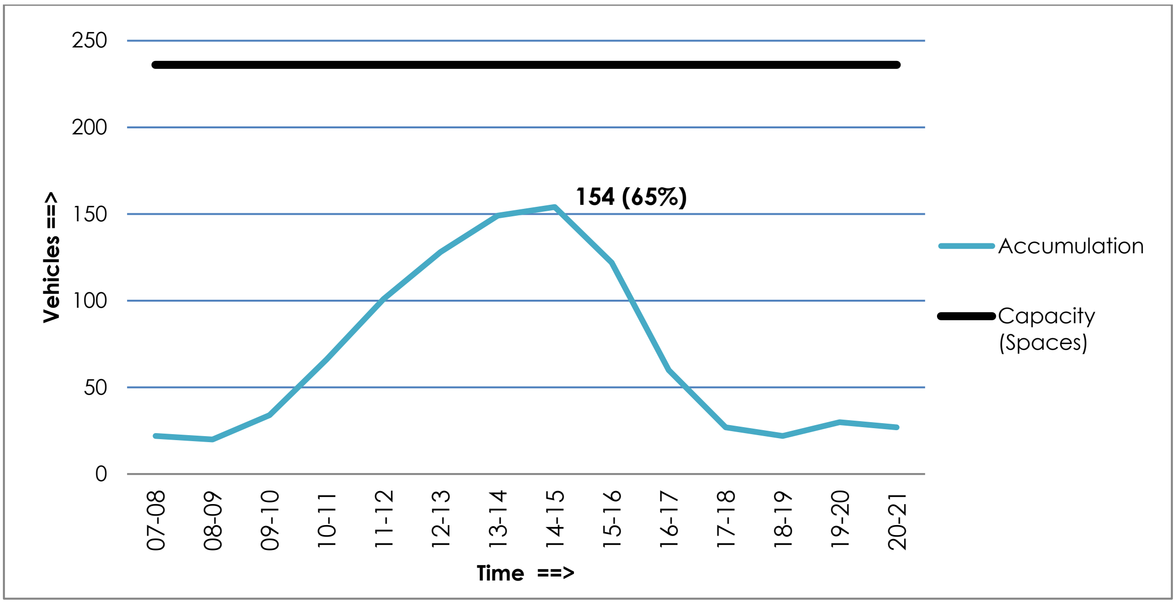
4.16 **Figure 4.5** demonstrates that the Fort Street Car Park in Sandown in under capacity during the week with a maximum of 22% capacity.

Figure 4.5 Fort Street Car Park (Sandown) – Weekday Parking Accumulation



4.17 At the weekend however, Fort Street Car Park, Sandown has much higher levels of car parking with an increase of 43%. There is a significant peak from 1pm to 3pm in which the number of cars parked is approximately 3 times that of before 9am for after 6pm.

Figure 4.6 Fort Street Car Park (Sandown) – Weekend Parking Accumulation



Parking Events and Length of Stay

4.18 Fort Street Car Park is a Long Stay Car Park yet a significant majority (55% and 71%) of people only park for up to 2 hours, in line the results derived from St Thomas Street Upper Car Park, Ryde. At the weekends however, the average length of stay is longer with a higher percentage of parking events of 2-4 and 4-8 hours than during the week. **Figure 4.7** and **Figure 4.8** support the results from Figure 4.5 and Figure 4.6 and are in line with the results from the previous long stay car park, with parking levels much higher during the weekends.

Figure 4.7 Fort Street Car Park (Sandown) – Length of Stay

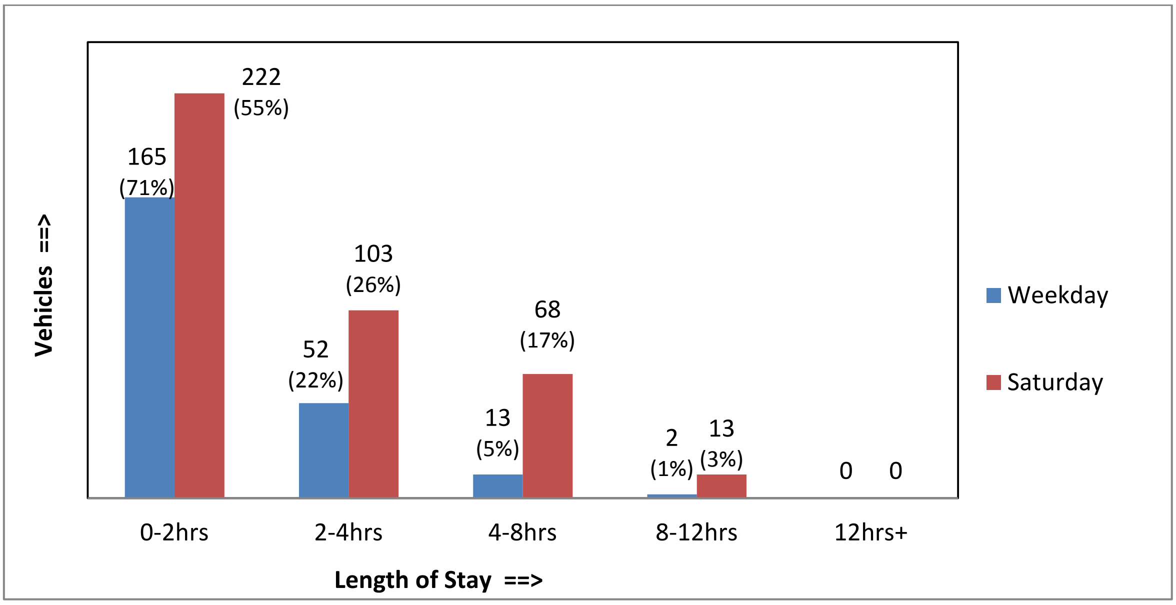
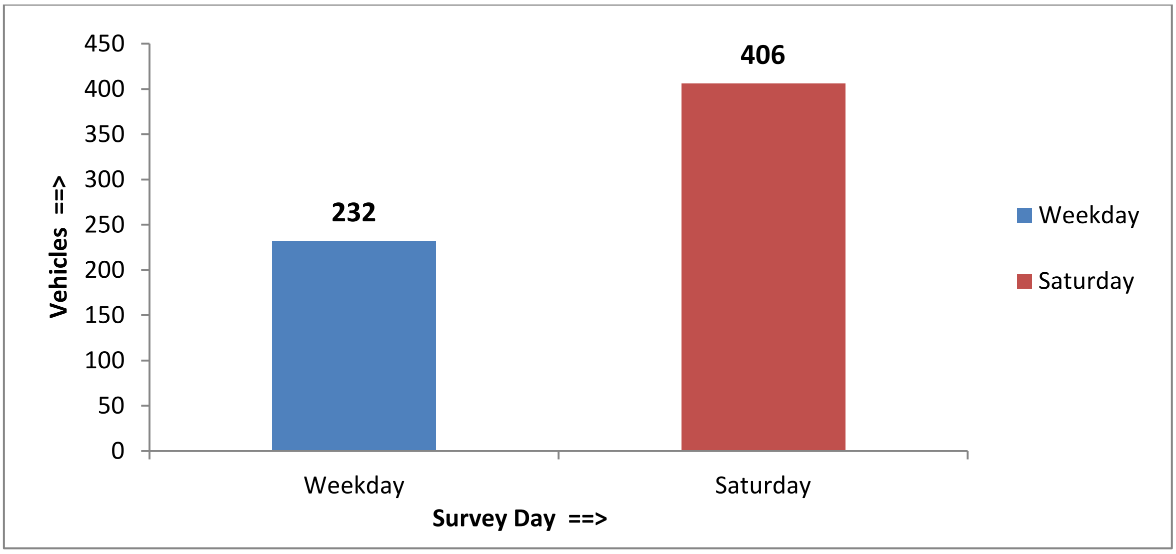


Figure 4.8 Fort Street Car Park (Sandown) – Total Parking Events

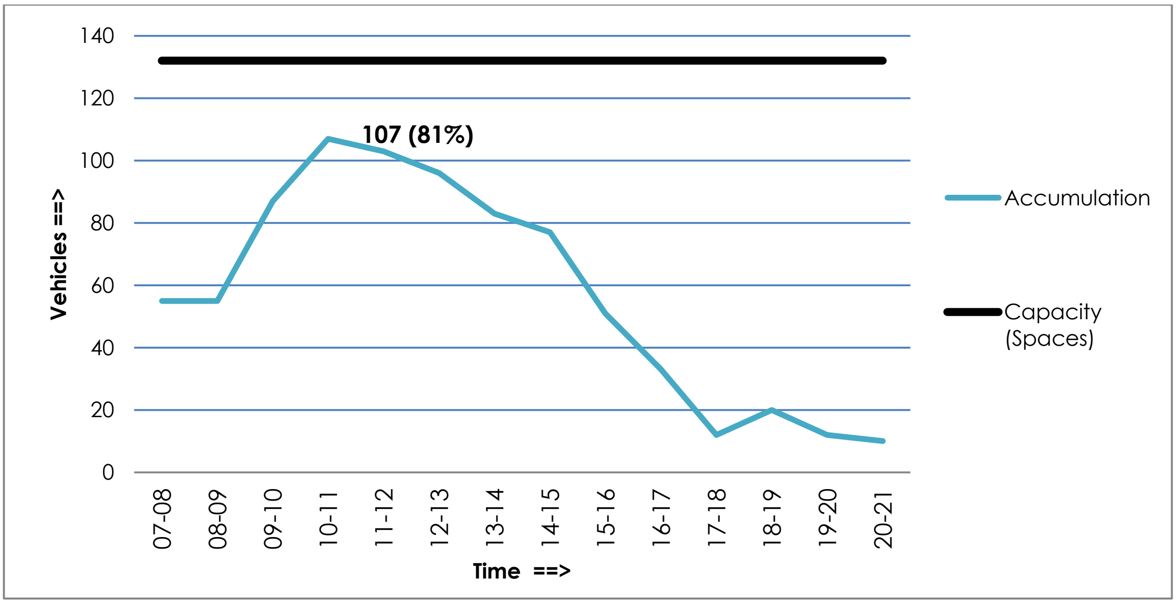


Chapel Street (Newport) Short Stay Car Park

Parking Accumulation

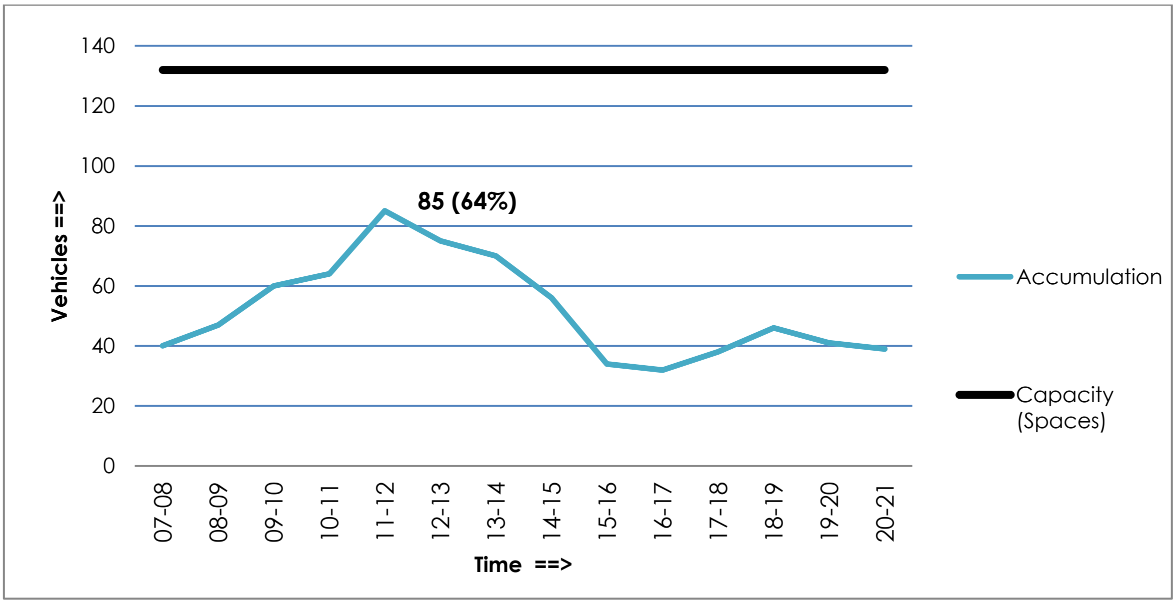
4.19 The results from Chapel Street short stay car park reflect a different trend from the two previously analysed long Stay Car Parks. At approximately 10am the car park has a high occupancy level at 81% with a high parking level remaining until 2pm. **Figure 4.9** demonstrates a fairly rapid and linear decrease in parking levels, with low occupancy from 5pm.

Figure 4.9 Chapel Street (Newport) – Weekday Parking Accumulation



4.20 **Figure 4.10** shows the parking occupancy levels for Chapel Street short stay car park during the weekends. The levels of car parking are more constantly higher than the weekday results yet the peak occupancy is lower.

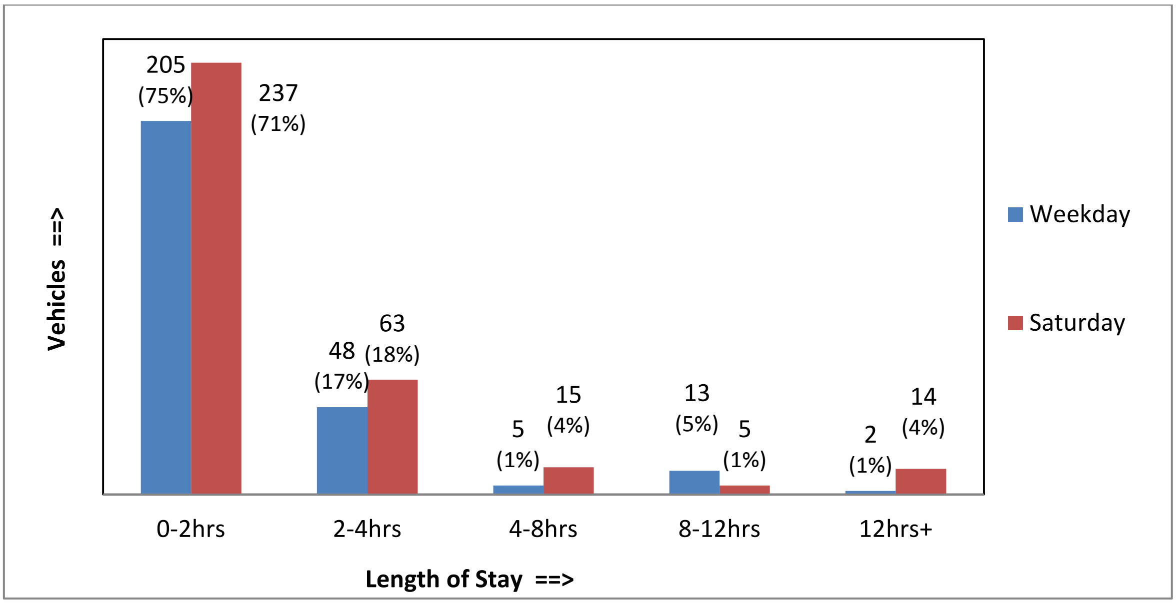
Figure 4.10 Chapel Street (Newport) – Weekend Parking Accumulation



Parking Events and Length of Stay

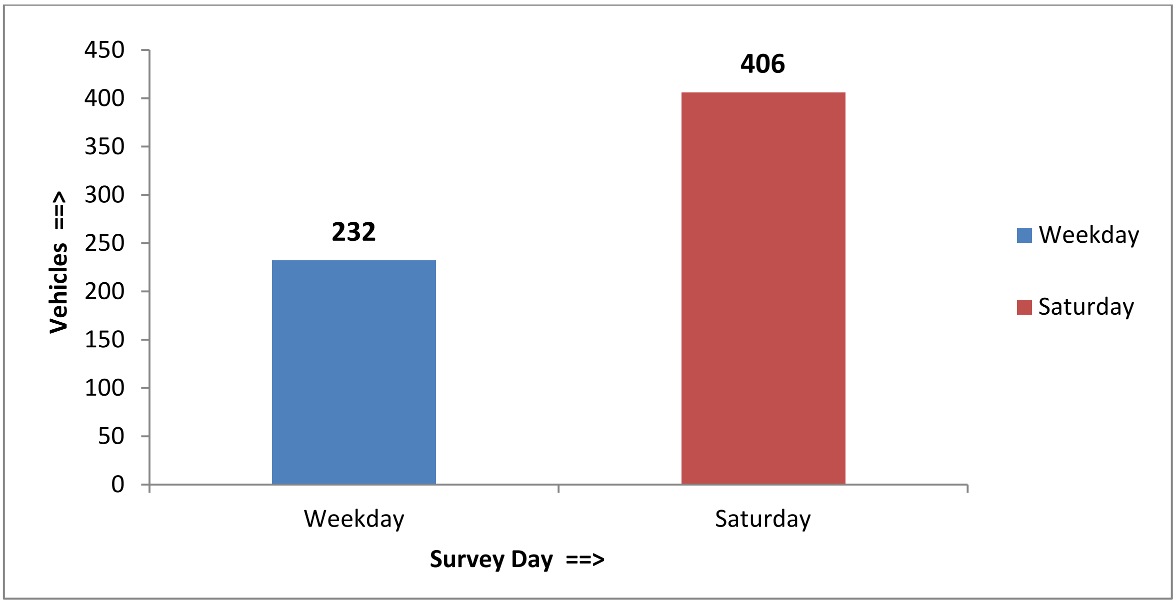
4.21 Chapel Street is a short stay car park so as expected, the majority of parking events are from 0-2 hours. There where parking events recorded of over 12 hours.

Figure 4.11 Chapel Street (Newport) – Length of Stay



4.22 **Figure 4.12** demonstrates that the number of parking events on the weekends is almost double those from during the week. As the weekday has a peak of 81% but the weekend peak is at 64% the results suggest a much greater rate of turnaround at the weekend.

Figure 4.12 Chapel Street (Newport) – Total Parking Events



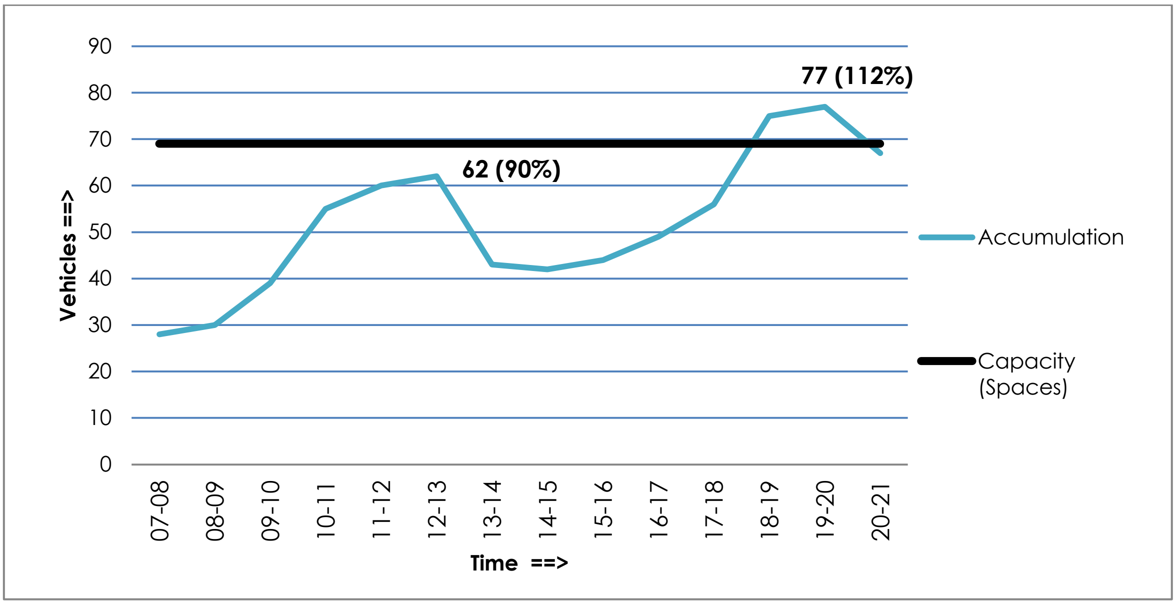
Cross Street (Cowes) Short Stay Car Park

Parking Accumulation

4.23 **Figure 4.13** shows that the capacity has been exceeded from 6pm to 8pm with the car park over capacity by 12% (8 vehicles). This is assumed to be due to the fact that parking charges no longer apply at this time, with the exceeding vehicles parking outside of the designated parking bays. After

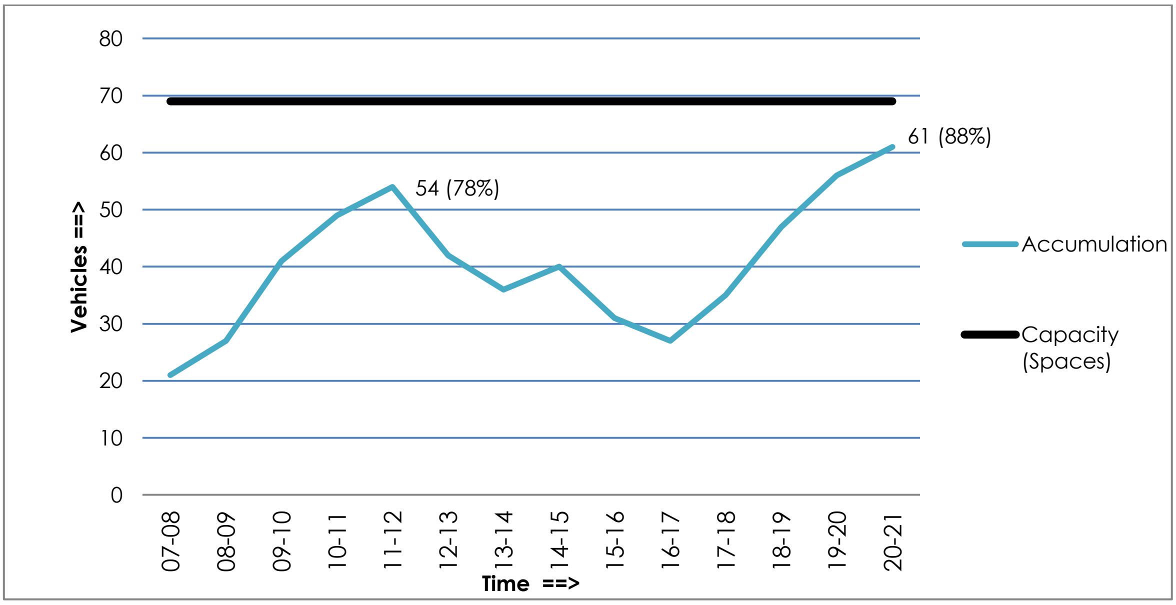
9am the car park is constantly at over 50% capacity. There are two peaks in car parking levels at 11am to 12pm and at 6pm to 8pm.

Figure 4.13 Cross Street (Cowes) – Weekday Parking Accumulation



4.24 The weekend results as shown in **Figure 4.14** follow a similar trend to the weekday results. The general levels of occupancy are lower for the weekend however.

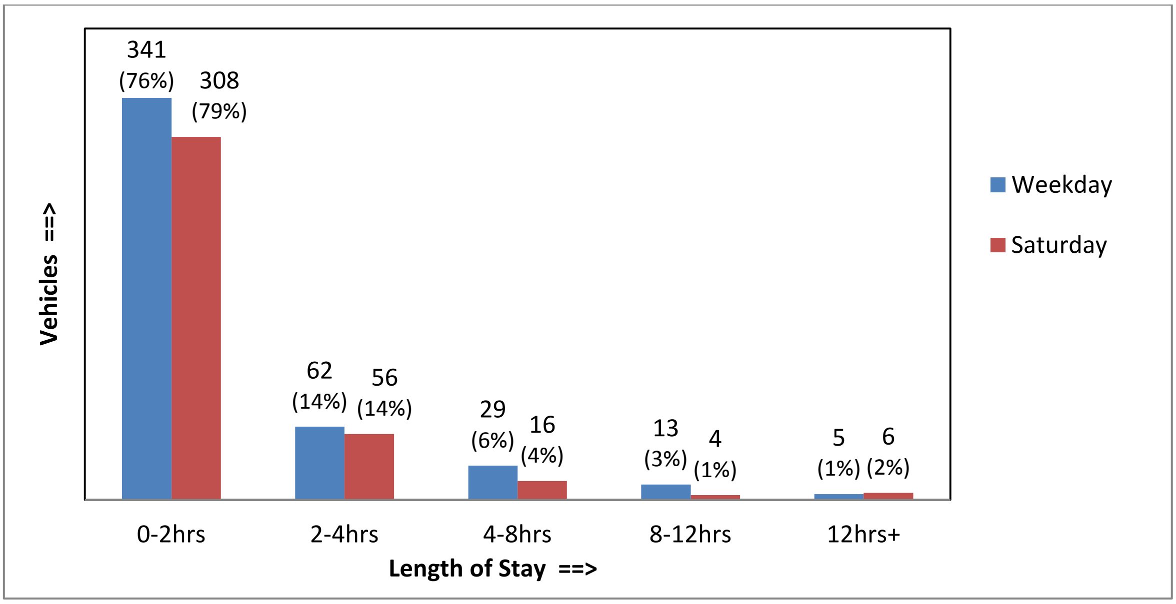
Figure 4.14 Cross Street (Cowes) – Weekend Parking Accumulation



Parking Events and Length of Stay

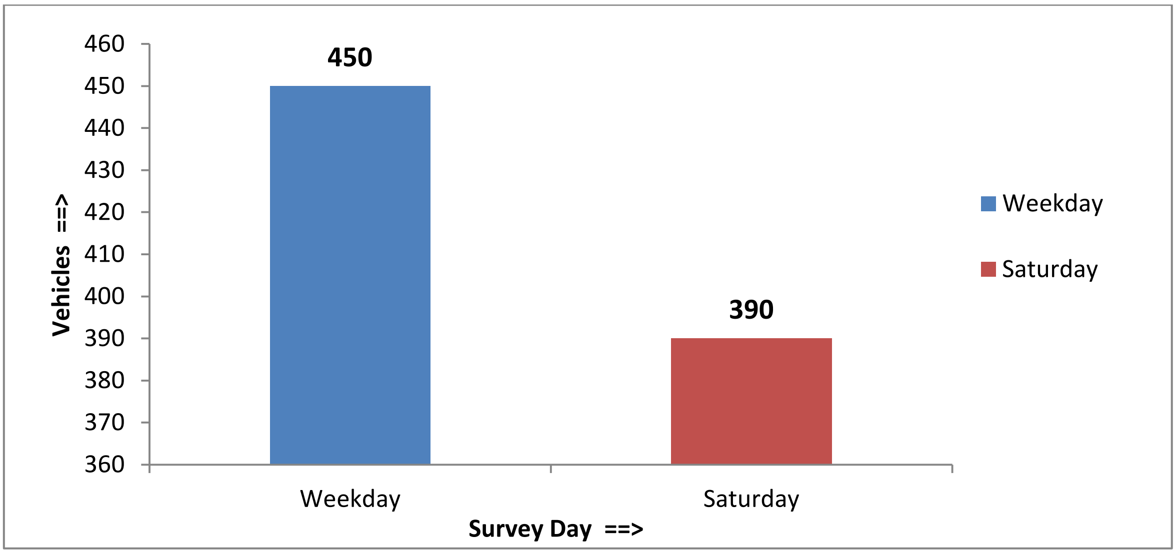
4.25 The average length of stay for Cross Street car park follows the general trend of all the other sampled car parks with a significant majority (76% and 79%) of parking events from 0- 2 hours.

Figure 4.15 Cross Street (Cowes) – Length of Stay



4.26 The total parking events results from Cross Street, differ from all other sampled car parks as there were more parking events from the weekday than the weekend. **Figure 4.16** demonstrates that there were 13% more parking events during the weekdays than at the weekend.

Figure 4.16 Cross Street (Cowes) – Total Parking Events



Car Parking Occupancy Results Summary

4.27 Long-stay car parks

- peak recorded at approximately 12pm on the weekday and at about 1-2pm on Saturday
- higher number of users on Saturday
- available capacity on both days
- 1.5 average parking bay turnover (number of times a vehicle parks in a space) - lower than in short-stay car parks

4.28 Short-stay car parks

- more early recorded arrivals
- better utilised throughout the day
- peaks recorded slightly sooner than for Long-stay
- two clear peaks recorded across the day, AM and PM
- fewer users on Saturday
- reached operational capacity (approx. 85% occupancy) during the weekday
- 4.2 average parking bay turnover

4.29 It is worth noting that bay turnover for short-stay was recorded as being far greater in Cross Street car park (Cowes) than in Chapel Street car park (Newport).

Duration of Stay Results Summary

4.30 The following was observed when reviewing the survey results data.

- Approximately, 20-25% of all long-stay car park users parked for longer than 4 hours, while 55-71% parked for less than 2 hours.
- Duration of stay for both the weekday and Saturday was very similar across the short-stay car parks, with 71-76% of all short-stay parking users stayed for 2 hours or less.
- A number of vehicles were recorded as being parked for longer periods than those permitted at the short-stay car parks.

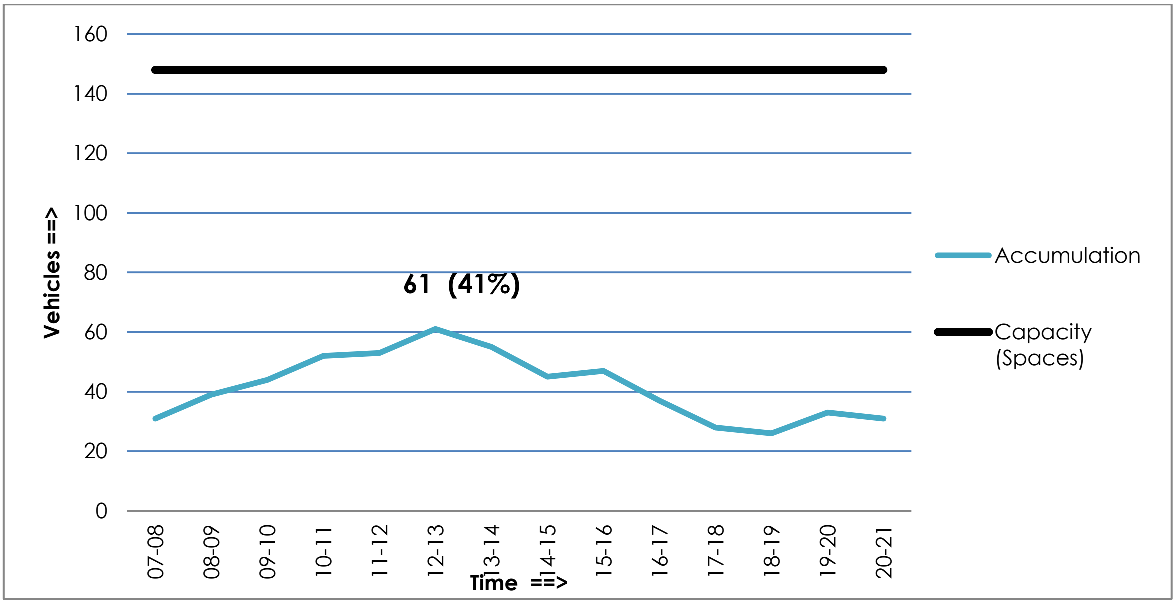
September 2015 Surveys

St Thomas Street Upper Car Park (Ryde)

Parking Accumulation

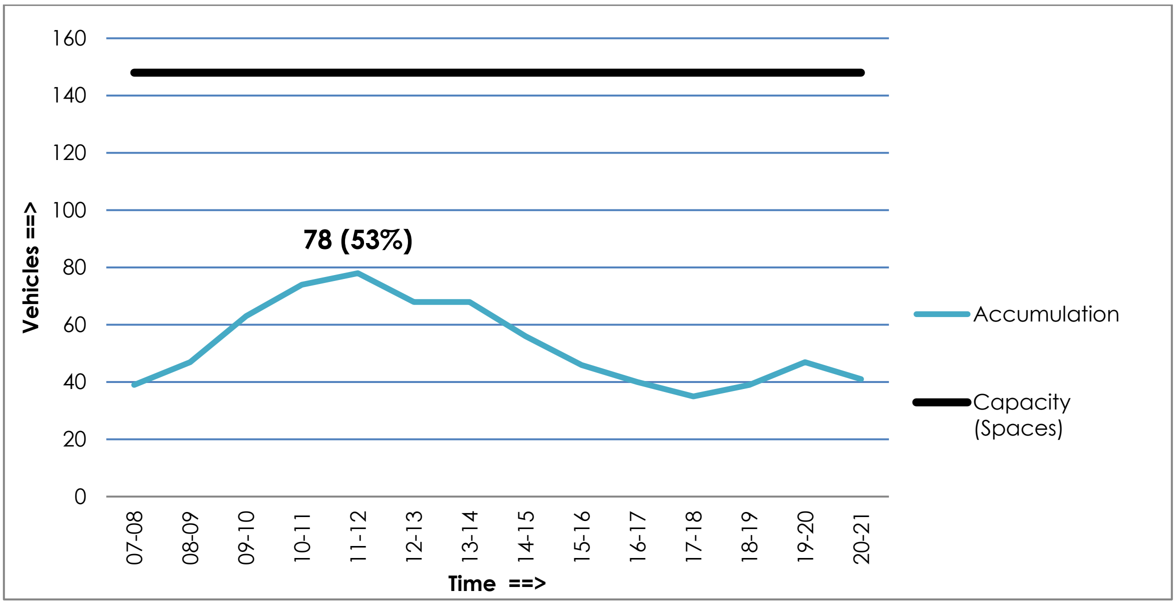
4.31 The September results for the St Thomas Street Upper Car Park are similar to the August results, with the car park constantly at under 50% capacity. The maximum occupancy is 41%, with the peak occupancy from 11am to 2pm.

Figure 4.17 St Thomas Street Upper Car Park (Ryde) – Weekday Parking Accumulation



4.32 The weekend results as shown in **Figure 4.18** follow a similar trend to the weekday results albeit with slightly higher occupancy levels.

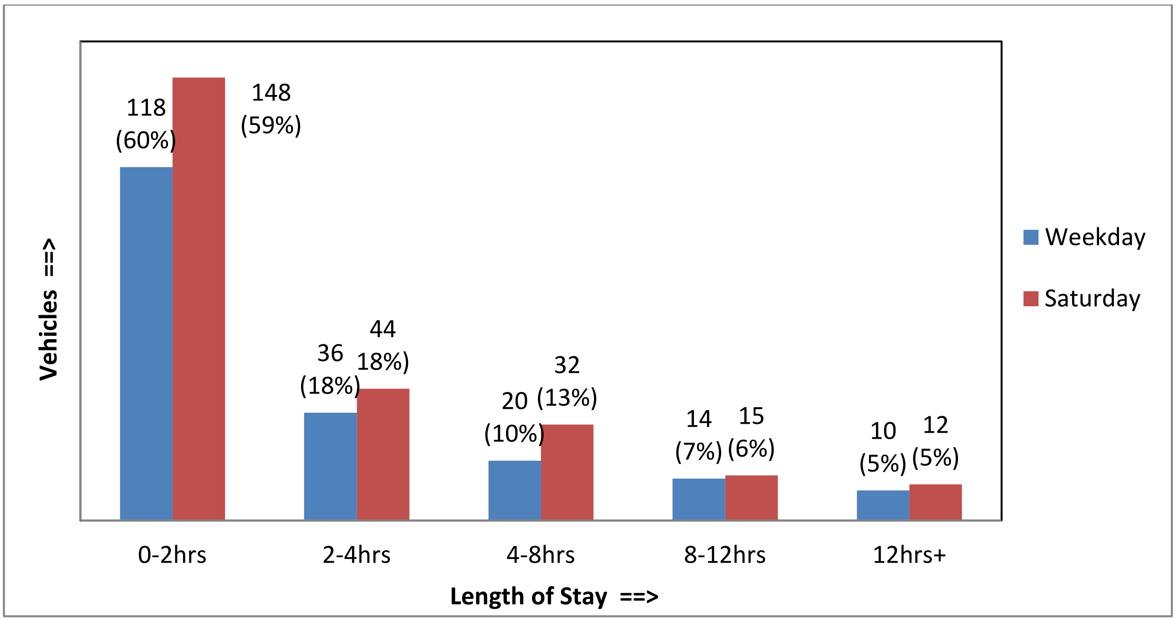
Figure 4.18 St Thomas Street Upper Car Park (Ryde) – Weekend Parking Accumulation



Parking Events and Length of Stay

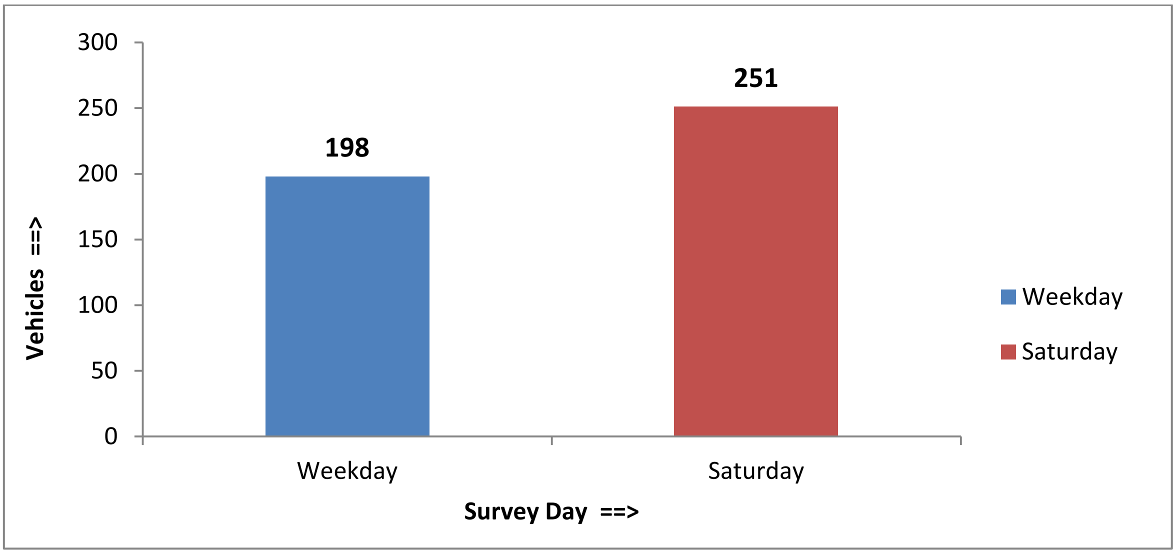
4.33 As with the August results, St Thomas Street Upper Car Park is a Long Stay car park but a significant majority of people (59% to 60%) stay for only 0-2 hours. The average length of stay is generally constant between the weekday and the weekend.

Figure 4.19 St Thomas Street Upper Car Park (Ryde) – Length of Stay



4.34 **Figure 4.20** demonstrates that there were more parking events on the weekend than during the week.

Figure 4.20 St Thomas Street Upper Car Park (Ryde) – Total Parking Events

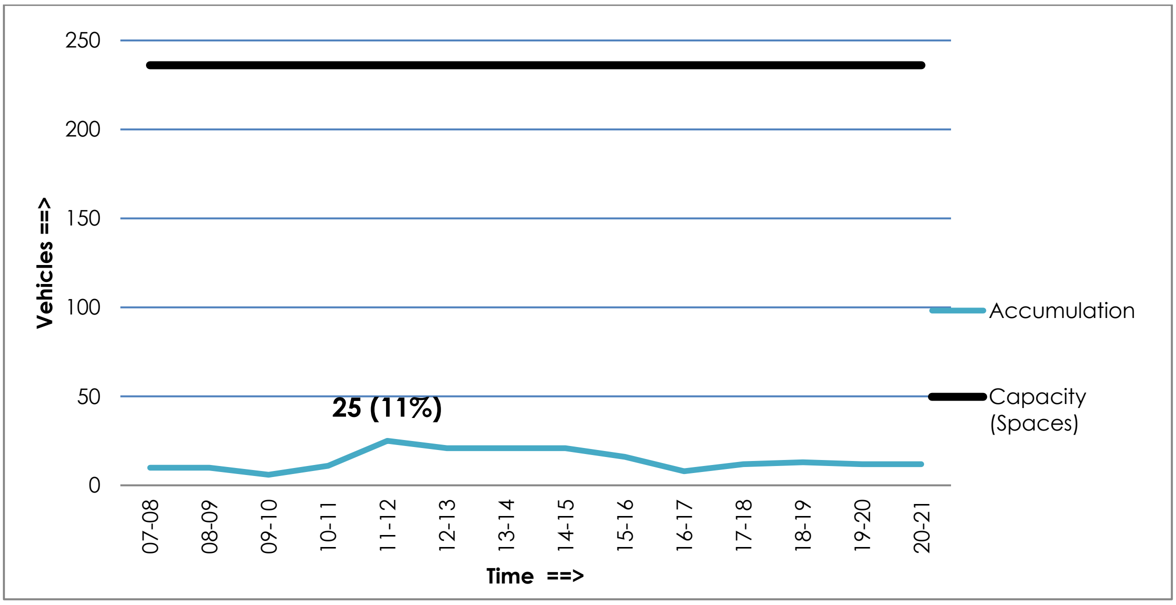


Fort Street Car Park (Sandown)

Parking Accumulation

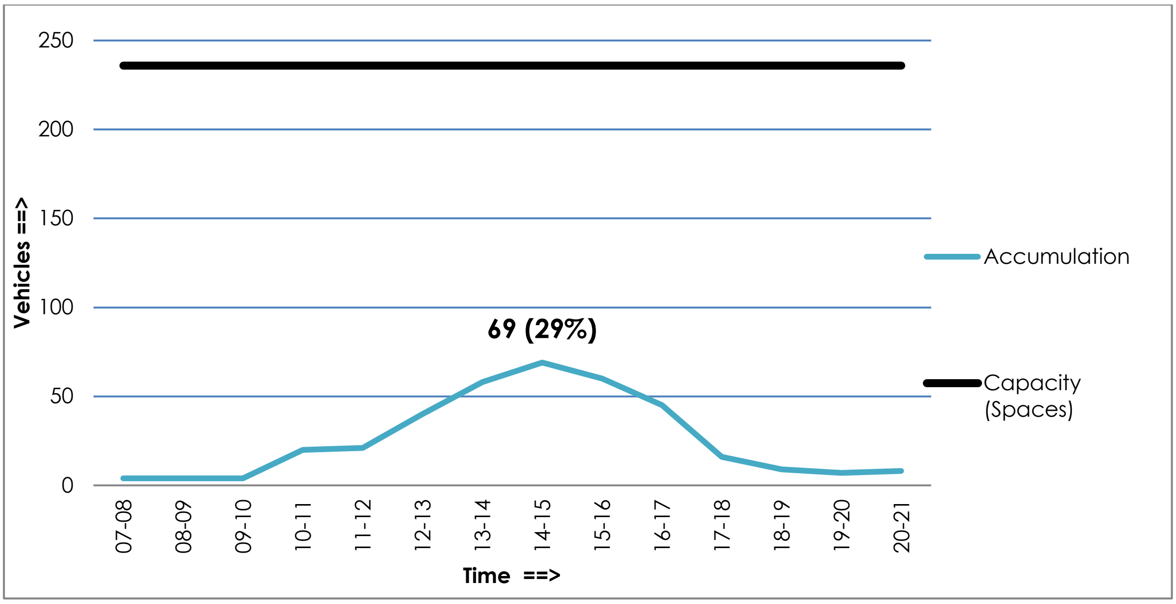
4.35 **Figure 4.21** demonstrates that the levels of occupation where constantly low throughout the week, with little variation and no significant peaks. The maximum level of occupancy only reached 11%, this is approximately half of the maximum occupancy from the August survey.

Figure 4.21 Fort Street Car Park (Sandown) – Weekday Parking Accumulation



4.36 The results for Fort Street car park for the weekend have increased occupancy levels from the weekday, there is a notable peak from 12pm to 6pm with low occupancy levels out with these times.

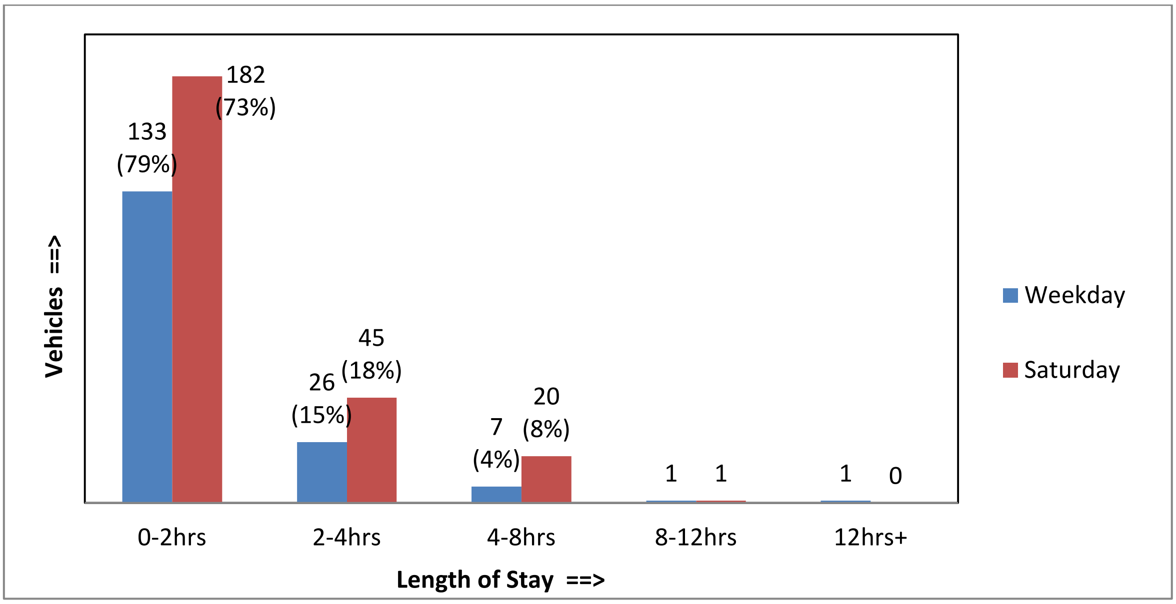
Figure 4.22 Fort Street Car Park (Sandown) – Weekend Parking Accumulation



Parking Events and Length of Stay

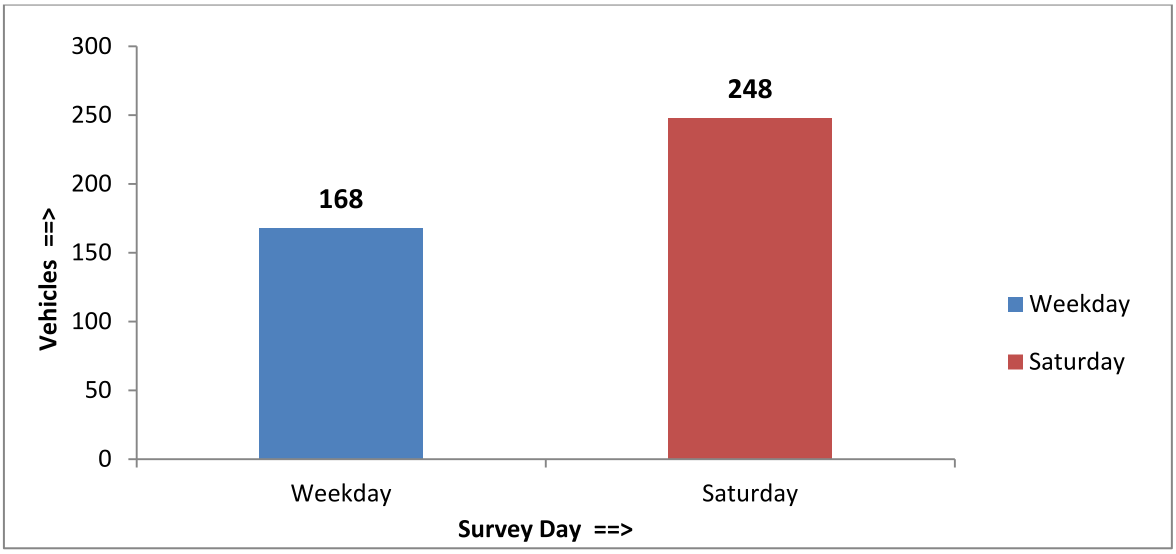
4.37 Fort Street Car Park is a long stay car park yet there are little to no parking events from 8-12 and over 12 hours. 0-2 hours the most preferable period of time for parking. Generally those parked for less time during the weekdays, although this variation is relatively modest.

Figure 4.23 Fort Street Car Park (Sandown) – Length of Stay



4.38 **Figure 4.24** shows that the total parking events are greater at the weekend than on weekdays, this is in line with the results derived from the majority of surveys at the other car park survey sites.

Figure 4.24 Fort Street Car Park (Sandown) – Total Parking Events

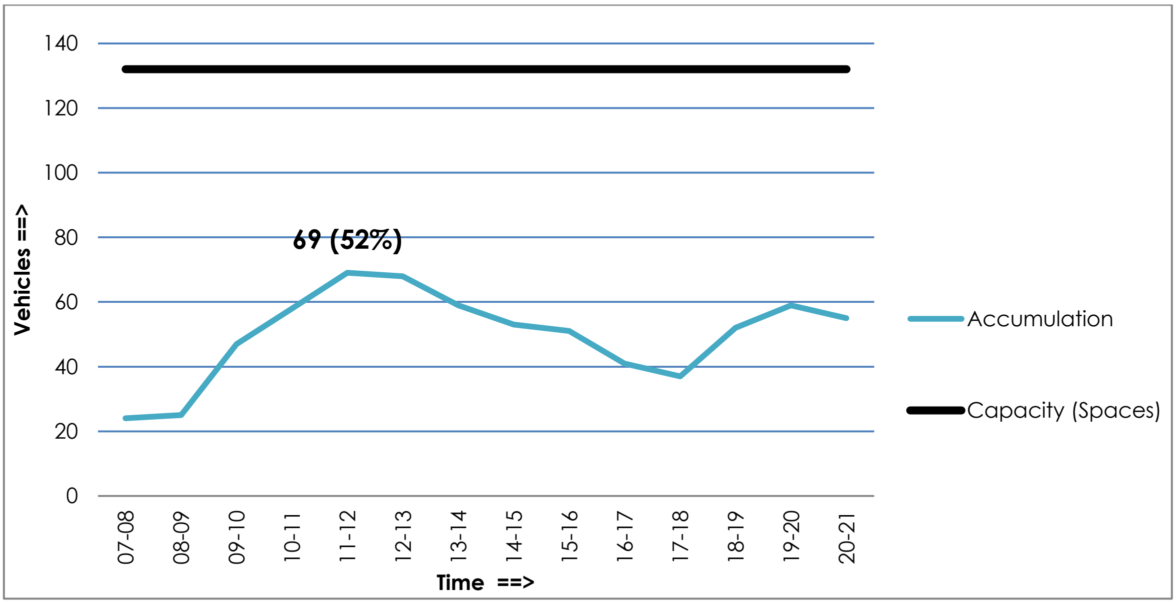


Chapel Street (Newport)

Parking Accumulation

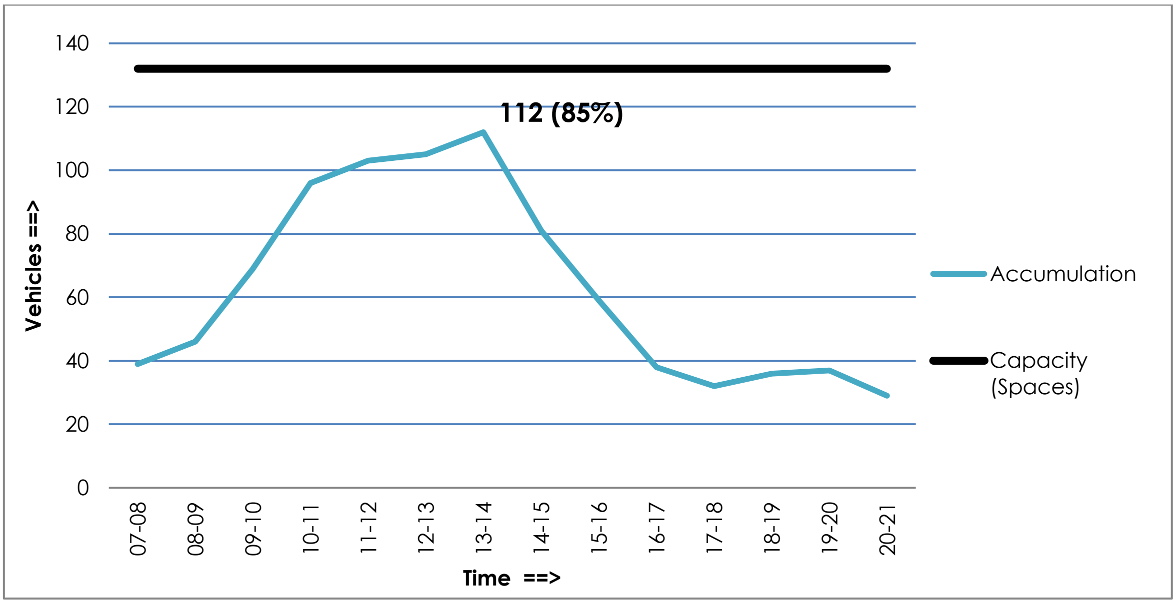
4.39 The occupancy levels as outline below in **Figure 4.25** demonstrates that there are two peaks in occupancy levels with the most prominent peak reaching 52% capacity. Comparing the September results with the August results, the highest level of occupancy has decreased significantly from 81% to 52%. Between 12pm and 5pm there is a linear decrease in occupancy levels until 5-6pm when the occupancy begins to increase again.

Figure 4.25 Chapel Street (Newport) – Weekday Parking Accumulation



4.40 The weekend occupancy levels for Chapel Street car park follow a similar trend to the weekday results, in which there is a peak from 9am to 5pm, however the peak is significantly greater for the weekend with occupancy levels reaching 85%, the drop off in occupancy is strong however with a negative linear relationship between vehicle numbers and time between 4pm and 6pm.

Figure 4.26 Chapel Street (Newport) – Weekend Parking Accumulation



Parking Events and Length of Stay

4.41 **Figure 4.27** and **Figure 4.28** demonstrate that there are more parking events occurring during the weekend than during the weekend and that the patterns of length of stay are constant between both the weekend and weekday. 75% to 76% of the parking events are from 0-2 hours.

Figure 4.27 Chapel Street (Newport) – Length of Stay

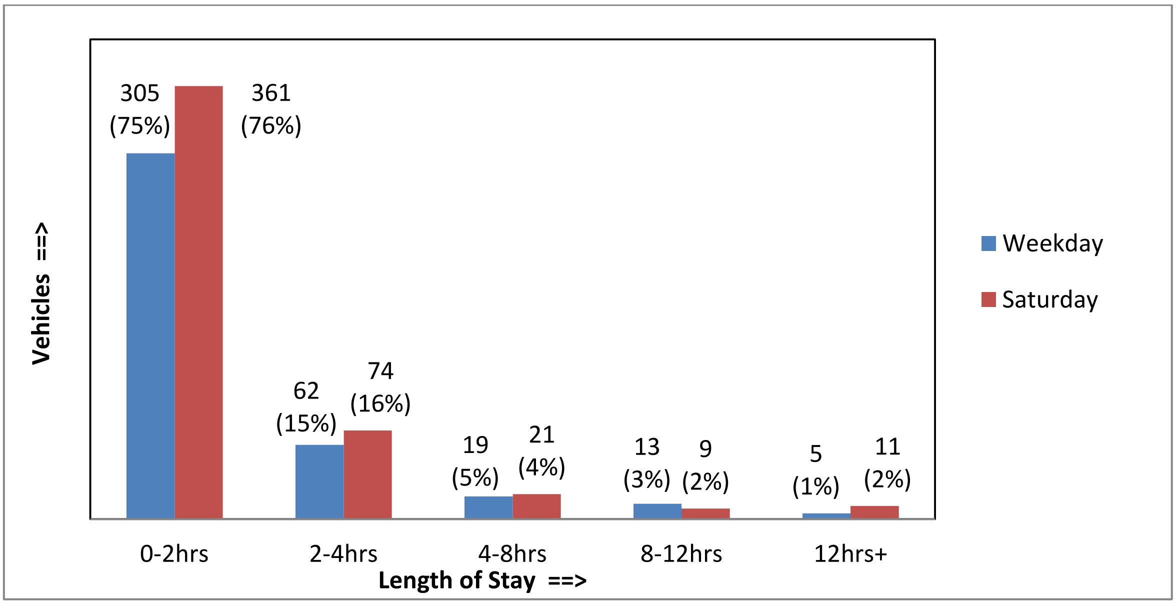
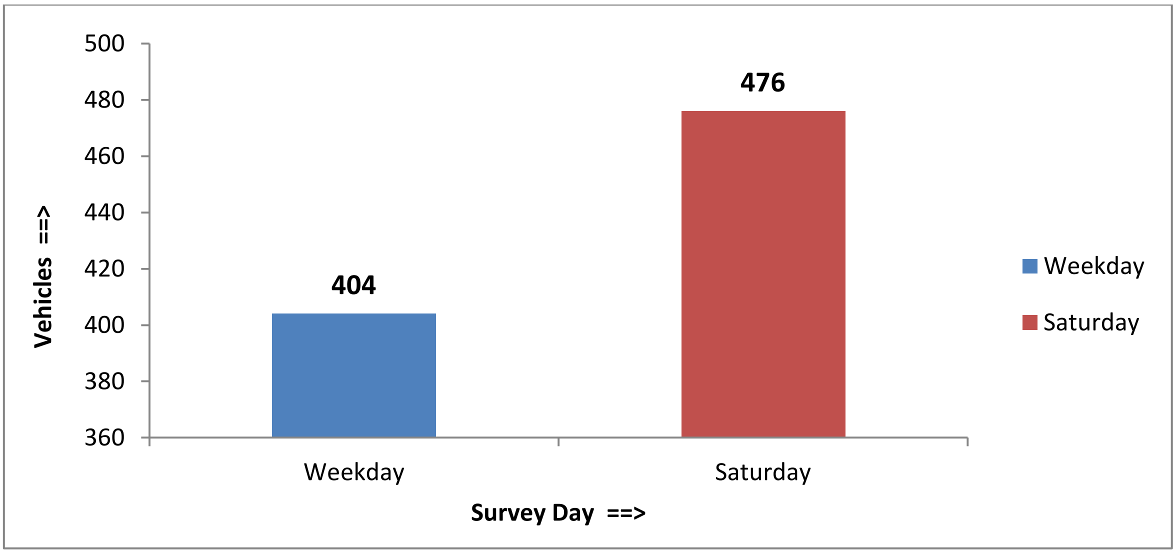


Figure 4.28 Chapel Street (Newport) – Total Parking Events

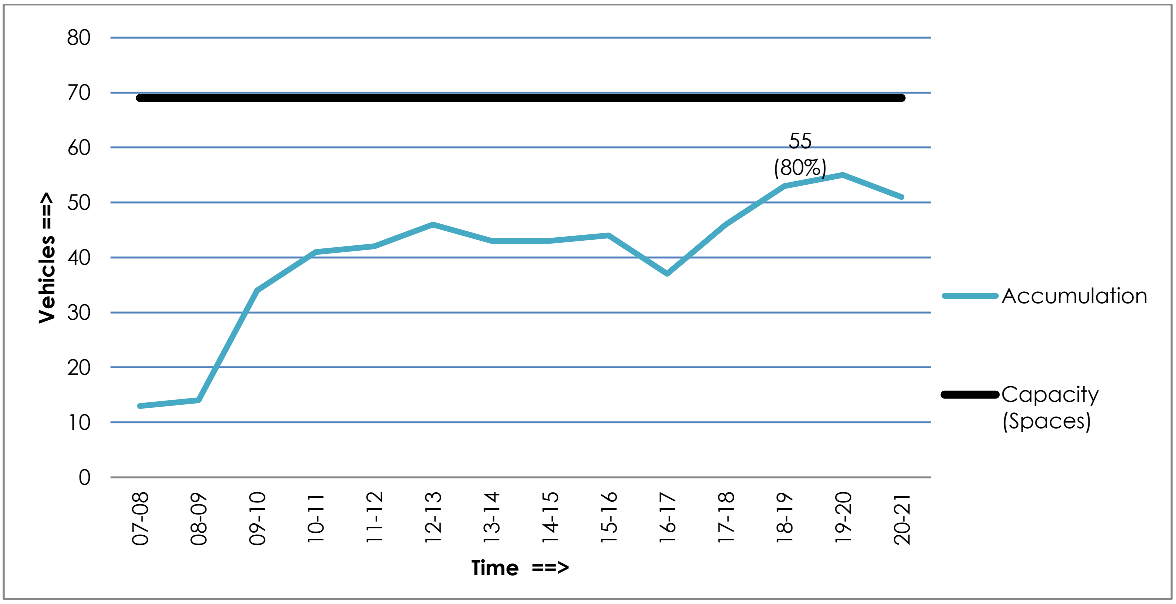


Cross Street (Cowes)

Parking Accumulation

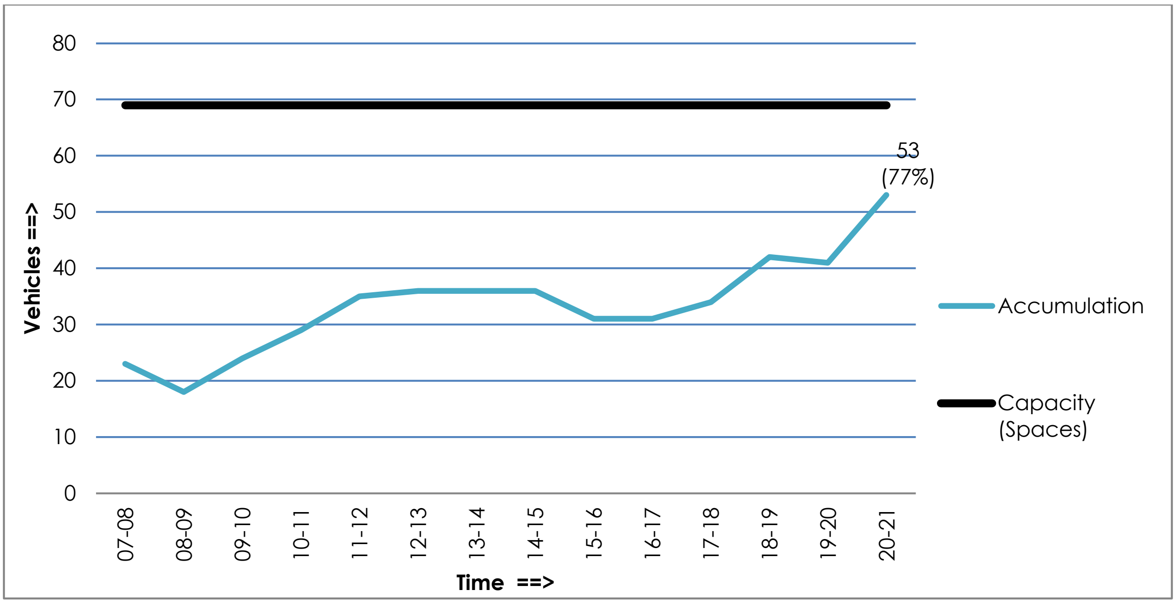
4.42 The September results from Cross Street car park, Cowes, are similar to the results from the August surveys albeit with less extreme occupancy peaks. The August results showed the car park at over capacity, during the second peak, whilst in the September surveys the maximum (and second peak) is at 80%.

Figure 4.29 Cross Street (Cowes) – Weekday Parking Accumulation



4.43 **Figure 4.30** follows the trend of the August survey, again but with slightly lower occupancy levels. Cross Street Car Park is the only car park of those surveyed that constantly has high occupancy levels with the evening, all other car park's occupancy levels trail off after about 7pm.

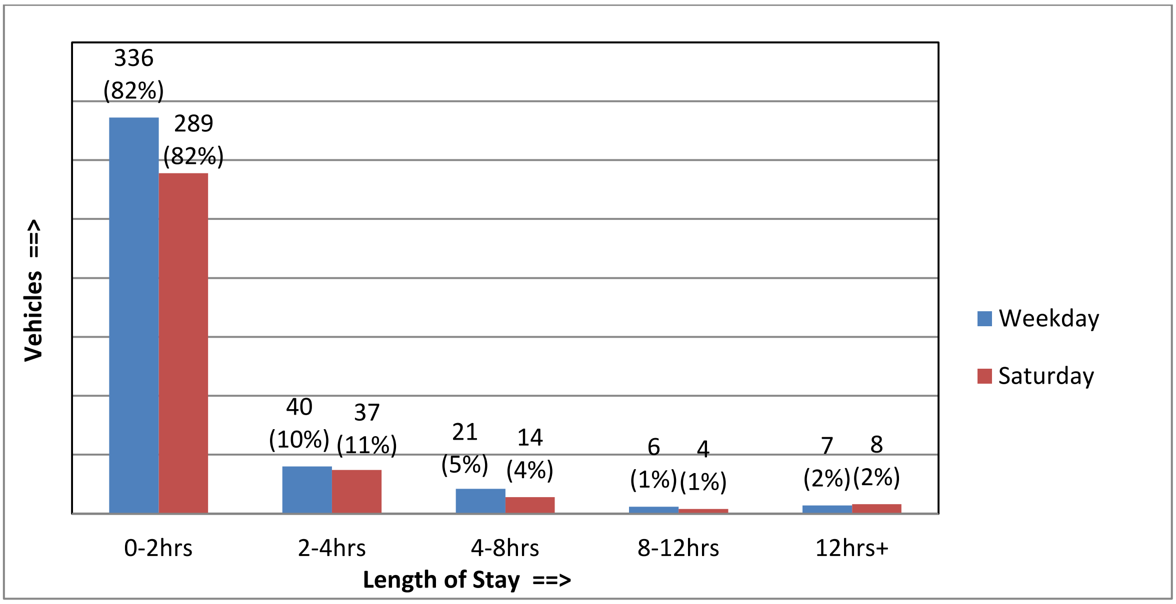
Figure 4.30 Cross Street (Cowes) – Weekend Parking Accumulation



Parking Events and Length of Stay

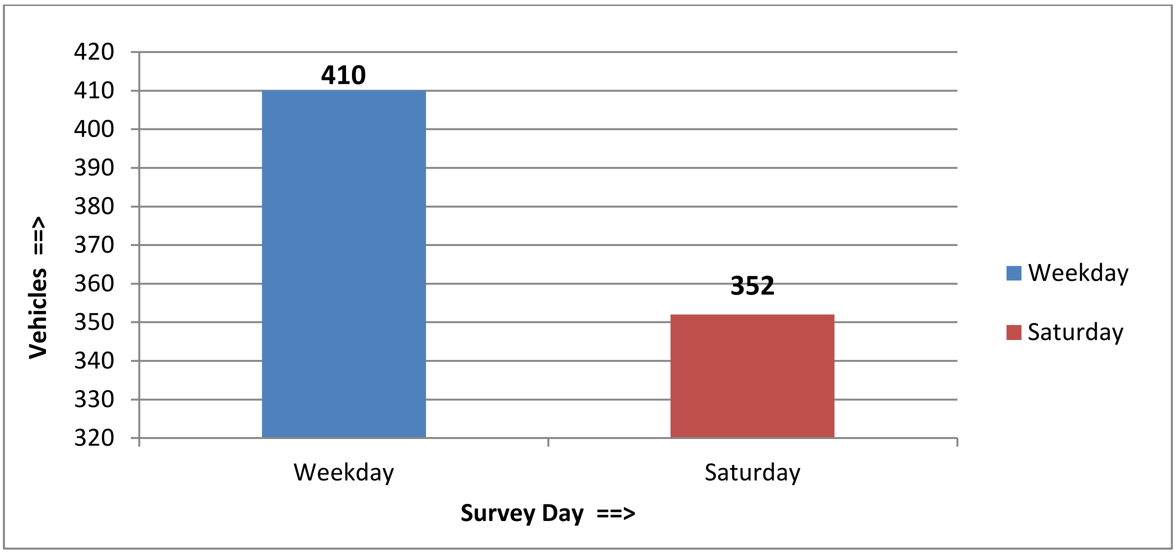
4.44 The overwhelming majority of parking events last from 0-2 hours. In all car parks surveyed 0-2 hours is the most common time period of parking, but Cross Street has the highest percentage of all for length of parking being at 0-2 hours.

Figure 4.31 Cross Street (Cowes) – Length of Stay



4.45 In keeping with the trend from the August surveys, **Figure 4.32** demonstrates that there are more parking events in the weekdays than at the weekend.

Figure 4.32 Cross Street (Cowes) – Total Parking Events



Summary

Car Parking Occupancy Results

4.46 Long-stay car parks:

- peak recorded at approx. 12pm on the weekday and at about 1-2pm on Saturday
- higher number of users on Saturday
- available capacity on both days
- 1.5 average parking bay turnover (number of times a vehicle parks in a space) - lower than in short-stay car parks

4.47 Short-stay car parks

- more early recorded arrivals
- better utilised throughout the day
- peaks recorded slightly sooner than for Long-stay
- two clear peaks recorded across the day, AM and PM
- fewer users on Saturday
- reached operational capacity (approx. 85% occupancy) during the weekday
- 4.2 average parking bay turnover

4.48 It is worth noting that bay turnover for short-stay was recorded as being far greater in Cross Street car park (Cowes) than in Fort Street car park (Sandown).

Duration of Stay Results

4.49 The following was observed when reviewing the survey results data:

- Approximately, 20-25% of all long-stay car park users parked for longer than 4 hours, while 55-71% parked for less than 2 hours.
- Duration of stay for both the weekday and Saturday was very similar across the short-stay car parks, with 71-76% of all short-stay parking users stayed for 2 hours or less.
- A number of vehicles were recorded as being parked for longer periods than those permitted at the short-stay car parks.

August and September Surveys

4.50 Overall there has been a reduction in the occupancy levels across all four sampled car parks.

4.51 The trends apparent in the August surveys, for each individual car park, continue are in the September surveys.

- Cross Street car park is representative as an anomaly in both the August and September surveys with having a higher occupancy level for the weekdays rather than the weekend.

5 Potential Future Demand

Introduction

5.1 This chapter of the report presents a review of the potential future demand for car parking on the Isle of Wight within the next five-year period (2016 to 2021). This review provides an indication of the likely parking capacity requirements within the island over the strategy's time span, which will then offer the opportunity of concentrating demand in the most efficient car parks with the aim of re-purposing under-utilised assets.

5.2 The predicted car parking usage and demand has been determined through examination of existing trends (data obtained from the Office for National Statistics, ONS); and potential future requirements (proposed development as per approved Council policy documents).

5.3 A review of existing tourism trends and annual ticket sales data has also been undertaken so as to gain an understanding of how these are correlated.

5.4 As such, the potential future parking demand is the result of background population growth, increase in car ownership levels and any potential additional future demand for parking as generated by 'significant developments' coming forward on the island over the coming years as identified in Council policy documents.

Potential Future Demand Generated by Existing Population - Background Growth

Island-Wide Population Review

5.5 According to ONS Census Data for 1991, 2001 and 2011, there has been an increase in population on the Isle of Wight of approximately 6.5% between 1991 and 2001, and 4.2% between 2001 and 2011. **Table 5.1** below shows the usual resident population estimates as obtained from the ONS census datasets as well as relative and cumulative changes in the form of percentages.

Table 5.1 Isle of Wight Usual Resident Population Estimates

Year	Population Estimate	Relative Change	Cumulative Change
1991	124,577[1]	-	-
2001	132,731[1]	+6.5%	+6.5%
2011	138,265[1]	+4.2%	+11.0%

Source: (1) 1991 / 2001 / 2011 ONS Census Data, 'Usual Resident Population' dataset.

5.6 As shown in Table 5.1, the population of the Isle of Wight has steadily increased between 1991 and 2011, with a total cumulative growth of 11% in the 20 year period.

5.7 In addition, recently released population statistics from the ONS suggest that the current number of residents on the island will continue to grow, with 2015 population estimated at 139,957 and 2021 population estimated at 143,651. **Table 5.2** shows a comparison between the 2011 usual resident population estimate and the 2015 and 2021 population projections. It also shows relative and cumulative changes in the form of percentages.

Table 5.2 Isle of Wight Population Prediction

Year	Population Estimate	Relative Change	Cumulative Change
2011	138,265[1]	-	-
2015	139,957[2]	+1.2%	+1,2%
2021	143,651[2]	+2.6%	+3,8%

Sources:
(1) 2011 ONS Census Data, 'Usual Resident Population' dataset;
(2) ONS 2012 based Sub-national Population Projections, released 29th May 2014.

5.8 Table 5.2 shows that a broadly linear and steady growth is expected on the island, with an increase in population of approximately 4% between 2011 and 2021.

Main Urban Areas Population Review

5.9 The island has 39 electoral wards, 25 parishes and 8 town councils, with the majority of the population residing within the island's main towns. With the purpose of identifying any changes in population over the past 20 year period, a review by wards has been undertaken. It is noted that, as the geographical boundaries of the electoral wards have been altered between Census years, the data from different wards has been combined to form significant urban areas, with the selected areas having the comparable geographical boundaries over the study years.

5.10 The existing parking data review presented in chapters 3 and 4 suggests that the parking areas at island's coastal regions are most frequented by visitors and tourists, these showed clear peaks in ticket sales during the summer months. In contrast, several parking facilities within the main towns showed more steady ticket sales profiles, which suggests that these are most frequently used by local residents.

5.11 The majority of residents of the Isle of Wight live within the island's main towns, the largest of which are Newport, Ryde and West Cowes. Although the population across all of the island increases during the peak summer period, the island's major towns are home to a considerable resident population throughout the year. In order to develop a strategy that is most beneficial to the local residents, the population of the major towns must also be considered.

5.12 Population estimates of the three major urban areas within the Isle of Wight are outlined in **Table 5.3**, **Note**: (*) Denotes inclusion of Newport, Carisbrooke, Parkhurst and Wooton Bridge areas for comparison purposes between the three Census Data years.

5.13 **Table** 5.4 and **Table 5.5** below. These include 1991, 2001 and 2011 census data for each one of the towns, as well as relative and cumulative changes in the form of percentages of recorded population figures.

Table 5.3 Newport Population

Year	Population estimate*	Relative Change	Cumulative Change
1991	25,033	-	-
2001	27,163	8.5%	8.5%
2011	29,300	7.9%	17.0%

Note: (*) Denotes inclusion of Newport, Carisbrooke, Parkhurst and Wooton Bridge areas for comparison purposes between the three Census Data years.

Table 5.4 Ryde Population

Year	Population Estimate	Relative Change	Cumulative Change
1991	16,405	-	-
2001	17,794	8.5%	8.5%
2011	18,692	5.0%	13.9%

Table 5.5 West Cowes Population

Year	Population Estimate	Relative Change	Cumulative Change
1991	13,028	-	-
2001	13,601	4.4%	4.4%
2011	14,398	5.9%	10.5%

5.14 As shown in the tables above, each of the major towns across the island have seen a considerable increase in resident population between 1991 and 2011. Newport area has seen the largest increase in population; a total increase of 17% over the 20 year period.

5.15 As previously established in this report, Newport is the settlement which typically sees the highest demand for car parking, and is also the only major settlement to have a relatively constant demand for car parking throughout the year, as opposed to a noticeable peak in the summer which coincides with the tourist peak season.

5.16 As the usual resident population of the island (including all of the major settlements) increases, so it does the demand for car parking and, in turn, the need for a consistent car parking strategy.

Potential Future Demand Generated by the Increase in Car Ownership

5.17 A key aspect of this study is to identify trends in car ownership in the key residential areas as well as within the Isle of Wight as a whole. Data has been obtained from 1991, 2001 and 2011 Census data '*car or van availability*' datasets following the same ward selection as in the background growth section.

5.18 A summary of the 1991, 2001 and 2011 car ownership data for the Newport, Ryde and West Cowes urban areas as well as for the island as a whole is included in **Table 5.6** below. This table also includes the total number of households as well as the average number of cars available per household.

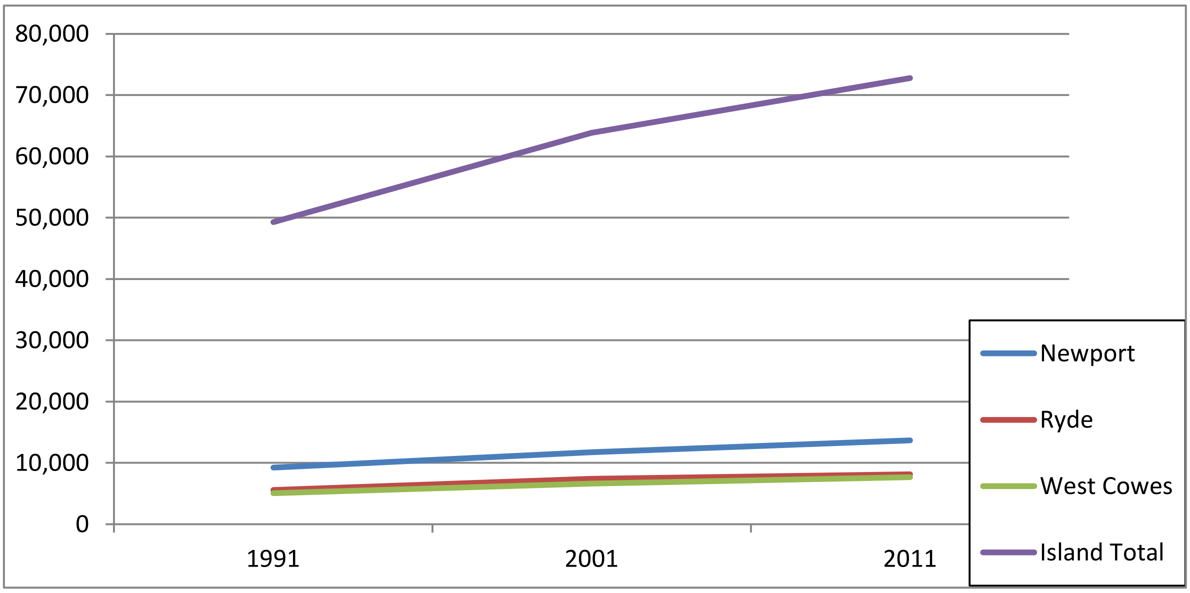
Table 5.6 2001 & 2011 Car Ownership Data

Area	1991 Census Data			2001 Census Data			2011 Census Data		
	Total Households	Total Cars	Average Car Ownership	Total Households	Total Cars	Average Car Ownership	Total Households	Total Cars	Average Car Ownership
Newport	9,603	9,251	0.96	10,800	11,750	1.09	11,859	13,689	1.15
Ryde	7,181	5,606	0.78	8,030	7,439	0.93	8,499	8,148	0.96
West Cowes	5,445	5,049	0.93	6,059	6,635	1.10	6,471	7,690	1.19
Isle of Wight (Overall)	51,236	49,286	0.96	57,519	63,874	1.11	61,085	72,788	1.19

Source: 1991, 2001 and 2011 ONS Census Data.

5.19 In addition, **Figure 5.1** shows the progression followed in the total number of cars available within the main urban areas as well as in the island as a whole between 1991 and 2011.

Figure 5.1 Total Number of Cars Available



5.20 **Table 5.7** shows the percentage increase identified between 1991 and 2011 as extracted from Table 5.6 above.

Table 5.7 1991-2011 Car Ownership Net Change

Area	% Increase 1991-2001			% Increase 2001-2011			% Increase 1991-2011		
	Households	Cars	Car Ownership	Households	Cars	Car Ownership	Households	Cars	Car Ownership
Newport	12.5%	27.0%	12.9%	9.8%	16.5%	6.1%	23.5%	48.0%	27.1%
Ryde	11.8%	32.7%	18.7%	5.8%	9.5%	3.5%	18.4%	45.3%	27.1%
West Cowes	11.3%	31.4%	18.1%	6.8%	15.9%	8.5%	18.8%	52.3%	39.1%
Isle of Wight (Overall)	**12.3%**	**29.6%**	**15.4%**	**6.2%**	**14.0%**	**7.3%**	**19.2%**	**47.7%**	**32.9%**

Note: Based on ONS Census Data.

5.21 As shown in Table 5.7 above, there has been a significant increase in car ownership both in the main urban areas as well as in the island as a whole over the past 20 years, with approximately 50% increase in the total number of cars between 1991 and 2011.

5.22 It has conservatively been assumed for the purpose of this strategy that the growth experienced between 2001 and 2011 will continue to 2021. **Table 5.8** shows the projected number of households and cars as well as the average number of cars expected to be available per household in 2021.

Table 5.8 2021 Projected Car Ownership Data

Area	Total Households	Total Cars	Additional Cars from 2011	Average Car Ownership per Household
Newport	13022	15948	**2259**	1.22
Ryde	8995	8925	**777**	0.99
West Cowes	6911	8913	**1223**	1.29
Isle of Wight (Overall)	64872	82946	**10158**	1.28

5.23 As it can be seen in Table 5.8 above, as a result of the experience background growth, it is expected that by 2021 there will be over 10,000 extra cars available on the Isle of Wight, with an average of nearly 1.3 cars per household. All of these new vehicles will have to be accommodated within the island's on-street and off-street parking facilities.

Potential Future Demand Generated by 'Significant Developments'

5.24 A key aspect of this study is to identify the extent to which key residential developments or infrastructure developments coming forward in the Isle of Wight in future years is likely to affect demand for car parking resources.

Isle of Wight Core Strategy- 2012

5.25 The Island Plan Core Strategy was adopted by the Council on 21 March 2012. It forms the central policy document of the Local Development Framework (LDF), which is called the Island Plan.

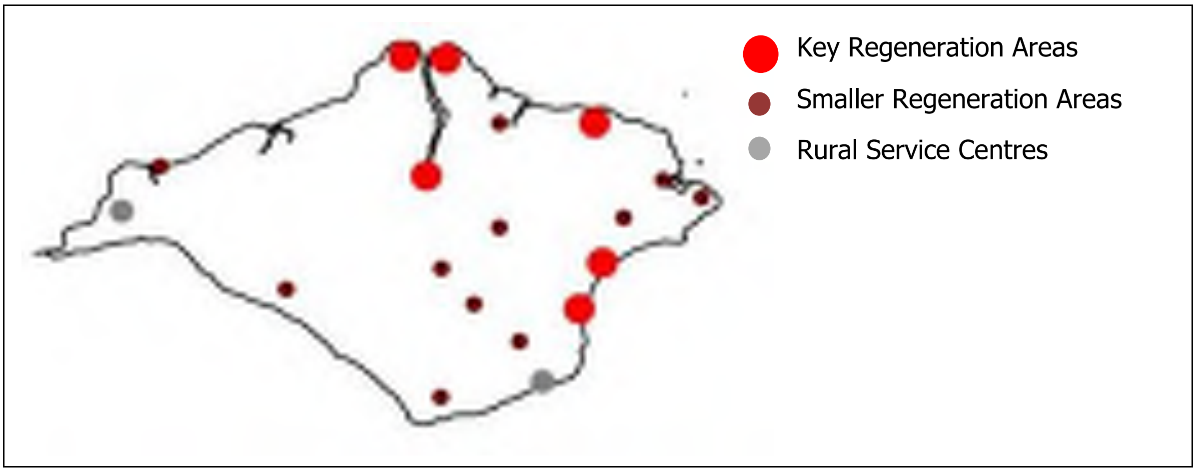
5.26 Section 'SP2 Housing' states that:

"The strategy provides for 8,320 dwellings for the Isle of Wight in the period 2011-2027, which is an average of 520 dwellings per year. These will be delivered broadly in accordance with the following distribution:

- *3,200 existing permissions and a further:*
  - *1,350 dwellings within the Medina Valley.*
  - *2,100 dwellings within Ryde.*
  - *370 dwellings within The Bay.*
  - *240 dwellings within the West Wight.*
  - *80 dwellings within Ventnor.*
  - *980 through smaller-scale development at the Rural Service Centres and wider rural area."*

5.27 The majority of the developments will be located with the Isle of Wight Key Regeneration Areas, resulting in significant amount of the residential developments proposals being delivered within the Medina Valley and Ryde. The Key Regeneration Areas, Smaller Regeneration Areas and Rural Service Centres are shown in **Figure 5.2**.

Figure 5.2 Key Regeneration Areas (Settlement Hierarchy)



Source: Isle of Wight Council Core Strategy (March 2012) – Map 5.4 'Settlement Hierarchy'.

5.28 Whilst an average increase of 520 dwelling per year might not necessarily be achieved, the overall additional housing provision will likely add considerable pressure on the existing car parking network, particularly on car parking areas in or near to the Key Regeneration Areas or areas with high levels of retail provision or employability.

5.29 Using the 2021 overall island's projected vehicle ownership level of 1.28 as presented in Table 5.8, it can be calculated that an average increase in the number of households of 520 dwellings per annum could potentially lead to an annual increase in the number of cars on the Isle of Wight of approximately 665. It is worth noting, however, that additional housing provision could translate into the relocation of existing population and vehicles; nevertheless, this figure of 665 could be taken as a worst-case scenario.

Isle of Wight Council, Highways Private Finance Initiative (PFI)

5.30 The Highways PFI is the comprehensive upgrade, and maintenance of over 25 years, of the island's road, footway and cycleway network. PFI contract (to Island Roads) began on 1st April 2013, with the aim of upgrading, enhancing, and maintaining the rural and urban roads as well as footways, street lights, bridges, cycle ways, public car parks, signage, CCTV and street furniture by 2020 (the core investment period).

5.31 The Island Plan States that '*The Island's Strategic Road Network is near capacity at a number of key locations'*, however, it is considered that upgrading of the road network will allow the capacity to be functioning at a more efficient level and thus encouraging the use of car as the main transport use, as it will provide, faster and more efficient car travel. This in turn will add pressure to Isle of Wight's existing car parking infrastructure.

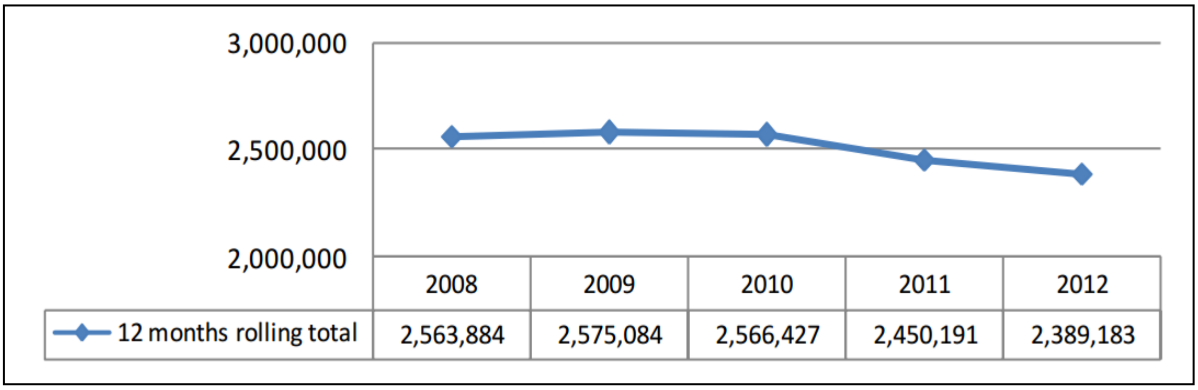
Tourism Trends Review

5.32 The Isle of Wight Council conducts onboard ferry and business surveys, producing quarterly and annual reports detailing visitor numbers, trends and changes in the industry. A review of the latest available 'Tourism trends quarterly bulletin: Visitor statistics for summer 2012' (Q3 mid July to early September 2012) has been undertaken, of which the findings are summarised below.

5.33 The bulletin provides the key findings of the Isle of Wight Tourism Monitor for the seven week peak summer period covering from the 16th July through to the 2nd September.

5.34 **Figure 5.3** presents a graphic of the total annual visitor numbers between 2008 and 2012, which show that the number of visitors increased steadily to a peak in 2010 to reduce slightly in the following two recorded years.

Figure 5.3 Total Visitor Numbers (12 Month Rolling Total to end of Q3 2012)



Source: 'Tourism trends quarterly bulletin: Visitor statistics for summer 2012', Figure 2.

5.35 The bulletin also shows that the majority of the visitors (approximately 86%) had visited the island before, with over 60% of those doing so by private car.

Tourism Trends Review

5.36 Historical car park ticketing data has been obtained from years 2011 to 2014, which has been utilised to gain an understanding of overall ticket sales trends across the entire island.

5.37 **Figure 5.4** and **Figure 5.5** show a comparison of the total annual ticket sales between 2011 and 2014 across the island and per town respectively.

Figure 5.4 Annual Ticket Sales (Entire Island)

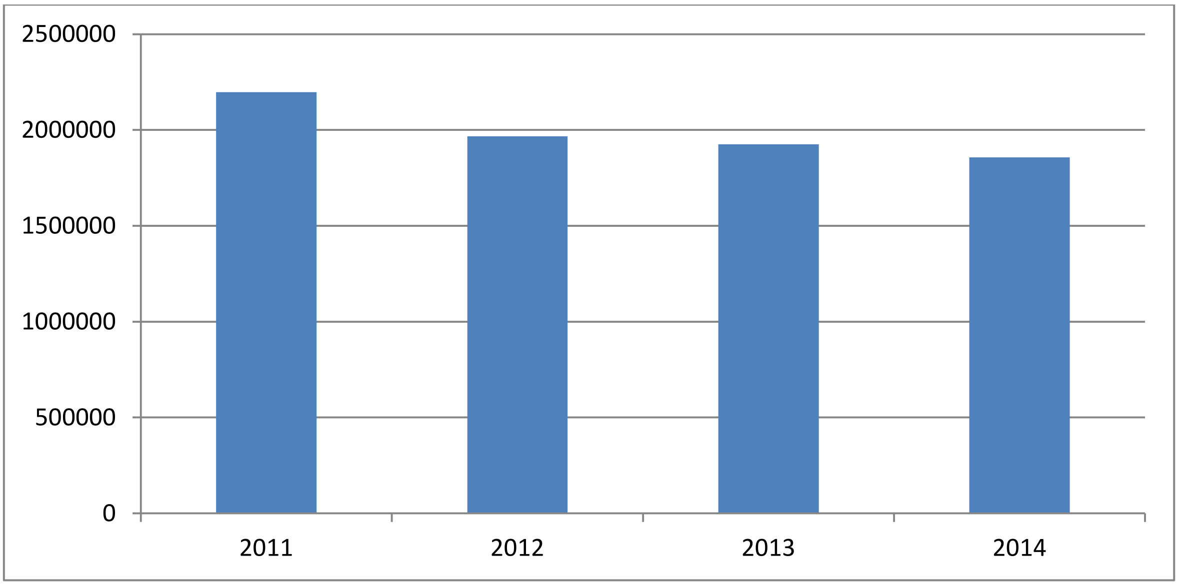
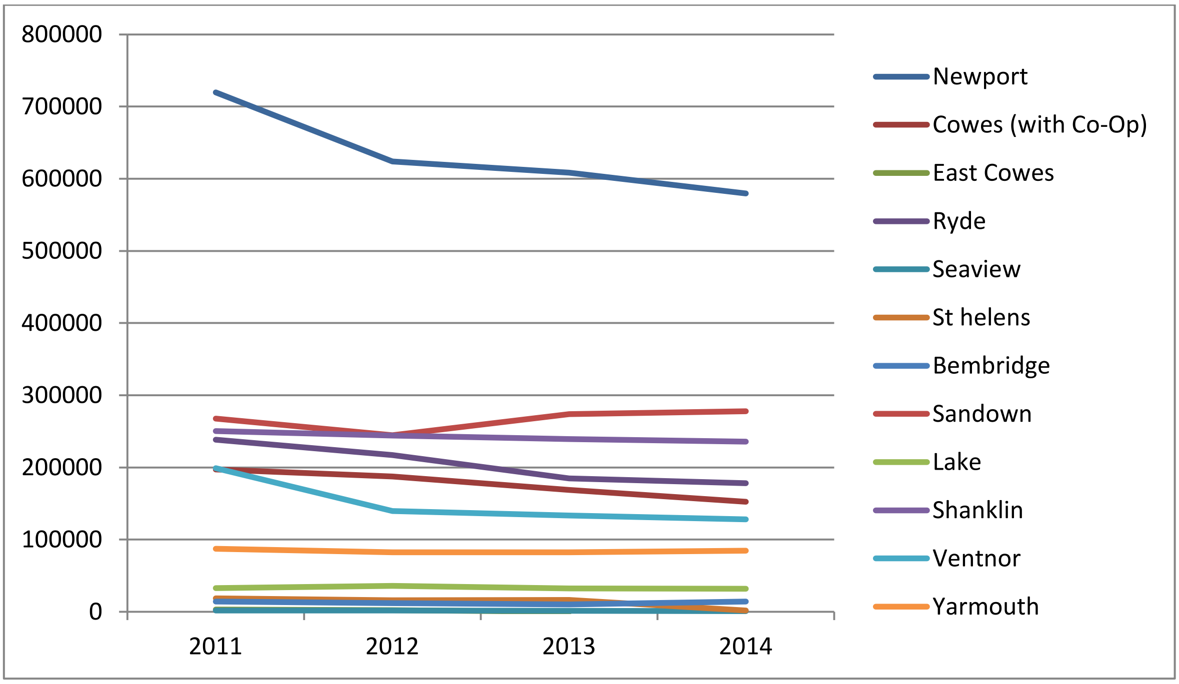


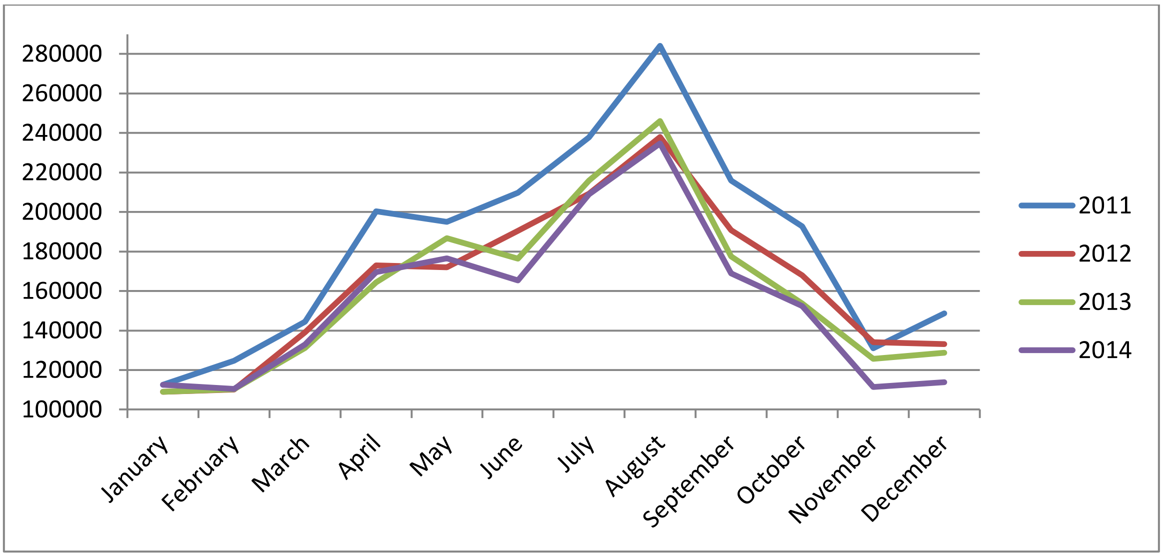
Figure 5.5 Annual Ticket Sales (Per Town)



5.38 Figure 5.4 and Figure 5.5 above show that, overall, ticket sales have progressively decreased. However, it is important to note that these graphs are based on the number of ticket sales only and that they do not necessarily reflect car park utilisation. Longer duration of stay tickets might have been purchased, meaning that car parks might actually be at capacity although selling less number of tickets. Further and more specific data would be required to fully identify parking trends and utilisation and capacity issues.

5.39 A further comparison has been undertaken per month across the entire island and this is shown in **Figure 5.6** overleaf.

Figure 5.6 Monthly Ticket Sales (Entire Island)



5.40 Figure 5.6 above shows that, although a decline in the total number of parking tickets sold has been recorded between 2011 and 2014, there is still a clear peak over the summer months, which denotes a clear dependence between parking ticket sales and tourism. It should be noted however that this could be related to the usage of parking permits by residents, which would not be covered within this data analysis and might have a significant impact on parking capacity across the island.

Potential Future Demand Summary

5.41 This chapter has presented a review of the potential future demand for car parking on the Isle of Wight within the next 5-year period ending in 2021.

5.42 According to ONS Census Data there has been an increase in population on the Isle of Wight of approximately 6.5% between 1991 and 2001, and 4.2% between 2001 and 2011, with a total cumulative growth of 11% in the 20 year period between 1991 and 2011. Additionally, recently released population statistics from the ONS suggest that the current number of residents on the island will continue to grow, with 2015 population estimated at 139,957 and 2021 population estimated at 143,651 (approximately 4% growth between 2011 and 2021).

5.43 In terms of cars available, ONS Census Data shows that there has been a significant increase in car ownership both in the main urban areas as well as in the island as a whole over the past 20 years, with approximately 14% increase in the total number of cars between 2001 and 2011 and 50% between 1991 and 2011. Assuming, for the purpose of this strategy, that the growth experienced between 2001 and 2011 will continue to 2021, it is expected that by 2021 there will be over 10,000 extra cars available on the Isle of Wight, with an average of nearly 1.3 cars per household (increased from 0.99 in 1991, 1.11 in 2001 and 1.19 in 2011). All of these new vehicles will have to be accommodated within the island's on-street and off-street parking facilities.

5.44 In addition, the Island Plan Core Strategy (adopted on 21st March 2012) states in Section 'SP2 Housing' that 'The strategy provides for 8,320 dwellings for the Isle of Wight in the period 2011-2027, which is an average of 520 dwellings per year.' The majority of the developments will be located with the Isle of Wight Key Regeneration Areas, resulting in significant amount of the residential developments proposals being delivered within the Medina Valley and Ryde. An average increase of 520 dwelling per year will add considerable pressure on the existing car parking network, potentially representing an annual increase in the number of cars of approximately 665. This will put particular pressure on car parking areas in or near to the Key Regeneration Areas or areas with high levels of retail provision or employability.

5.45 Although a review of tourism and parking ticket sales over the past years shows that there has been a decline in the total number of parking tickets sold as well as the number of visitors to the island, there is still a clear peak over the summer months, which denotes a clear dependence between parking ticket sales and tourism. Additionally, it should be noted parking permit usage has not been included in this review (as this data was not readily available), and thus the impact of resident parking with permits has not been covered, which could have a significant impact on parking capacity across the island.

5.46 Altogether, it is considered that an increasing background growth, alongside increasing average number of cars per household as well as the number of households itself will create higher levels of demand for parking areas within the Isle of Wight. This is due to the increase in demand being generated mostly by local residents in the main urban areas, particularly those with retail and leisure opportunities, which will be more impacted by the increase in demand.

6 Consultation

Introduction

6.1 Alongside the reviews of existing parking provision, potential future demand, and the detailed parking surveys which were carried out across the Isle of Wight, a key aspect of informing this strategy has been the gathering of views of local stakeholders. In order to gather these views, a number of consultation sessions were held.

6.2 The purpose of the consultation sessions was to gain an appreciation of the views of town and parish councils, businesses and other stakeholders on the island with regards to parking. It is crucial that the views of local stakeholders, with regards to any perceived parking issues on the island, are considered when finalising the strategy, as they and the people they represent will ultimately be affected by it.

Consultation Sessions

6.3 Three consultation sessions were held, the purpose of which was to gain an understanding of the views of a particular group of stakeholders. The stakeholders and representatives that expressed an interest and/or attended each of the three consultations are provided in **Table 5.1**. All of the consultation sessions took place on Wednesday 7 October 2015, with each session lasting for approximately two hours.

Table 5.6.1 Consultation Sessions

Consultation	Stakeholder	Representatives
First Consultation	Travel Operators	Red Funnel (did not attend)
Second Consultation	Business Associates	East Cowes
Third Consultation	Council / Parish Representatives	Representatives from:
		Isle of Wight Council
		Ryde Town Council
		Cowes Town Council
		Freshwater Parish Council
		Fishbourne Parish Council
		Nettlestone and Seaview
		Newport Parish Council
		East Cowes Town Council
		Totland Parish Council
		Sandown Town Council
		St Helen's Parish Council
		Whippingham Parish Council

6.4 At each of these consultation sessions, those present were given a short presentation outlining the background of WYG, a brief of the project and the need for a parking strategy, and existing parking issues already identified. Additionally, initial results of the parking survey and other data were presented to stakeholders.

6.5 Stakeholders present were given the opportunity to ask any questions to representatives of WYG, or to raise any issues which they have identified with regards to car parking on the island. All those present were also given the opportunity to fill out comment forms or to email WYG at their own convenience with any further comments.

6.6 In addition to these consultation sessions, local businesses, as well as members of the public were also given the opportunity to fill out comment forms or to email WYG with their comments, although it is noted that comment forms were only made available to those who attended the consultation sessions.

6.7 A summary of the comments received from the initial consultation stage are provided in the following section. All of these comments have been incorporated into the overarching parking strategy for the island.

Issues Raised at Consultation

6.8 As previously noted, the issues raised during the consultation stage will be addressed within the overarching parking strategy. Unsurprisingly, many town and parish councils, businesses and stakeholders raised similar issues, which are included within this section. It should be noted that, although many local issues were raised at consultation, the notes included within the section are those which could be implemented on an island-wide scale.

Priority of Short Term Parking and Free On-Street Parking

6.9 It is possible to implement certain pricing structures which encourage either short or long term parking at particular car parks. For example, parking which is likely to be primarily used by shoppers or those making short linked trips, it would possible to implement cheaper short term tariffs, while offering expensive long-stay tariffs which would penalise those wanting to parking longer term or all day at these areas.

6.10 During the consultation stage, many local traders and businesses highlighted a lack of free/affordable on-street parking available outside of their premises. Some of these businesses considered pay-and-display parking meters at these locations as discouraging potential customers.

6.11 This is an issue that was highlighted by small businesses in particular, especially those located on local high streets and immediate vicinity. It is perceived by many small businesses that potential customers are being deterred from visiting their premises due to the parking restrictions in place in the vicinity of their businesses. Local businesses generally claim that footfall has decreased due to the introduction of charging for on-street parking.

Pay-on-Exit Parking

6.12 A measure which could be introduced at existing pay-and-display car parks in order to support growth and trade for local businesses is pay-on-exit parking. It has been raised by several local businesses and other stakeholders that customers do not spend as much time in shops and other businesses due to having already bought a time limited pay-and-display ticket to park their car.

Customers are aware that if they exceed the time limit on a pay-and-display ticket then they could be subject to a fixed penalty.

6.13 If customers were aware that they could stay longer in a car park than originally planned and only be subject to the next tariff band, as opposed to a fixed penalty, then it is likely that they would be more inclined to spend longer in local shops and businesses. This should not be regarded as an issue given the existing pay by phone system available. However, considering the demographic of the island, it is likely that certain car park users might be more comfortable with traditional payment methods. Moreover, pay by phone systems rely on the phone network and it is noted that many areas of the island experience poor mobile phone network coverage, often with no 3G connection.

6.14 The cost to implement pay-on-exit barriers and ticketing machines would be negated by no longer requiring traffic wardens to visit the car parks where the pay-on-exit barriers operate on a regular basis. Customers, who would be able to spend more in local businesses, would also be more likely to stay for longer and therefore be required to pay higher tariffs. This measure is considered to encourage leisurely shopping in the island's town centres.

Formalised Controlled Parking Zones

6.15 Although there are currently in place a number of streets and locations situated across the island which restrict on-street parking to local residents only, with conditions (known as Residents' Parking Places). These tend to operate on an informal and individual basis, with restrictive parking conditions varying from town to town.

6.16 Issues with the availability of on-street parking had been highlighted during the consultation stage by town and parish councils, specifically from those areas where there is a particularly high level of tourism during the summer season. It has been noted that demand for parking in residential areas often outstrips supply due to tourists parking in these areas as a means of avoiding paying for parking in more central car parks or pay-and-display parking.

Parking Vouchers for Members of the Public

6.17 The potential introduction of parking vouchers in the form of scratch cards was raised during the consultation stage by a member of the public. These vouchers have been introduced across many local authority areas in recent years (e.g. Woking Borough Council), particularly as traditional on-street pay and display payment machines have been removed. In town centre and high street shopping areas on-street bays may exist which are reserved for use by the public. Additionally, in many parking zones reserved for the use of residents or business only (or both), non-permit holders may also be permitted to park in those bays provided they have either purchased a ticket from an on-street payment machine or purchased a parking voucher from various shops and premises. In some of these parking areas, separate bays may exist for permit holders and non-permit holders.

6.18 However, parking vouchers (scratch cards) for members of the public can have various associated issues. For instance, where a pay and display cash payment machine has been removed but the nearest shop or outlet selling vouchers is not immediately close by or obvious, or where the hours of on-street parking control may extend beyond the opening hours of that shop or outlet. Even where several nearby shops or outlets may offer vouchers, this can still be seen as less convenient compared to being able to pay at a machine on the street as it is currently available. Pay by Phone is considered to be one of the most suitable alternatives to these vouchers and this is also in use on the island. In addition, there is the use of 'PayPoint' machines in shops, which has similar disadvantages to scratch cards but is electronic and thus, removes the need for printed vouchers and can be used alongside Pay by Phone.

7 Parking Strategy

Introduction

7.1 This chapter revisits the overall aims and objectives for the parking strategy and also sets out the various recommendations, following the outcome of the baseline studies and stakeholder consultation exercise. The strategy set out within this chapter will be consulted on, before a final set of recommendations is put to the Council in a revised version of this document. The various recommendations comprise 'Primary Recommendations' and 'Supporting Recommendations', which have been developed to assist the delivery of the primary recommendations and to add value to them.

7.2 The overarching aim of this strategy is to provide a bespoke set of recommendations, which will form Council policies aimed at striking an appropriate balance between a range of economic, social and environmental factors given island's unique circumstances.

7.3 The remainder of this chapter is set out in a number of different sections, firstly to review the overall aims and objectives the strategy must meet, and secondly to set out the various primary and supporting recommendations.

Aims and Objectives of the Parking Strategy

7.4 The overall aims and objectives for this strategy are set out as follows:

Aims

- Provide a consistent island-wide policy framework with specific objectives and targets;
- Support retail, business and leisure economy;
- Protect the interests of residents, businesses and tourists; and
- Achieve consistency with relevant transport policy and guidance (at national and local levels), and regeneration and community strategies and objectives.

Objectives

- Identify existing and potential future parking issues, concerning both on and off-street parking;
- Improve the experiences of residents, business users, visitors and tourists in respect of car parking;
- Increase the efficiency of on and off-street parking areas to reduce congestion and searching times, and ensure that different types of users are able to park in the most appropriate car parking areas;
- Protect the interests of residents and their visitors regarding parking in residential streets, business users and commuters in commercial areas, and tourists in holiday destinations.
- Concentrate demand for off-street parking in the most efficient and accessible car parks, which could in turn lead to the re-purposing of under-utilised car parking assets and the further ability to release the value of these re-purposed assets; and
- Provide additional car parking capacity where it is most needed (instead of continuing to provide under-utilised parking at newly re-purposed sites).

Parking Strategy – Recommendations

7.5 Two main factors are considered key to a successful parking strategy and these are an efficient management of assets and the provision of adequate parking provision.

7.6 The way in which parking is managed can potentially have a significant impact on the performance of the highway network, including in town centres and other built-up areas which can in turn affect the performance of the town centre or built-up area as a whole. If parking assets are poorly or inefficiently managed, for example they are poorly maintained, have inadequate signage or charge an inappropriate tariff, this can lead to traffic delays and congestion (and associated environmental issues) as well as driver inconvenience and frustration.

7.7 In addition, over-provision results in a waste of land which could otherwise be used for other purposes, whist under-provision can to similar issues than poor management.

7.8 Bearing the above in mind, the remainder of this chapter is divided into two sub- sections, one including those policies dealing with the parking management and one including those policies dealing with the parking provision.

Overall Parking Management

7.9 Car parking needs to be carefully managed in order to help achieve the Council's LTP3 transport goals as included in Chapter 2.

Primary Recommendation PR1 – Overall Parking Management

Measures to control the supply, maintenance, pricing strategy, payment method and enforcement should be implemented to manage existing and future parking stock across the island in order to achieve the strategy's objectives. It is recommended that the Council should support the development of local strategies when based on a comprehensive evidence base of parking supply and demand.

7.10 The different measures to control the parking stock across the island will be set out further within this chapter and will fall in the context of wider demand on the island. As such, the Council should:

- Define the provision of parking associated with new developments/re-developments to ensure future demand is covered.
- Efficiently manage competing demands for on-street parking through the implementation of appropriate measures (e.g. Residents' Parking Zones).
- Effectively manage and maintain the council owned public car parking stock (both on and off-street).
- Provide an overarching pricing structure in line with general trends in the island.
- Introduce appropriate payment methods to reflect local circumstances.
- Enforce parking regulations effectively.

7.11 It is recommended that reviews of the parking provision in key areas throughout the island are required to develop more detailed local parking strategies, particularly in the main towns. These strategies should include proposals for the management of all types of parking (i.e. not only parking for cars but also for cycles, motorcycles, commercial vehicles and coaches). The Council will work with the local councils to review parking activities, particularly within the main towns on the island. Evidence of local parking supply and demand is required to complete detailed strategies for individual towns and other local areas.

Council Parking Stock Management

7.12 The review of the parking survey data shows that, in terms of duration of stay, both long and short-term parking has been utilised in a similar manner, with users parking in long-stay car parks for short periods of time, whilst some users parked in short-stay car parks for longer periods than those permitted by the tariff regime. This suggests that:

- Greater differentiation between long and short stay parking is needed;
- long term parking rates at long-stay car parks are not currently encouraging a proper usage of these facilities;
- there might be a lack of parking enforcement to ensure that a suitable car parking turnover is achieved on short-stay car parks as users park for periods of time longer than allowed; and
- there might be a need for long-stay parking instead of short-stay at certain locations.

7.13 Responses received as part of the consultation process suggested that local businesses are experiencing a reduction in trade that might be partly caused by the lack of parking in their immediate vicinity. Moreover, when parking was readily available, existing payment methods that include a fixed parking duration seemed to discourage longer shopping times.

7.14 With the aim of supporting the vitality and vibrancy of local economies as much as possible, this parking strategy will seek to manage demand on a more active basis.

Primary Recommendation PR2 – Council Parking Stock Management

It is recommended that the Council should work with local councils so as to assist the continued viability of the Island's town centres. This should attempt to negate conflicts in demand for parking between commuters and shoppers.

Where possible, payment methods should be reviewed to make the use of town centre car parks more flexible for shoppers. Additionally, where appropriate, longer stay car parking should be directed to less centrally located car parks and park and ride sites as well as those located in close proximity to the ferry terminals and train stations.

Appropriate and effective signage should be provided to direct motorists to the most suitable car parks within their destination area. This should help to manage traffic delays and congestion (and associated environmental issues) as well as driver inconvenience and frustration.

Primary Recommendation PR3 – Variable Message Signage (VMS) Strategy

In line with Primary Recommendation PR2, it is recommended that a VMS strategy is developed to maximise car park utilisation in town and commercial centres. The required infrastructure should be implemented on relevant car parks so as to and provide real-time information in relation to the occupancy levels (available spaces) at those car parks. This should also improve customer's experience by reducing searching times and, in turn, potential congestion.

Primary Recommendation PR4 – Council Off-Street Parking Stock Management

It is recommended that Council off-street parking stock should be managed in accordance with the following principles:

- Short-stay parking (up to three hours) should be prioritised on sites within a short walking distance* of shopping and commercial centres to ensure adequate accessibility for shoppers.
- Long-stay parking should be prioritised on sites further away from shopping and commercial centres as well as those located in close proximity to the ferry terminals and train stations.
- Providing appropriate pricing strategies for both short and long-term parking in order to encourage each use as needed in accordance with the above.
- Parking permits should continue to be made available to both residents and tourists / visitors so as to allow and promote the use of off-street parking where on-street parking is not available.
- The mix, number and usage of off-street parking spaces should be periodically reviewed to ensure they continue to meet Local Transport Plan objectives and reflect local circumstances.

(*) Short walking distance suggested to be up to a maximum of 400m (approximately 5 minutes walk distance) as recommended by the Institution of Highways & Transportation for acceptable walking distances within town centres.

Primary Recommendation PR5 – Council On-Street Parking Stock Management

It is recommended that Council on-street parking stock should be managed in accordance with the following principles:

- Controlled short-stay parking (up to two hours) should be given priority at available on-street parking locations in or near shopping or commercial centres; whereas long-stay parking should be prioritised on sites further away from these locations.
- Where comprehensive evidence base of parking supply and demand is provided, the Council should consider the provision of resident / business or combined Controlled Parking Zones (CPZs) in order to ensure that designated residential/business parking areas are safeguarded. Residents living in or business located within an area in which a CPZ applies should be able to apply for the relevant parking permit. Additionally, existing Residents' Parking Places should be upgraded to CPZs and should be periodically reviewed to ensure they continue to meet Local Transport Plan objectives and reflect local circumstances.
- Where comprehensive evidence base of parking supply and demand is provided, the Council should consider the provision of free on-street short-stay parking (up to 1 hour, with no return to the street/parking area within 2 hours) to be available at parking locations in or near shopping or commercial centres. This should include the shared utilisation of on-street parking areas reserved for residents (Residents' Parking Places/CPZs).

- Adequate provision should be made for the delivery of goods and for public service and emergency vehicles.
- Provision for disabled Blue Badge holders should be made in line with recognised national standards (as a minimum).
- On residential roads, priority should be given to meeting residents' parking needs. Further attention should also be given to on-street parking areas located in the vicinity of ferry ports or rail stations so as to avoid commuter parking on residential streets.
- The mix, number and usage of on-street parking spaces will be periodically reviewed to ensure they continue to meet Local Transport Plan objectives and reflect local circumstances.

Supporting Recommendation SR1 – Prioritising On and Off-Street Short-Stay Parking on Sites within Acceptable Walking Distance* of Shopping and Commercial Centres

Short-stay parking encourages higher turnover of spaces, which means that more parking users utilise each parking bay on a given day. As short-stay bays should primarily be used by shoppers, this recommendation aims to support the vitality of town centres and local business. Care is needed to prevent long-stay parking in short-stay areas by users abusing other technologies such as 'pay by phone' to remotely renew parking tickets in short stay car parks.

(*) Short walking distance suggested to be up to a maximum of 400m (approximately 5 minutes walk distance) as recommended by the Institution of Highways & Transportation for acceptable walking distances within town centres.

Supporting Recommendation SR2 – Prioritising Long-Stay Parking on Sites further Away from Shopping and Commercial Centres as well as those in Close Proximity to Ferry Ports and Rail Stations

Long-stay parking is intended for commuter and all-day parking and, as such, this should be provided in areas further away from local shopping and commercial centres as well as in those areas in close proximity to ferry terminals and rail stations. Care should be given to parking for staff within the local shopping and commercial centres.

Supporting Recommendation SR3 – Provide Sensible Pricing Strategies for both Short and Long-Term Parking

In order to encourage the proper use of short and long-stay parking spaces, an appropriate and effective pricing structure needs to be provided. These tariffs should discourage long-stay in short-stay parking areas and vice-versa. Suitable allocation of Civic Enforcement Officers (CEOs) will be required in order to ensure a correct use of parking spaces.

Supporting Recommendation SR4 – Provision of Free On-Street Short-Stay Parking at Parking Locations In or Near Shopping or Commercial Centres

The council should consider the provision of free short-stay parking on on-street parking locations in or near shopping or commercial centres, where comprehensive evidence base of parking supply and demand is provided. The general duration of stay permitted should be up to 1 hour, with no return to the street/parking area within 2 hours, which should be applicable Monday to Sunday. However, variations from this general duration of stay should also be considered.

Sections of on-street residents only parking areas should also be considered for as long as residents' parking needs are met. Appropriate enforcement should be provided to deter people from taking advantage of these parking areas.

Supporting Recommendation SR5 – Provision of Controlled Parking Zones (CPZs)

The provision of CPZs should be considered by the Council where comprehensive evidence base of parking supply and demand is provided. This is intended to ensure that designated residential parking areas are safeguarded. In order for a CPZ to be implemented in a given area, the majority of residents and/or businesses located within the area should need to demonstrate support for its implementation. A threshold of over 50% is recommended, whereby more than half of those consulted would have to demonstrate support through a consultation exercise.

Existing Residents' Parking Places should be upgraded to meet with the signage and control criteria of CPZs. These and any additional proposed CPZ should be periodically reviewed to ensure they continue to meet Local Transport Plan objectives and reflect local circumstances. **Appendix A** shows the existing Residents' Parking Places within the Isle of Wight, which apply to a number of areas in Cowes, Newport, Ryde, Sandown, Shanklin and Yarmouth.

Private Parking Management

7.15 The quantum of private parking has a direct impact on the availability of on and off-street parking, with the primary way in which local authorities are able to influence private parking being through the planning process.

Primary Recommendation PR6 – Private Parking Management

It is recommended that where new private developments as well as re-developments include the provision of parking exceeding a defined threshold, a Car Parking Management Plan (CPMP) should be secured so as to ensure that the future operation of the car park is detailed in full.

Where the proposals include public parking, a CPMP should be provided including details in regard to duration of stay, charging regime, security and enforcement. This is to ensure that the proposed public parking area follows the car parking management considerations as set out by the IoW.

Supporting Recommendation SR6 – Requirement for Car Parking Management Plan (CPMP)

Thresholds should be developed for all types of development, including new developments and re-developments, in order to determine the requirement for a CPMP during the planning stage.

Parking Charges

7.16 A consistent charging regime is proposed across the Island in line to Recommendations PR4 and SR3 above.

Primary Recommendation PR7 – Parking Charges

In order to encourage a proper use of the Council's parking stock and support the vitality and vibrancy of all local economies within the Island as much as possible, a consistent pricing strategy should be implemented at all car parks managed by the Council. The new charging regime should separate on and off-street parking as well as short and long-stay parking and should be reviewed annually by the Council.

Supporting Recommendation SR7 – Long-Stay Parking Tariff

A long-stay parking tariff aimed at discouraging short-stay parking at long-stay Council owned car parking areas should be developed and applied across the island. In line with this, it would be recommended that parking rates for these areas exclude the allowance for short parking periods on their own (i.e. minimum stay allowed equal or greater than 3 or 4 hours).

Supporting Recommendation SR8 – Short-Stay Parking Tariff

A short-stay parking tariff aimed at discouraging long-stay parking at short-stay Council owned car parking areas should be developed and applied across the island. In line with this, it would be recommended that parking rates for these areas include an increased tariff rate for parking periods exceeding 3 hours.

Payment Methods

7.17 The payment method predominantly utilised at the car parks managed by the Council is 'Pay & Display' (P&D). This is a very popular and cost effective car park operating system, whereby users park in a bay and buy tickets from a pay station to then display the ticket in their vehicle. These tickets are then checked by a CEO or parking warden. A benefit of this system is that it is comparatively cheaper to implement than any other systems currently available. The main disbenefits are that it requires manual enforcement, is at risk of misuse and removes the possibility of spontaneous extension of stay.

7.18 The above is supported by a pay by phone system which allows users to pay remotely for parking. This offers the possibility of extending user's parking stay while away from the car park, however, relies on the phone network. Care must be given to this system so it is not abused to park in short stay parking locations for longer periods than those permitted by adding the time purchased by phone with that of an already displayed ticket.

7.19 It was raised during the consultation process that customers to shopping and town centres seem to spend less time than what would be desired as they have already paid for a fixed rate at a car park and they rather leave than face a fixed penalty. This should not be considered as an issue given the existing pay by phone system. However, the Council should remain sensitive to the demographic of the island and that certain car park users might be more comfortable with traditional payment methods. Also noted is that many areas of the island experience poor mobile phone network coverage, often with no 3G connection, therefore, the implementation of pay by phone apps that require data connection may not be feasible in these areas.

7.20 In addition, the potential introduction of parking vouchers in the form of scratch cards was also raised during the consultation stage. These vouchers would allow non-permit holders to park in zones reserved for the use of residents or business only (or both) as well as in off-street parking locations. Vouchers or scratch cards would be purchased from an on-street payment machine or a permitted shop or outlet. However, the use of these vouchers can have various associated issues. For instance, where a pay and display cash payment machine has been removed but the nearest shop or outlet selling vouchers is not immediately close by or obvious, or where the hours of parking control may extend beyond the opening hours of a permitted shop or outlet. Even where several nearby shops or outlets may offer vouchers, this can still be seen as less convenient compared to being able to pay at a machine on the street as it is currently available. Pay by Phone is considered to be one of the most suitable alternatives to these vouchers and this is also in use on the island. Therefore, the introduction of these scratch cards is not considered to be particularly beneficial and thus, it is not recommended at this stage.

Primary Recommendation PR8 – Off-Street Car Park Payment Methods

With the purpose of supporting the aims of this strategy and in line with Primary Recommendation PR2. It is recommended that the council reviews current payment systems in car parks located in the vicinity of shopping and town centres. This measure is considered to encourage leisurely shopping in the Island's town centres.

Supporting Recommendation SR9 – Alternative Car Park Payment Methods

There are two main alternative payment systems to P&D, and these are discussed below:

- **Pay-on-Foot or Pay-at-Exit** – Access and exit to car parks is barrier controlled. Users retrieve a ticket upon access, payment machines are available at the car park for users to approach them and pay for the entire length of their stay before leaving. The ticket, once paid for, is used to lift the barrier upon exit. Variations of this system exist where the payment can also be made at the exit barrier; however, this slows traffic flows on exit and thus is less recommended.

  The main benefit is that payment is made at the end for the entire length of stay, thus users are no longer bound to an expectance of stay due to a rate already paid for. Disadvantages of this system are the increased cost of installation and space utilised for queuing and access/exit. Furthermore, physical space constraints (particularly at small car parks) can make this system impossible to fit.

  The cost to implement pay-on-exit barriers and ticketing machines would be reduced to some extent by eliminating the need for CEOs to visit the car parks where this system is implemented.

- **Automatic Number Plate Recognition (ANPR)** – The system works via an ANPR camera system being installed in the car park. Each time a vehicle enters the car park the camera records the number plate and the arrival time. Payment machines are available at the car park for users to approach them and pay for the entire length of their stay before leaving. The system therefore records which vehicle number plates are within the car park and which have received payment against. If a vehicle leaves without making a payment the system is able to trigger the dispatch of a Penalty Charge Notice (PCN).

  As it is the case with Pay-on-Foot, the main benefit is that payment is made at the end for the entire length of stay, with an additional advantage of space savings as barriers are no longer needed. Disadvantages of this system are the increased cost of installation and that ANPR systems do not have a 100% read accuracy rate.

  Once again, the cost to implement these cameras and payment machines would be reduced to some extent by eliminating the need for CEOs to visit the car parks where this system is implemented.

Several other payment alternatives are offered by different organisations providing parking solutions. However, it is considered that these high-tech solutions would increase the implementation costs with no palpable benefits over the systems described above. Nevertheless, proper studies including costs of implementation should be produced in order to conclude which system is the most appropriate.

The potential introduction of parking vouchers in the form of scratch cards has also been reviewed. However, given the likely associated issues with the use of these and the fact that more suitable alternatives to this payment method, P&D and Pay by Phone, are already available across the island for the use of the public; it is not considered to be particularly beneficial and thus, not recommended at this stage.

Supporting Recommendation SR10 – Variable Message Signage (VMS)

A beneficial result of implementing either Pay-on-Foot or ANPR payment systems on a car park is that VMS can be linked to it and offer real-time information as to the occupancy level (available spaces) at that car park.

It is noted however that other methods exist to provide real-time car park occupancy information. These methods should be studied further in order to provide an effective VMS Strategy in line with Primary Recommendations PR2 and PR3.

Parking Permits

7.21 The Isle of Wight Council currently provides the possibility of acquiring parking permits to provide both residents and tourist with the possibility of parking within certain areas/car parks at a discounted rate for a determined period of time. These permits apply to both on and off-street parking facilities.

Primary Recommendation PR9 – Off-Street Parking permits

Parking permits should continue to be offered to both residents and tourists. In terms of permits for residents, these would potentiate the use of off-street car parks and release on-street parking spaces for other uses. In relation to permits for tourists, these would support local growth and promote Island-wide travel. The cost of these permits should be reviewed on an annually basis.

Supporting Recommendation SR11 – Residents' (Pay & Display) Permit

A resident living within a 200 metres radius of a council car park (and who is the owner of the vehicle) should be able to apply for a permit for one named car park. This permit should be issued at a sensible cost. Currently, these permits are issued at the cost of £75 for 6 months or £150 for 12 months, which is considered reasonable. The cost of the permit should be reviewed by the Council annually.

Supporting Recommendation SR12 – 'All Island' Car Park Permit

Any resident should be able to apply for an annual parking permit offering the possibility of parking for up to six hours in any council managed long-stay off-street car park and for up to two hours in any council managed short-stay car park. Currently, these permits are issued at the cost of £295 for 12 months, which is considered reasonable. The cost of the permit should be reviewed by the Council annually.

Supporting Recommendation SR13 – All Island Supplementary parking Permit

To park longer than the All Island Car Park Permit allows, residents should have the possibility of purchasing a Supplementary Parking Permit, which allows unlimited parking in council managed long stay off-street parking facilities. The Supplementary Permit should only be purchased at the same time as applying for the All Island Car Park Permit and should always expire on the same date. Currently, these permits, including the cost of the All Island and the Supplementary permits, are issued at the cost of £420, which is considered reasonable. The cost of the permit should be reviewed by the council annually.

Supporting Recommendation SR14 – Tourist Permit

A Tourist permit should be able to be purchased to be used in all on and off-street pay and display parking bays managed by the Isle of Wight Council except for the following car parks:

- Pier Square, Yarmouth
- Yarmouth Harbour
- Browns/Dinosaur Isle, Sandown
- Esplanade Car Park, Totland

The permit should enable cars to park in designated car bays, and coaches/oversize vehicles to park within coach/oversize vehicle bays. Permits should expire after the full period of days purchased have elapsed (e.g. a two-day permit purchased at 4pm on a Friday will expire at 4pm on Sunday).

Primary Recommendation PR10 – On-Street Parking Permits

In line with Recommendations PR5 and SR5, it is recommended that parking permits should continue to be offered to residents living in an area subject to parking controls (existing Residents' Parking Places/proposed CPZs). This should alleviate parking stress in residential areas. The cost of these permits should be reviewed on an annually basis.

Supporting Recommendation SR15 – Residents' Parking Zone Permit

Residents living in an area in which parking restrictions apply (Residents' Parking Places/CPZs) and who are the owner of the vehicle will be able to apply for parking permits. This includes residents living within 100m radius of an esplanade, Cowes Parade, East Cowes and Newport. A maximum of two permits will be issued per postal address. This is in line with the maximum average figures recorded in relation to car availability per household. Currently, these permits are issued at the cost of £50 for motor vehicles and £10 for motor bikes, which is considered reasonable. The cost of the permit should be reviewed by the Council annually.

Supporting Recommendation SR16 – Residents' Parking Zone Visitor Permit

Residents living within an area in which parking restrictions apply (Residents' Parking Places/CPZs) should be able to apply for Residents' Visitors Permits to enable visitors to park within the zone whilst visiting the resident. The Visitor Permits are currently issued in the form of a book of 10 individual scratch cards and are issued at the cost of £5.00 per book, which is considered reasonable. Proof of residence should be provided when applying for the permits. The cost of the permit should be reviewed by the Council annually.

Supporting Recommendation SR17 – Residents' Parking Zone Business Permit

Business situated within an area in which a parking zone applies should also be able to apply for a parking permit. Currently, these permits are issued at the cost of £40 for motor vehicles and £10 for motor bikes, which is considered reasonable. The cost of the permit should be reviewed by the Council annually.

Parking Enforcement

7.22 In line with Supporting Recommendation SR3 and in order to ensure that parking restrictions and proposed tariffs are complied with, it is recommended that a parking is appropriately enforced by the council.

Primary Recommendation PR11 – Parking Enforcement

The council should enforce parking restrictions effectively and efficiently.

Supporting Recommendation SR18 – Parking Enforcement Strategy

In order to achieve Primary Recommendation PR11, it is recommended that a Parking Enforcement Strategy (PES) is developed so as to ensure that parking restrictions and proposed tariffs are complied with.

The main objectives of the PES would be:

- Local co-ordination of services across the island
- Reducing circulation of traffic to support the vitality and vibrancy of market town centres by increasing the turnover of short-stay spaces and encouraging the appropriate use of long-stay spaces through better enforcement
- Easier introduction of CPZs as these would be effectively enforced
- Improvement of parking patterns leading to previously illegally parked vehicles being moved to unrestricted areas
- Providing a more reliable access to designated loading bays and facilities for deliveries

It is considered that the council currently employs teams of enforcement officers to patrol the streets and car parks and that these officers have the responsibility for issuing Penalty Charge Notices (PCNs). Income from the payment of PCNs should be used to finance the operational costs of the council's parking service.

As part of the development of a parking enforcement strategy, the council should investigate the use of technology to maintain effective enforcement and ensure that traffic regulation orders are reviewed on a regular basis.

Parking Provision and Guidelines

7.23 Parking guidelines aim to set acceptable levels of parking provision for all modes of transport in new development, which should ensure the effective function of these developments as they are provided with sufficient parking. Therefore, the development of parking guidelines should be made in alignment with both the latest national guidance and local aspirations.

7.24 A set of parking guidelines should therefore be developed with the purpose of providing a consistent island-wide parking provision.

Primary Recommendation PR12 – Island-Wide Parking Guidelines

It is recommended that clear car island-wide parking guidelines, applicable to every type of development across the island, should be provided. These should include a minimum requirement for the number of spaces to be set aside specifically for disabled users at every new development, which should also enable wheelchair users to get in and out of their cars comfortably. Additionally, suitable provision should be made for electric vehicle charging (both active and passive charging points).

Supporting Recommendation SR19 – Develop Detailed Residential and Non-Residential Parking Guidelines

Parking guidelines should be developed to ensure that car, cycle and motorcycle parking provided for new developments is sufficient to meet the needs of both current and future occupiers and uses whilst avoiding over-provision. This should include the minimum requirements for disabled car parking and electric vehicles charging points (both active and passive) that developers are expected to provide in new developments.

In line with national policy, parking guidelines for new developments should take into account the following:

- the accessibility of the development (i.e. rural or urban location and the availability public transport and/or car club provision);
- the type, mix and use of development;
- The availability of and opportunities for public transport;
- local car ownership levels; and
- local parking pressures.

Deviations from the island-wide guidelines should be considered where they are justified through the planning stage. Unallocated parking provision should be encouraged as this makes more efficient use of spaces in order to meet the needs of visitors.

For non-residential developments, the use of shared parking between different elements of a development should be promoted as this is likely to result in less parking land take than if elements are considered separately.

Supporting Recommendation SR20 – Design Guidelines

Design guidelines should be provided so as to ensure that developers have clear information in regard to the design and location of parking provision (of all types) in new developments, with particular attention to parking for disable people and cycles. Alternatively, direction should be given towards national guidance (i.e. Manual for Streets 1 and 2).

Parking Provision

7.25 The review of the parking survey data shows that, in terms of parking provision, the existing parking capacity across the island seems to be sufficient during the day. However, some car parks located at more central locations within the main towns could be experiencing capacity issues at night-time, when parking charges do not apply.

7.26 Where excessive parking stress is identified, additional parking provision should be made available. This would help to reduce congestion on streets as well as searching times as traffic would not have to circulate the parking areas seeking an empty space; as well as it would look after the interests of residents, businesses and tourists. This would be of particular application to ferry ports and town and shopping centres.

Primary Recommendation PR13 – Additional Parking Provision

In order to look after the interests of residents, businesses and tourists, the Isle of Wight Council should seek to provide additional parking where excessive parking stress is properly identified, which would help reduce congestion and searching times.

Supporting Recommendation SR21 – Additional Parking Studies

Additional parking studies should be undertaken of areas where parking stress exists in order to identify potential solutions and the level of parking capacity increase required to palliate the issue.

Supporting Recommendation SR22 – Park and Ride

Where additional parking studies identify the potential to resolve a parking stress issue by providing additional parking capacity, the council should consider the provision of Park and Ride parking areas where possible in order to reduce parking stress in town centres and in the surrounding areas of ferry and train terminals.

Park and Ride sites are primarily intended for the use of commuters. As such, they could be located on the outskirts of the main towns where there is the possibility of providing intermodal passenger journeys between a private mode of transport (e.g. car) and a shared mode (e.g. bus).

8 Summary & Conclusions

8.1 WYG is commissioned by the Isle of Wight Council (the 'Council') to develop an island-wide parking strategy for the period 2016-2021. The purpose of this strategy is to provide a consistent island-wide policy framework for the management of parking across the island, both within Council managed off-street car parks and on-street.

8.2 The parking strategy set out within this document provides a high level recommended policy position for the Council with regards to a number of key factors, including, the effective management of parking on the Isle of Wight, consistent with both national and local policies regarding parking and sustainability; management of Council owned car parking stock; car parking guidelines; setting of appropriate parking tariffs, which aim to maximise revenue whilst ensuring that Council owned and managed car parking is well utilised; parking for tourists and visitor attractions; parking at the Isle of Wight ferry terminals; and appropriate parking provision for specific user groups including mobility impaired users.

8.3 A key aspect of informing this strategy has been through gathering the views of local stakeholders. In order to gather these views, a number of consultation sessions were held. A summary of the key issues raised during the consultation sessions, held on Wednesday 7 October 2015, is provided within this report.

8.4 The ease and convenience in which residents, business users and their customers, tourists and visitors can access a location by car can have a significant influence on the locations' economic viability and long term sustainability. The benefits of an effective parking strategy are self-evident, whereby improving the management of parking in a particular given area can provide, greater support for local residents and visitors; support for local businesses; a reduction in traffic congestion; an improved local environment and reduced carbon emissions (through reduced travel and searching times to and within car parks); and optimised and more reliable revenue streams.

8.5 In developing this strategy, WYG has undertaken a review of 'best practice' parking strategies which have been prepared by other county councils and local authorities. The purpose of this review has been to identify examples of parking strategies which have been shown to work well in particular circumstances, and which may be drawn upon in the development of the parking strategy for the Isle of Wight. Best practice examples taken into account include the Carmarthenshire County Council 'Integrated Parking Strategy' (2005); Surrey County Council 'Transport Plan: Parking Strategy' (2011); Oxfordshire County Council 'Parking Policy' (2014); and Guildford Borough Council 'Town Centre Parking Strategic Review' (2013).

8.6 This document includes a review of existing public car parking provision on the island, including Council operated car parks and on-street parking supply. It also provides a summary of existing parking controls currently in force on the island, including existing Resident's Parking Places. This review has shown that there is a large variation in the nature and extent of on street parking controls across the island; parking restricted areas already exist to a limited extent, but there is an apparent lack of consistency regarding how they are implemented and managed across the island. There are also various types of parking permits available; for residents, business and visitors/tourists. A review of car parking facilities at and within close proximity to the various ferry terminals has also been carried out, at Ryde, West Cowes, East Cowes, Yarmouth and Fishbourne.

The majority of car parking across the island is centred around the main towns, with Newport and Ryde together providing approximately 35% of total Council-owned parking provision.

8.7 A review of ticket sales data for 2014/15 supplied by the Council demonstrates that the majority of ticket sales occur in Newport. It is notable that, aside from Newport, the remaining large towns on the island (Sandown, Shanklin and Ryde) all have identifiable peaks across the year, in July and August coinciding with the peak holiday period, whereas ticket sales in Newport remain relatively constant throughout the year. It is evident that the majority of parking demand at most major towns across the island is governed by tourism during summer months.

8.8 In order to supplement the parking usage data supplied by the Council, and to provide a representative 'snap shot' of parking usage at specific car parks (a mix of long and short stay car parks), WYG commissioned a series of parking surveys in August and September 2015. These parking surveys were undertaken by Nationwide Data Collection (NDC), and independent transport survey company.

8.9 Based on the parking data supplied by Council, supplemented with the August and September 2015 surveys, and an assessment existing trends, an assessment of potential future car parking demand has been carried out. According to Office for National Statistics (ONS) Census data there has been an increase in population on the Isle of Wight of approximately 6.5% between 1991 and 2001, and 4.2% between 2001 and 2011, with a total cumulative growth of 11% in the 20 year period between 1991 and 2011. Additionally, recently released population statistics from the ONS suggests that the current population of the island will continue to grow, with 2015 population estimated at 139,957 residents and 2021 population estimate at 143,651 residents (approximately 4% growth between 2011 and 2021).

8.10 In terms of car availability, ONS Census Data shows that there has been a significant increase in car ownership both in the main urban areas as well as across the island as a whole, over the past 20 years, with an approximately 14% increase in the total number of cars between 2001 and 2011 and 50% increase between 1991 and 2011. It is expected that, by 2021, there will be over 10,000 extra cars on the island with an average of almost 1.3 cars per household (increase from 0.99 cars per household in 1991; 1.1 in 2001; and 1.19 in 2011). All of these additional vehicles will need to be accommodated within the island's on-street and off-street parking facilities.

8.11 Chapter 7 of this report sets out the recommended parking strategy for the island. The various recommendations comprise 'primary recommendations' (denoted PR1, etc) and 'supporting recommendations' (denoted SR1, etc), which have been developed to assist the delivery of the primary recommendations and to add value to them.

8.12 The recommendations for the strategy set out within this report will be consulted on, before a final set of recommendations is put to the Council in a revised version of this document. The various recommendations respond to the overall aims and objectives of the strategy and the various issues raised through the desk-based review, car parking surveys, discussions with Council officers and the stakeholder consultation exercise. WYG would welcome the opportunity to discuss the content of this strategy document and the issues, opportunities and potential solutions it refers to.

Appendices

DRAFT

Appendix A

DRAFT

Existing Parking Restrictions

Appendix B

DRAFT

Existing Long-Stay Parking Inventory

Appendix C

DRAFT

Existing Short-Stay Parking Inventory

Appendix D

DRAFT

Existing Non-Chargeable Parking Inventory

Appendices

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Appendix A

DRAFT

Existing Parking Restrictions

LIMITED WAITING RESTRICTIONS

TOWN	STREET	RESTRICTION	METRES
Bembridge	High Street	LW13	Unknown
Binstead	Chapel Rd	LW2	13.48
Binstead	Pitts Lane	LW12	23.74
Brading	The Bull Ring	LW2	16.66
Cowes	Bath Rd	LW6	19.05
Cowes	Birmingham Rd	LW12	110.53
Cowes	High Street	LW6	23.76
Cowes	High Street	LW3	11.15
Cowes	Market Hill	LW6	101.25
Cowes	York Street	LW6	Unknown
East Cowes	Clarence Road	LW6	Unknown
East Cowes	Clarence Road	LW13	Unknown
East Cowes	Clarence Road	LW14	Unknown
East Cowes	Esplanade	LW13	195.3
East Cowes	Ferry Road	LW6	71.81
East Cowes	Link Road	LW6	60.93
East Cowes	York Avenue	LW6	229.41
Freshwater	Avenue Rd	LW3	86.4
Freshwater	Moa Place	LW3	30.26
Freshwater	Queens Rd	LW6	157
Freshwater	School Green Rd	LW6	Unknown
Freshwater	School Green Rd	LW13	Unknown
Godshill	A3020 The Square	LW5	34.32
Newport	Chain Lane	LW6	61.91
Newport	Crocker Street	LW6	52.66
Newport	Drill Hall Rd	LW3	48.57
Newport	Hunnyhill	LW3	69.97
Newport	Melbourne Street	LW3	23.89
Newport	Parkhurst Rd	LW3	60.82
Newport	Prospect Rd	LW3	139.45
Newport	Royal Exchange	LW3	34.33
Newport	St James' Street	LW3	211.51
Newport	Terrace Rd	LW3	43.92
Newport	Union Street	LW6	75.37
Niton	High Street	LW24	104.2
Ryde	Cross Street	LW6	37.57
Ryde	Garfield Rd	LW6	63.57
Ryde	George St	LW14	153.76
Ryde	High Street	LW6	198.93
Ryde	John Street	LW3	Unknown
Ryde	Lind Hill	LW6	28.96
Ryde	Lind Street	LW6	164.47
Ryde	Lind Street	LW3	21.36
Ryde	Melville Street	LW6	153.77
Ryde	Monkton Street	LW6	33.28
Ryde	St James' Street	LW6	96.96
Ryde	St Michael's Avenue	LW3	9.11
Ryde	St Thomas Street	LW6	17.63
Ryde	Union Street	LW6	535.54
Ryde	Victoria Street	LW6	196.1
Ryde	West Street	LW6	132.9
Sandown	Albert Road	LW6	62.59
Sandown	Avenue Road	LW6	17.51
Sandown	Avenue Road	LW2	22.3
Sandown	Beachfield Rd	LW3	25.8
Sandown	High Street	LW6	Unknown
Sandown	St John's Road	LW6	Unknown
Sandown	Union Road	LW6	33.43
Sandown	Wilkes Road	LW6	80.3
Sandown	York Road	LW6	72.38
Seaview	Church Street	LW13	37.75
Seaview	Esplanade	LW13	119.42
Seaview	Madiera Road	LW13	40.64
Seaview	Nettlestone Green	LW21	Unknown
Seaview	Pier Road	LW10	44.04
Shanklin	Cross Street	LW6	25.39
Shanklin	Eastcliff	LW12	24.13
Shanklin	Falcon Cross Rd	LW6	55.66
Shanklin	High Street	LW20	18.43
Shanklin	Osborne Rd	LW12	129.52
Shanklin	Palmerston Rd	LW12	59.24
Shanklin	Regent St	LW3	243.98
Shanklin	Sandown Road	LW12	52.26
Shanklin	St Paul's Crescent	LW6	88.58
Shanklin	Stephill Road	LW3	52.77
St Helens	Upper Green Road	LW3	35.51
Totland	Granville Road	LW3	63.1
Totland	The Broadway	LW3	166.77
Ventnor	Albert Street	LW9	56.72
Ventnor	Bonchurch Village Rd	LW9	45.62
Ventnor	High Street	LW3	Unknown
Ventnor	High Street	LW6	Unknown
Ventnor	Madiera Road	LW3	Unknown
Ventnor	Pier Street	LW3	Unknown
Ventnor	Spring Hill	LW9	Unknown
Ventnor	Victoria Street	LW9	Unknown
Ventnor	Victoria Street	LW24	Unknown
Wootton	High Street	LW3	Unknown
Wootton	High Street	LW20	Unknown
Wroxall	West Street	LW3	Unknown
Yarmouth	Bridge Road	LW6	Unknown
Yarmouth	Market Square	LW6	Unknown
Yarmouth	St James Square	LW6	Unknown
Yarmouth	St James Street	LW6	Unknown
Yarmouth	The Quay	LW27	Unknown

RESTRICTION CODES EXPLAINED

CODE	RESTRICTION	Dates	Days	TIMES
LW2	Limited Waiting 30 mins; no return within 30 mins	All Dates	All Days	8.00am-6.00pm
LW3	Limited Waiting 30 mins; no return within 30 mins	All Dates	Mon-Sat	8.00am-6.00pm
LW5	Limited Waiting 1 hour; no return within 1 hour	All Dates	All Days	8.00am-6.00pm
LW6	Limited Waiting 1 hour; no return within 1 hour	All Dates	Mon-Sat	8.00am-6.00pm
LW9	Limited Waiting 1 hour; no return within 1 hour	1st May-30th Sept	All Days	8.00am-6.00pm
LW12	Limited Waiting 2 hours; no return within 2 hours	All Dates	All Days	8.00am-6.00pm
LW13	Limited Waiting 2 hours; no return within 2 hours	All Dates	Mon-Sat	8.00am-6.00pm
LW14	Limited Waiting 4 hours; no return within 4 hours	All Dates	Mon-Sat	8.00am-6.00pm
LW20	Limited Waiting 30 mins; no return within 30 mins	All Dates	All Days	All Times
LW21	Limited Waiting 30 mins; no return within 30 mins	All Dates	All Days	7.00am-7.00pm
LW24	Limited Waiting 2 hours; no return within 2 hours	1st April-31st Oct	Mon-Sat	8.00am-6.00pm
LW27	Limited Waiting 15 mins; no return within 15 mins	All Dates	All Days	All Times

The Isle of Wight Council (Residents' Parking Places) Order No 1 2012

List of streets where residents are eligible to apply for permits

(Pease note that this list is for eligibility only. It is not a list of the areas in which the permits can be used).

Zone R 1
Nelson Street, whole length on both sides
Nelson Lane, whole length on both sides
Nelson Place, whole length on both sides
Castle Street, whole length on both sides
George Street, whole length on both sides
Union Road, whole length on both sides
Bellevue Road, on both sides between Nelson Street and Dover Street
Esplanade, on both sides between Union Street and George Street

Zone R 2
East Street, on both sides from Dover Street to the end of the cul-de-sac to the east of Monkton Street
The Strand, on both sides from East Street to East Hill Road
Monkton Street, on both sides from The Strand to Melville Street
Bellevue Road, on both sides from Dover Street to Monkton Street
Trinity Street, on both sides from Bellevue Road to Melville Street
Simeon Street, on both sides from Monkton Street to The Strand
Cornwall Street, on both sides from Simeon Street to The Strand
Marymead Close for the entire length of the public highway
Dover Street, on both sides from Melville Street to Esplanade
Melville Street, on both sides from Monkton Street to Dover Street

Zone R 3
Yelfs Road, on both sides from St Thomas' Street to Church Lane
St Thomas' Street on both sides from 45 metres north to 15 metres south of Yelfs Road
Spencer Road on both sides between St Thomas' Street and St James' Street

Zone CS 1
Baring Road, on both sides between Castle Road and Ward Avenue
Castle Road, on both sides between Castle Hill and Market Hill
Church Road, on both sides between Union Road and Castle Road
Granville Road, on both sides between Victoria Road and Park Road
Terminus Road, on both sides between Park Road to Carvel Lane
High Street, from its junction with Market Hill to its junction with Carvel Lane, on both sides
Sun Hill, from its junction with Union Road to its junction with High Street, on both sides
Market Hill, from its junction with Union Road to its junction with High Street, on both sides
Park Road, from its junction with Union Road to its junction with Victoria Road, on both sides
Terminus Road, from its junction with Union Road to its junction with Railway Street on both sides
Union Road, from its junction with Park Road to its junction with Sun Hill, on both sides
Victoria Road, from its junction with St Mary's Road to its junction with Park Road, on both sides

Zone CS 2
Beckford Road on both sides between Gordon Road and Birmingham Road
Birmingham Road on both sides between Beckford Road and Mill Hill Road

Consort Road on both sides between Beckford Road and Mill Hill Road
Cross Street on both sides between High Street to the end of the public highway at Middleton Terrace
Denmark Road on both sides between Cross Street and St Mary's Road
Gordon Road on both sides between St Mary's Road and Mill Hill Road
Mill Hill Road on both sides between Birmingham Road and Victoria Road
St Mary's Road on both sides between Cross Street and Victoria Road
Westhill Road on both sides between Beckford Road and Mill Hill Road
Victoria Road on both sides between St Mary's Road and Mill Hill Road
High Street, from its junction with Carvel Lane to its junction with Shooters Hill, on both sides
Shooters Hill, from its junction with High Street to its junction with Birmingham Road, on both sides

Zone N 1
New Street on both sides from Trafalgar Road to Pyle Street

Zone N 2
Ash Road, on both sides from its junction with Furrlongs to its junction with Beech Road
Barton Road, on both sides from its junction with Coppins Bridge to its junction with School Lane
Beech Road, on both sides from its junction with Barton Road to its junction with Robin Hood Street
Green Road, on both sides from its junction with Robin Hood Street for its entire length
Highfield Road, on both sides, from its junction with Barton Road to its junction with School Lane
John Street, on both sides from its junction with Robin Hood Street for its entire length
Robin Hood Street, on both sides from its junction with Barton Road to its junction with Furrlongs
Royal Exchange, Newport, from its junction with School Lane for houses numbered 1 to 63 on the north-east side and houses numbered 4 to 28 on the south-west side
School Lane, on both sides, from its junction with Staplers Road to its junction with Barton Road
Staplers Road, Newport, from its junction with School Lane for houses numbered 26 to 42 and the Vicarage on the south-east and south side

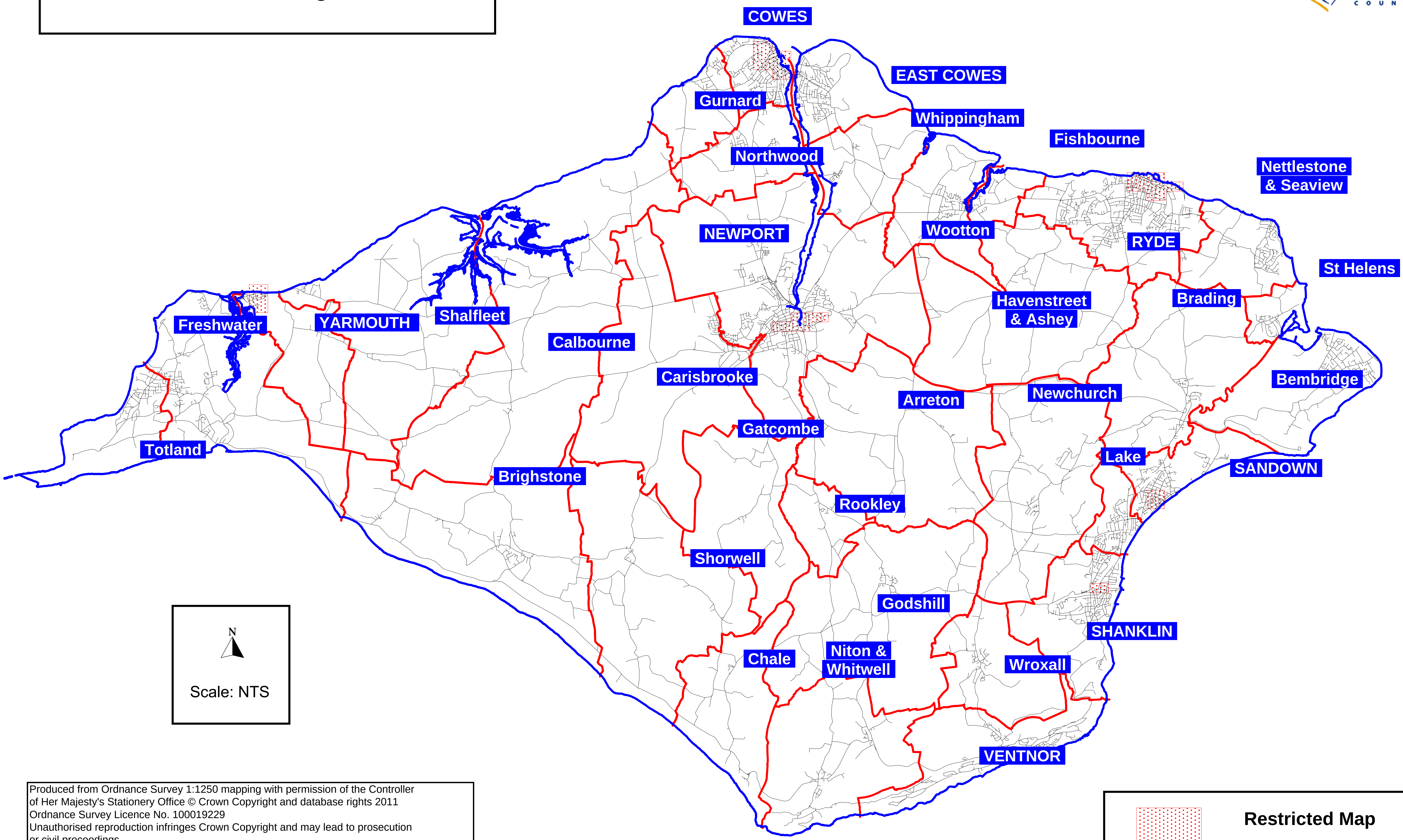
Zone SA 1
Wilkes Road, on both sides from York Road to Union Road

Zone SH 1
Atherley Cross Road, Shanklin on both sides from Atherley Road to the end of the public highway

Zone Y 1
Basketts Lane on both sides between High Street and Tennyson Road
Bouldnor Road on both sides between Tennyson Road and Thorley Road
Bridge Road on both sides between St James Street and the eastern end of Yarmouth Bridge
Heytesbury Close on both sides from Heytesbury Road for its entire length
Heytesbury Road on both sides from Station Road for its entire length
Ommaney Road on both sides between South Street and Basketts Lane
Market Square on both sides between Quay Street and St James Square
Mill Road on both sides from Tennyson Road for its entire length
Pier Street on both sides from Quay Street for its entire length
Quay Street on both sides between Quay Road and Pier Street
Quay Road on both sides between Quay Street and Bridge Road
River Road on both sides between Bridge Road and Tennyson Road
South Street on both sides between High Street and Tennyson Road
Station Road on both sides from Mill Road for its entire length
St James' Close on both sides from St James Street for its entire length
St James' Square on both sides between Market Square and Bridge Road
St James' Street on both sides between Bridge Road and Tennyson Road
Tennyson Close on both sides from Tennyson Road for its entire length
Tennyson Road on both sides between River Road and Bouldnor Road

The Glen on both sides from Basketts Lane for its entire length
The High Street on both sides from St James Square for its entire length
The Mount on both sides from Tennyson Road for its entire length
Victoria Road on both sides between Tennyson Road and Station Road

THE ISLE OF WIGHT COUNCIL
Residents' Parking Places



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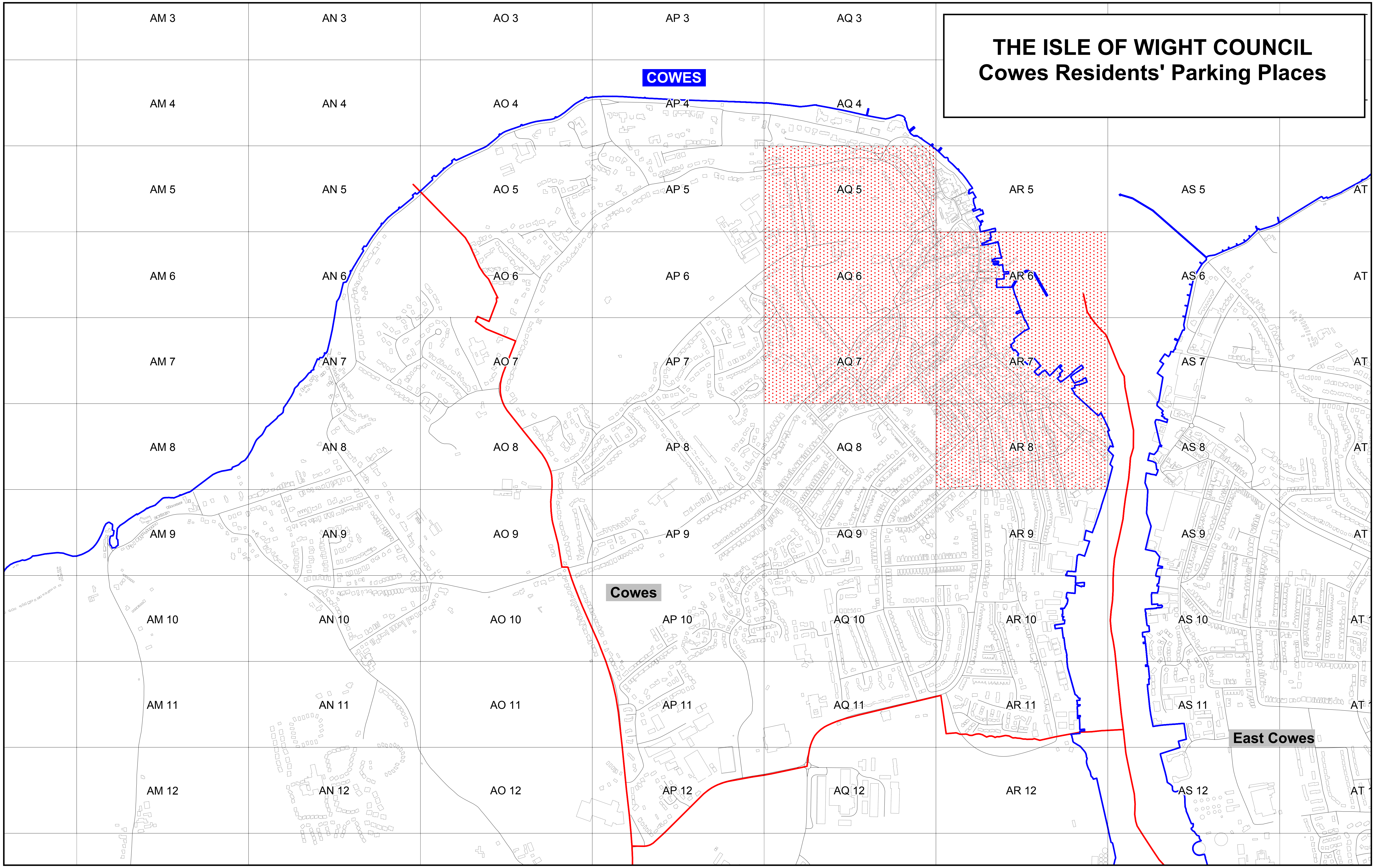
Restricted Map

Parish Boundary

ISLE OF WIGHT RESIDENTS' PARKING PLACES MAP UPDATE

Area Code	Sheet Revision No.	Date of Effect	Area Code	Sheet Revision No.	Date of Effect
COWES			RYDE Cont'd		
AQ5			BL20		
AQ6			BL21		
AQ7			BM20		
AR6			SANDOWN		
AR7			BL53		
AR8			BL54		
NEWPORT			SHANKLIN		
AR35			BI63		
AS33					
AS34					
AS35					
AT33					
AT34					
RYDE			YARMOUTH		
BK19			P31		
BK20			P32		
BL19			P33		

THE ISLE OF WIGHT COUNCIL
Cowes Residents' Parking Places



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Scale: NTS

ISLE of WIGHT COUNCIL

Restricted Map

Parish Boundary

AREA CODE: AQ5

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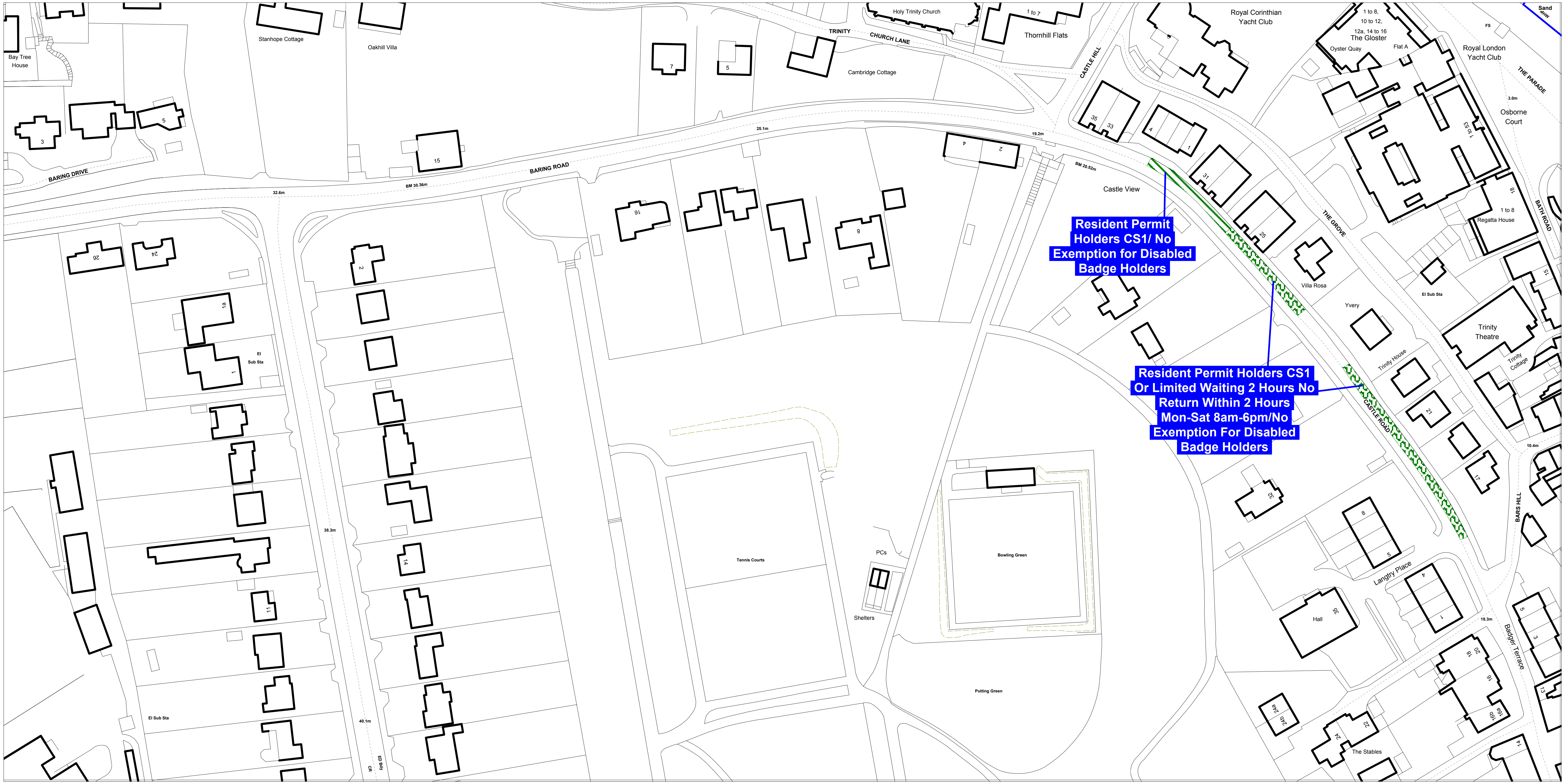
SHEET ACTIVE FROM - 15 FEBRUARY 2013



SCALE - 1:1250

THE ISLE OF WIGHT COUNCIL (RESIDENTS' PARKING PLACES) ORDER NO. 1 2012

Isle of Wight Council
County Hall
High Street
Newport
Isle of Wight
PO30 1UD

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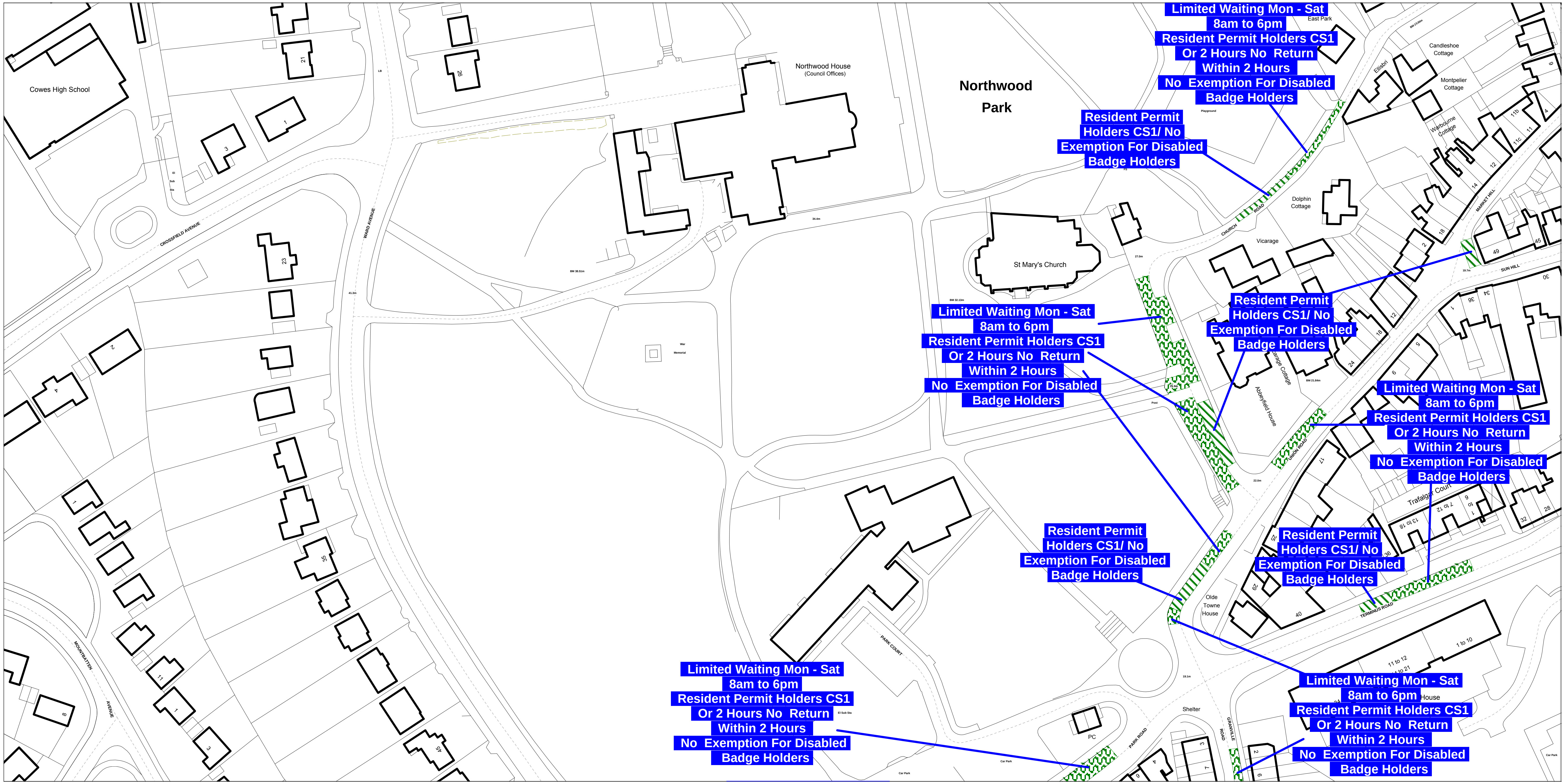

SCALE - 1:1250

THE ISLE OF WIGHT COUNCIL (RESIDENTS' PARKING PLACES) ORDER NO. 1 2012

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AREA CODE: AQ7

SHEET REVISION NUMBER - 1

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SCALE - 1:1250

THE ISLE OF WIGHT COUNCIL (RESIDENTS' PARKING PLACES) ORDER NO. 1 2012

ISLE of WIGHT COUNCIL

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AREA CODE: AR6

SHEET REVISION NUMBER - 1

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SCALE - 1:1250

THE ISLE OF WIGHT COUNCIL (RESIDENTS' PARKING PLACES) ORDER NO. 1 2012

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AREA CODE: AR7

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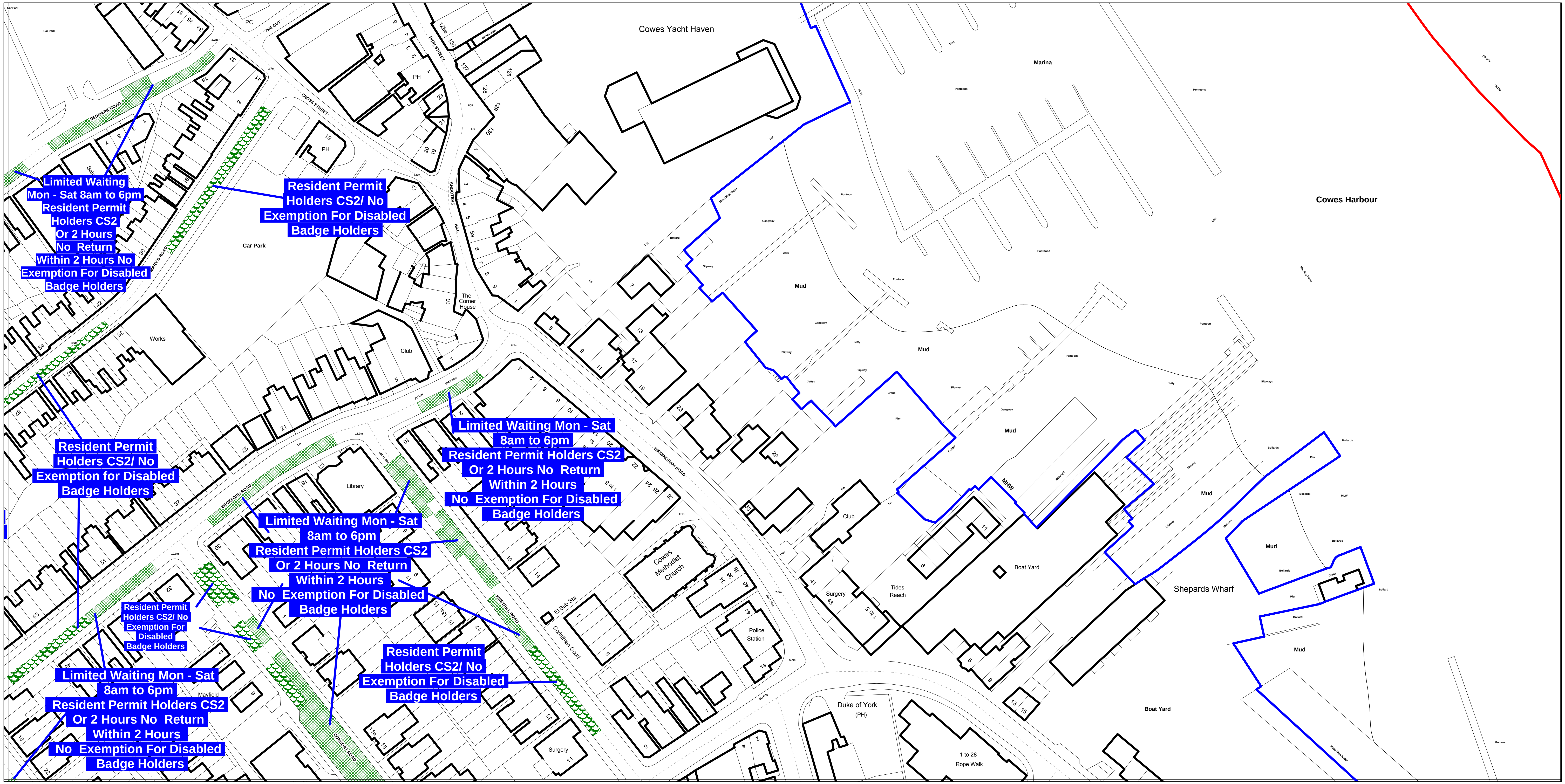

SCALE - 1:1250

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AREA CODE: AR8

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SCALE - 1:1250

THE ISLE OF WIGHT COUNCIL (RESIDENTS' PARKING PLACES) ORDER NO. 1 2012

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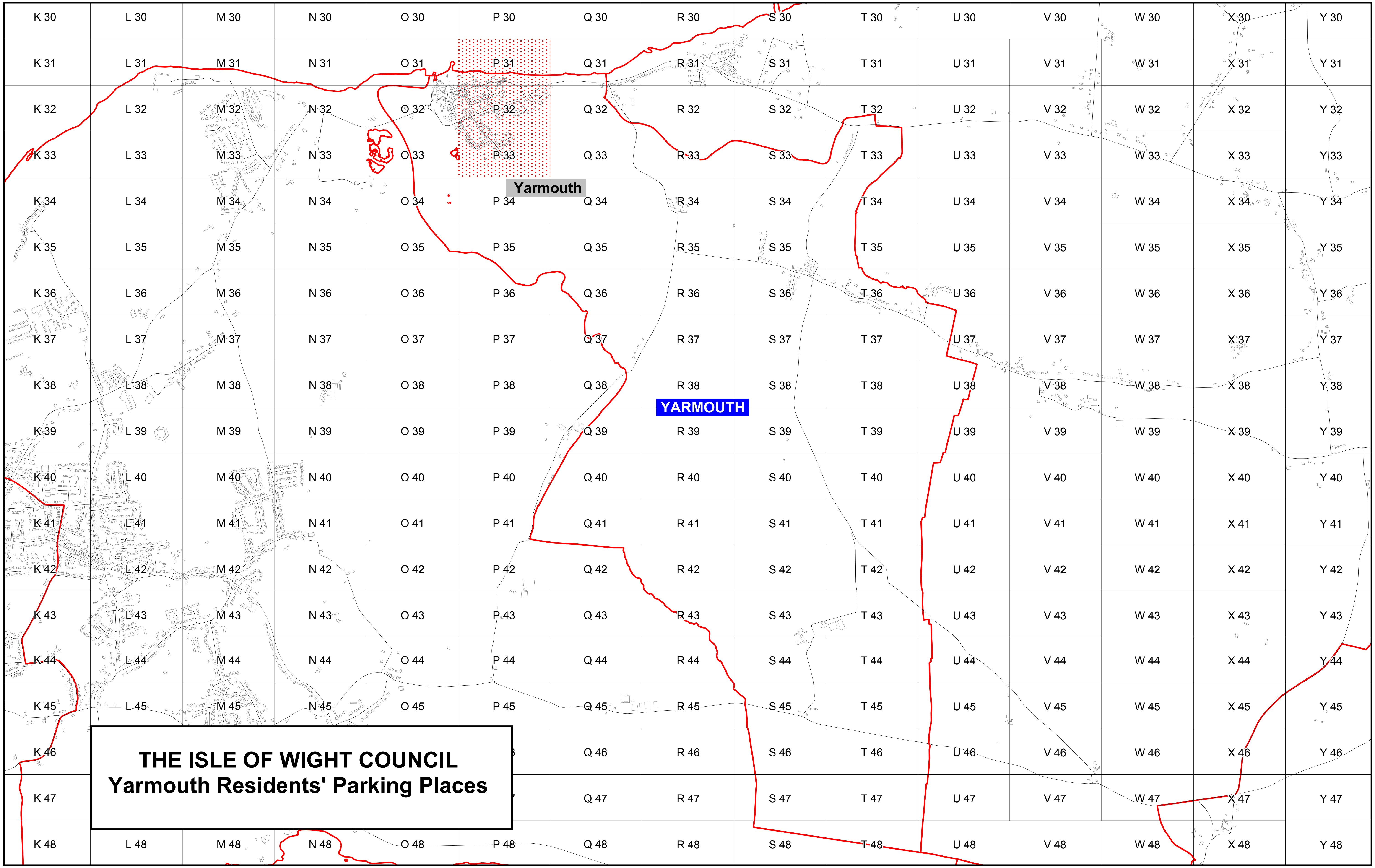
THE ISLE OF WIGHT COUNCIL
Yarmouth Residents' Parking Places



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N

Scale: NTS

Restricted Map

Parish Boundary

AREA CODE: P31

SHEET REVISION NUMBER - 1

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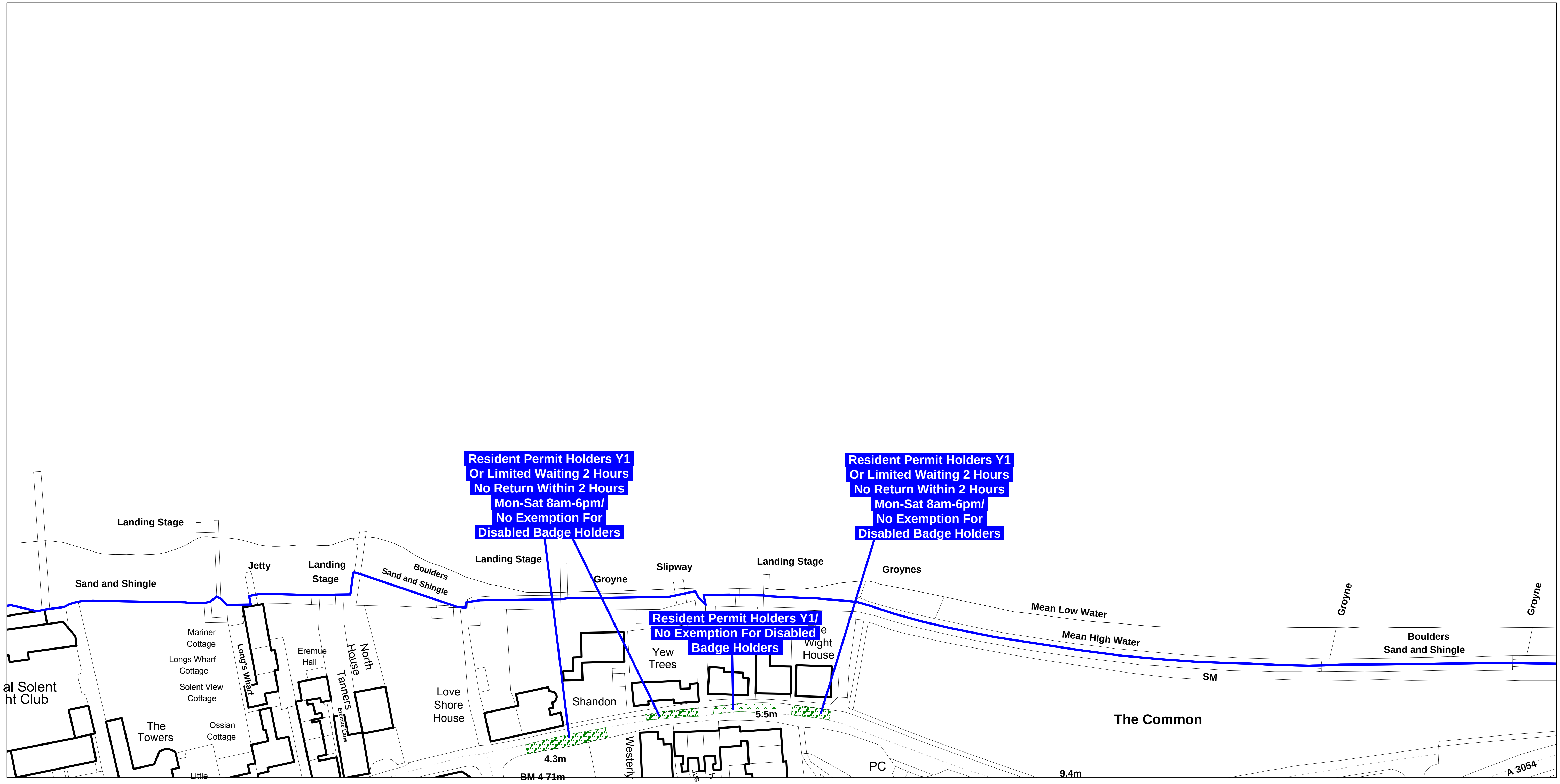

SCALE - 1:1250

THE ISLE OF WIGHT COUNCIL (RESIDENTS' PARKING PLACES) ORDER NO. 1 2012

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AREA CODE: P32

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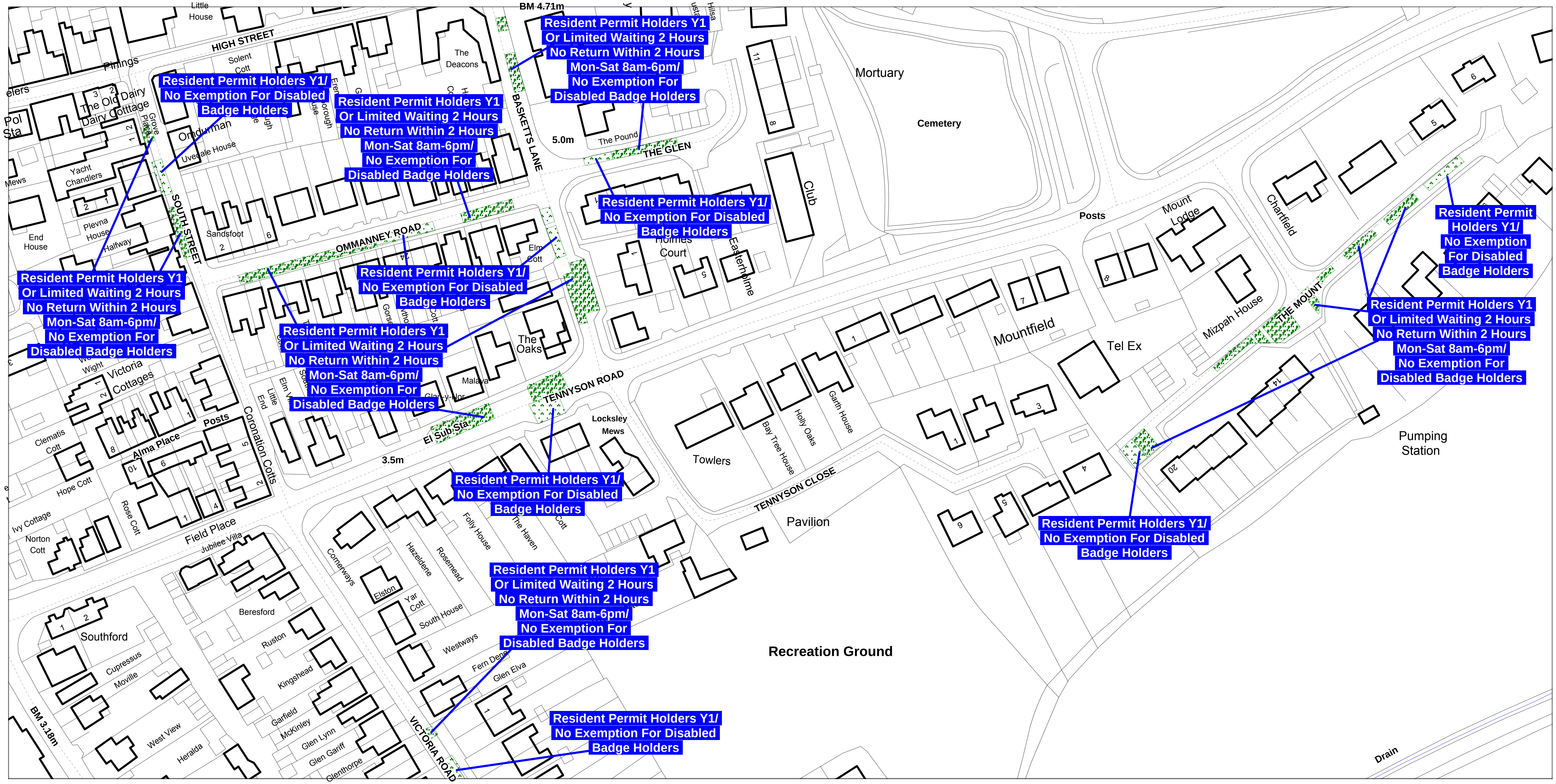

SCALE - 1:1250

THE ISLE OF WIGHT COUNCIL (RESIDENTS' PARKING PLACES) ORDER NO. 1 2012

ISLE of WIGHT COUNCIL

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AREA CODE: P33

SHEET REVISION NUMBER - 1

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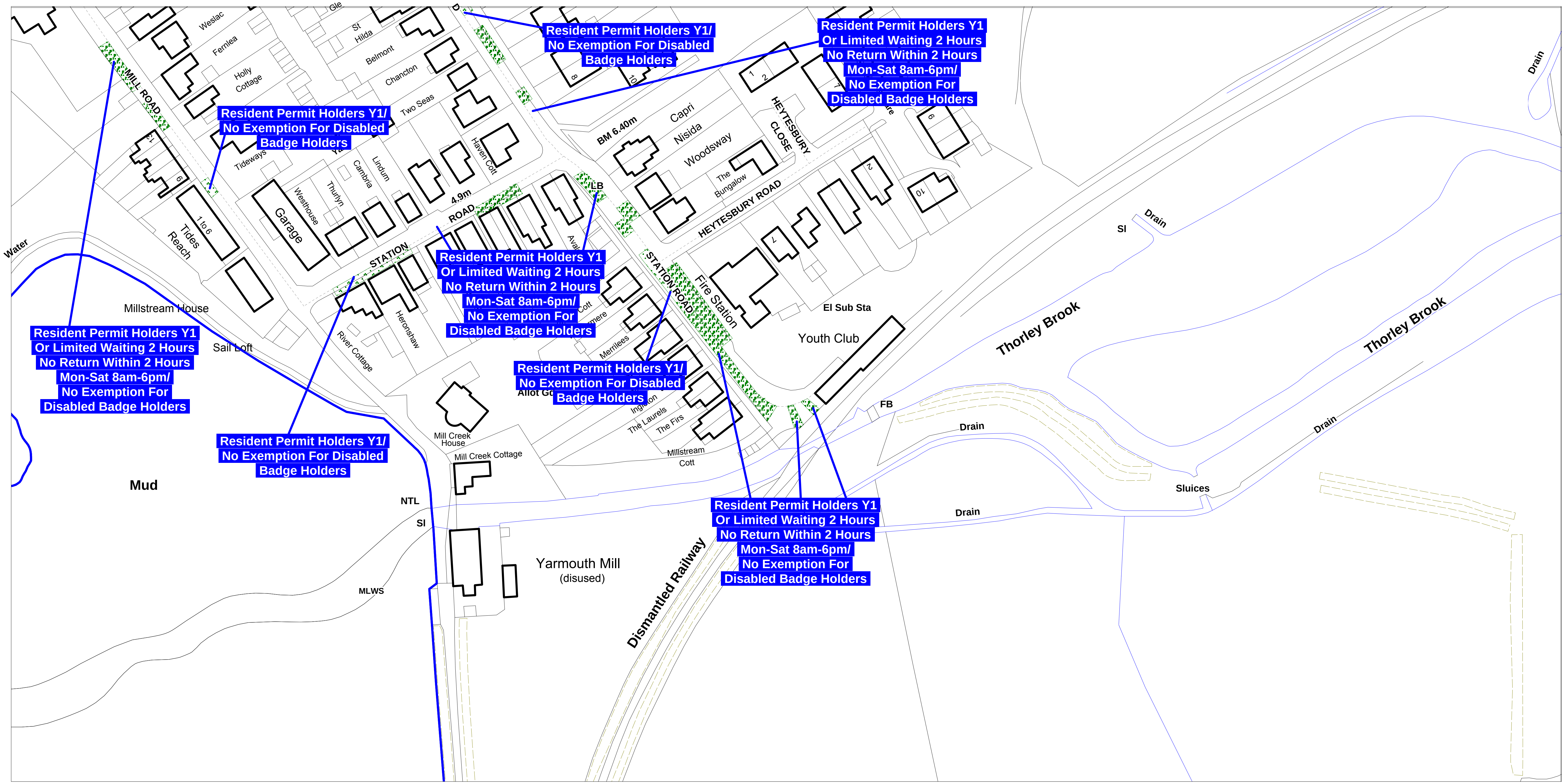

SCALE - 1:1250

THE ISLE OF WIGHT COUNCIL (RESIDENTS' PARKING PLACES) ORDER NO. 1 2012

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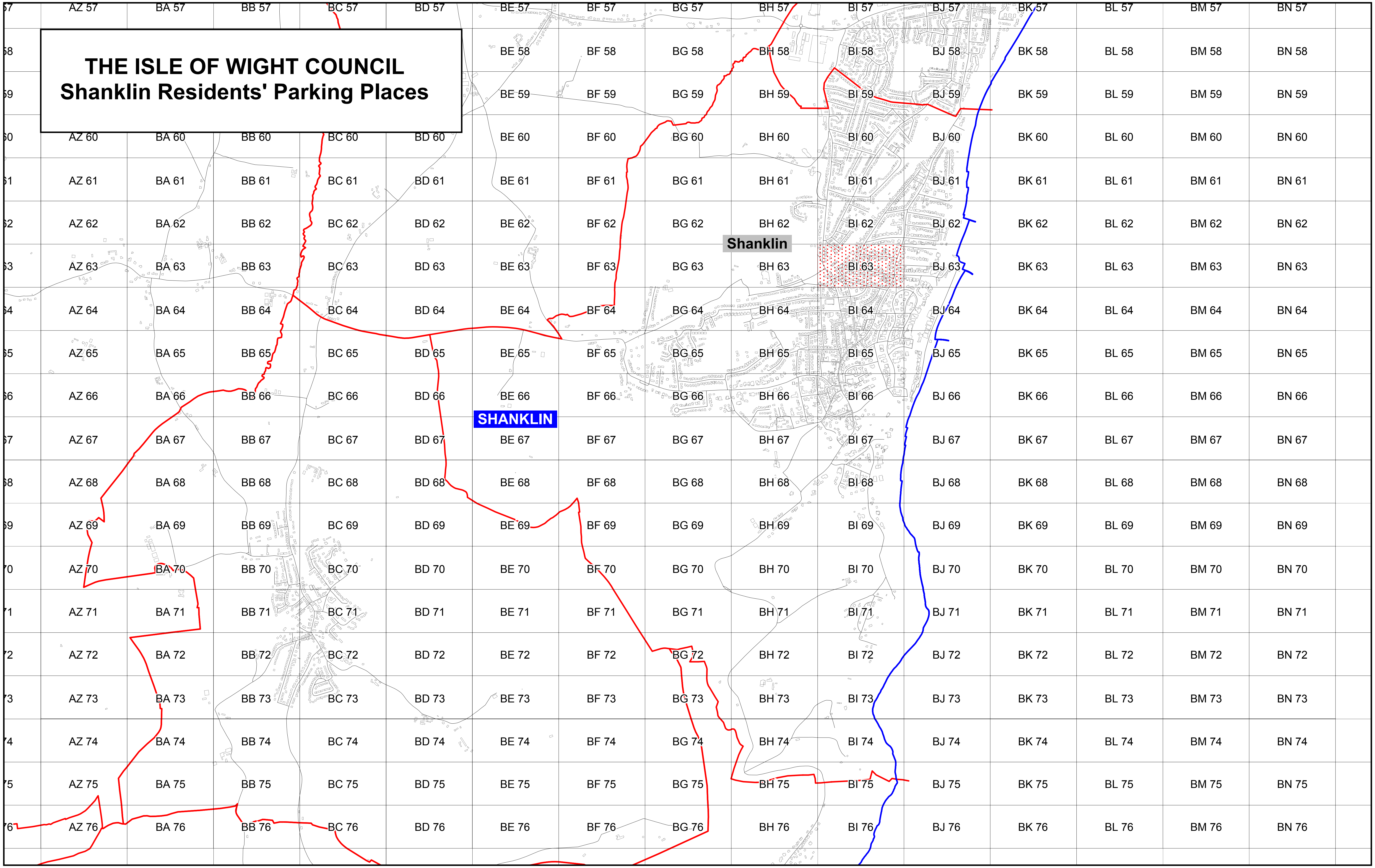
THE ISLE OF WIGHT COUNCIL
Shanklin Residents' Parking Places



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Scale: NTS

ISLE of WIGHT COUNCIL

Restricted Map

Parish Boundary

SHEET REVISION NUMBER - 1

AREA CODE: BI63

SHEET ACTIVE FROM - 15 FEBRUARY 2013

SCALE - 1:1250

THE ISLE OF WIGHT COUNCIL (RESIDENTS' PARKING PLACES) ORDER NO. 1 2012

ISLE of WIGHT COUNCIL

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County Hall
High Street
Newport
Isle of Wight
PO30 1UD

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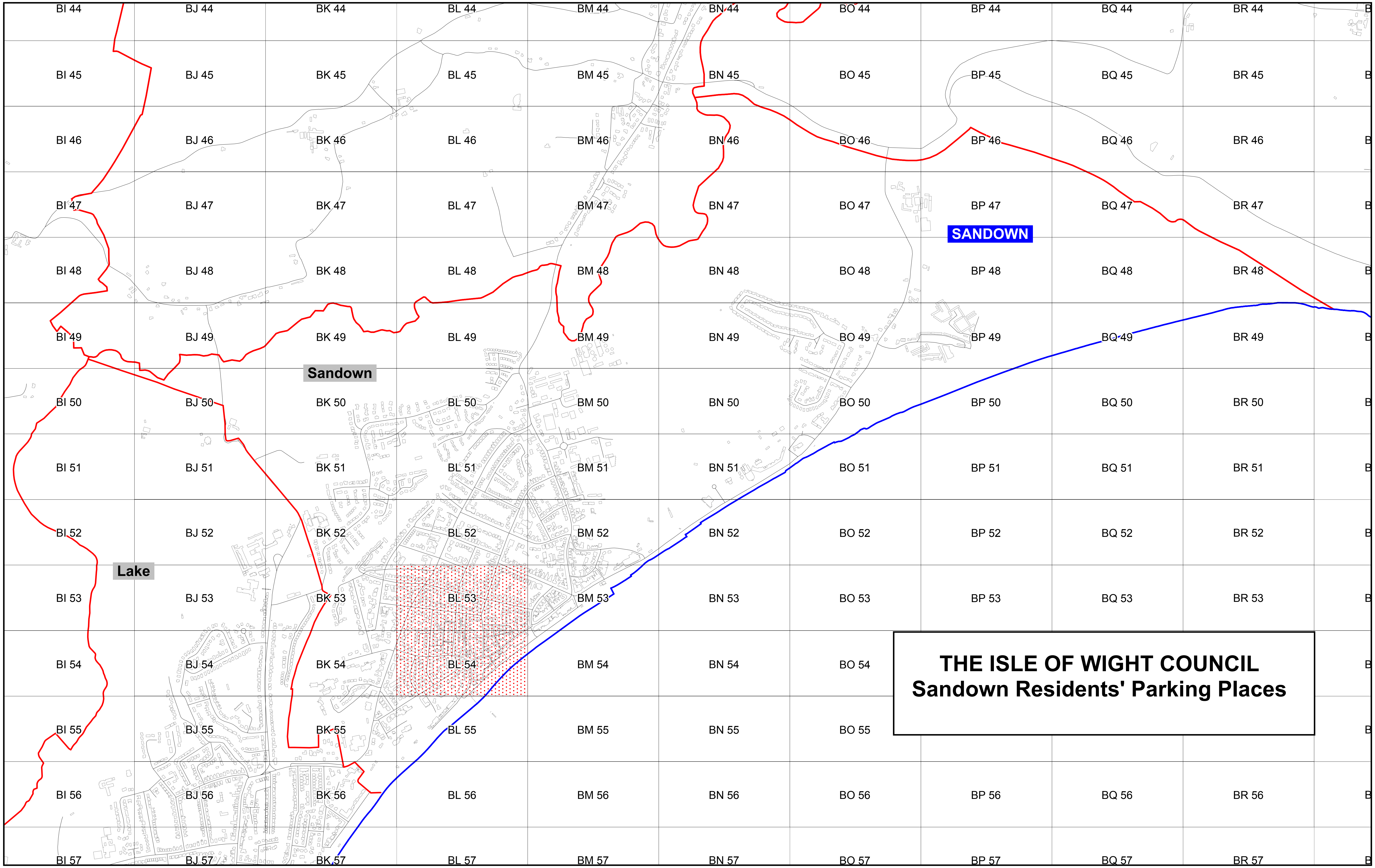
THE ISLE OF WIGHT COUNCIL
Sandown Residents' Parking Places



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Scale: NTS

ISLE of WIGHT COUNCIL

Restricted Map

Parish Boundary

AREA CODE: BL53

SHEET REVISION NUMBER - 1

SHEET ACTIVE FROM - 15 FEBRUARY 2013

SCALE - 1:1250

THE ISLE OF WIGHT COUNCIL (RESIDENTS' PARKING PLACES) ORDER NO. 1 2012

ISLE of WIGHT COUNCIL

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SHEET REVISION NUMBER - 1

AREA CODE: BL54

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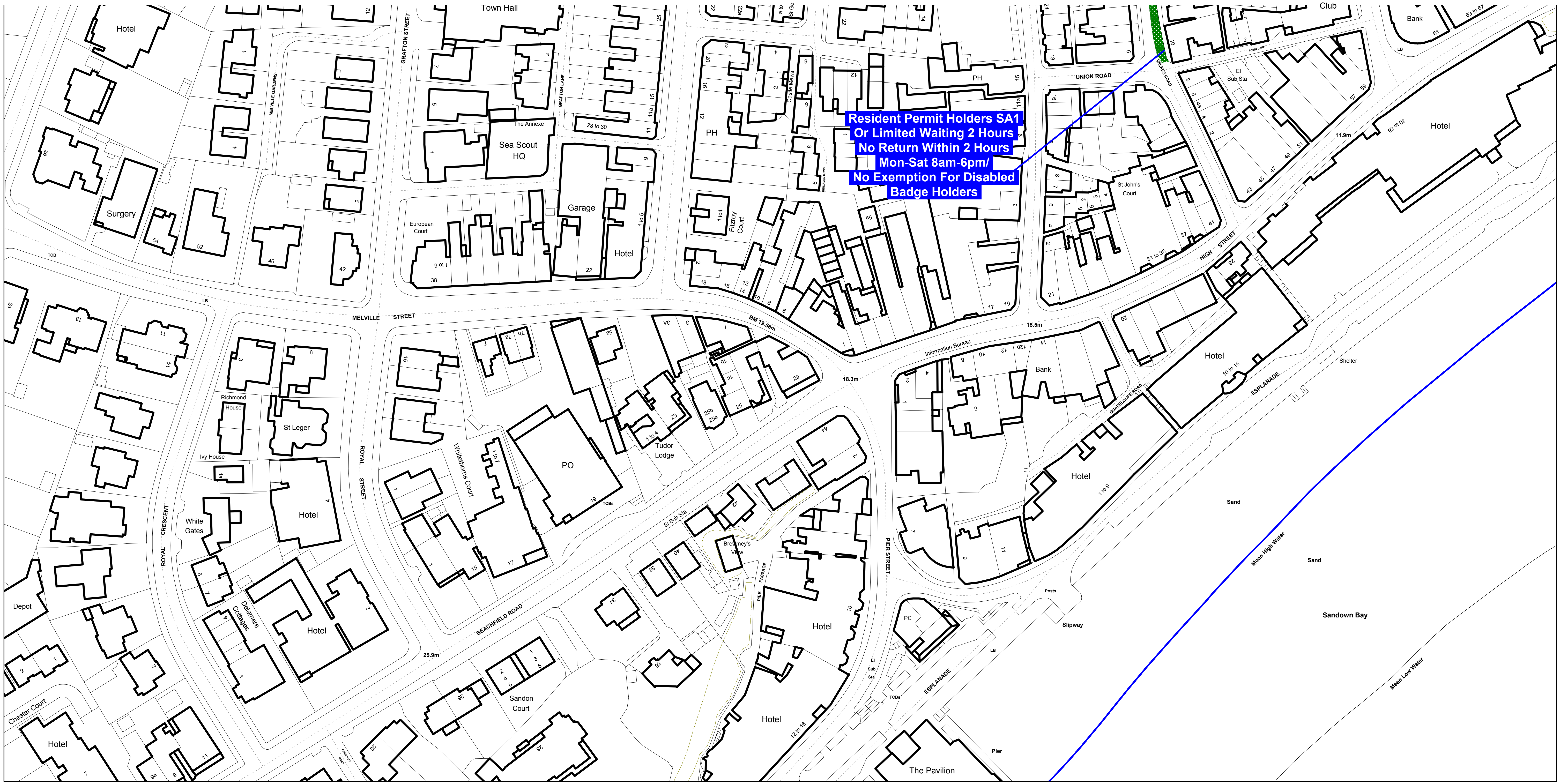

SCALE - 1:1250

THE ISLE OF WIGHT COUNCIL (RESIDENTS' PARKING PLACES) ORDER NO. 1 2012

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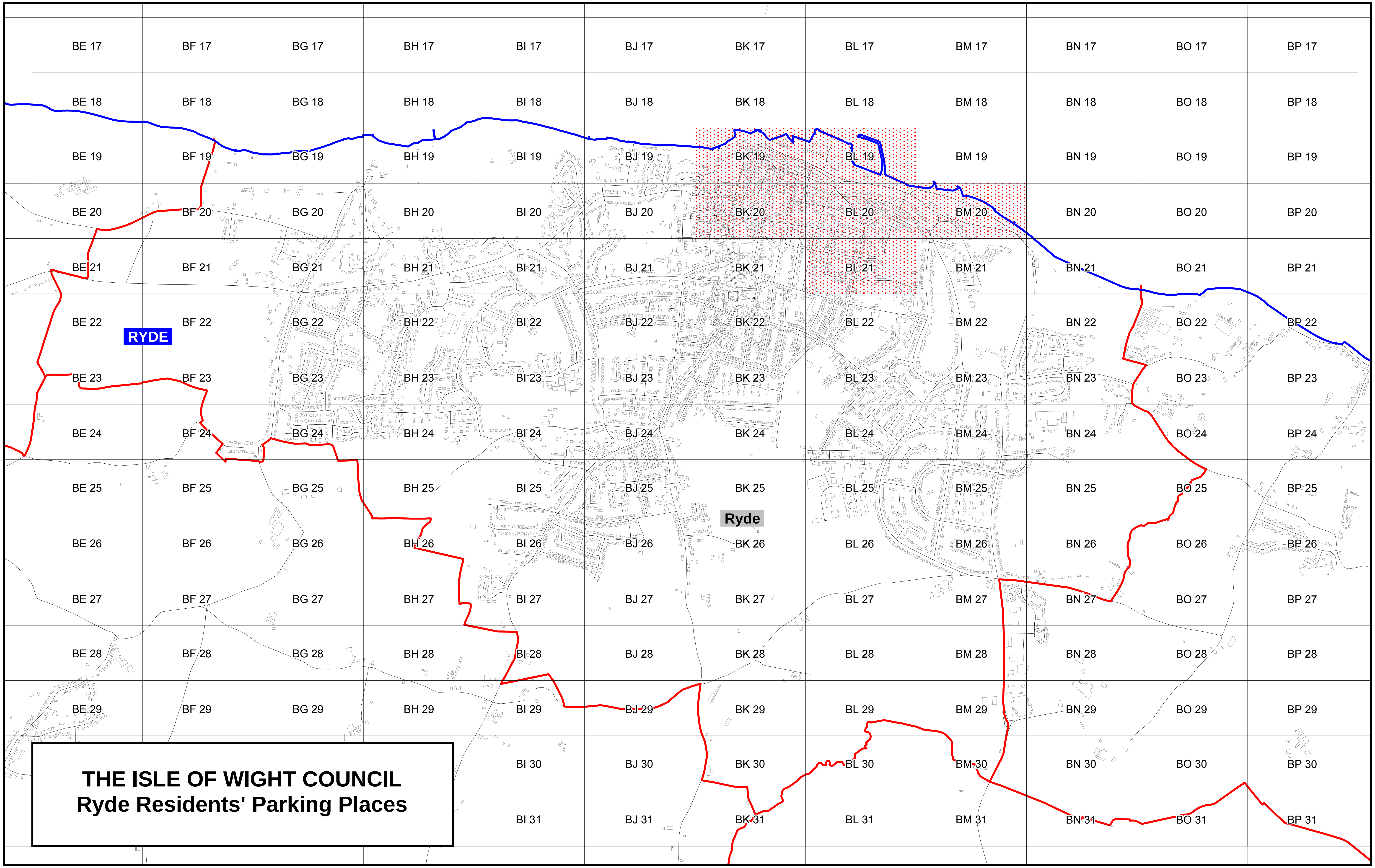

THE ISLE OF WIGHT COUNCIL
Ryde Residents' Parking Places

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Scale: NTS

ISLE of WIGHT COUNCIL

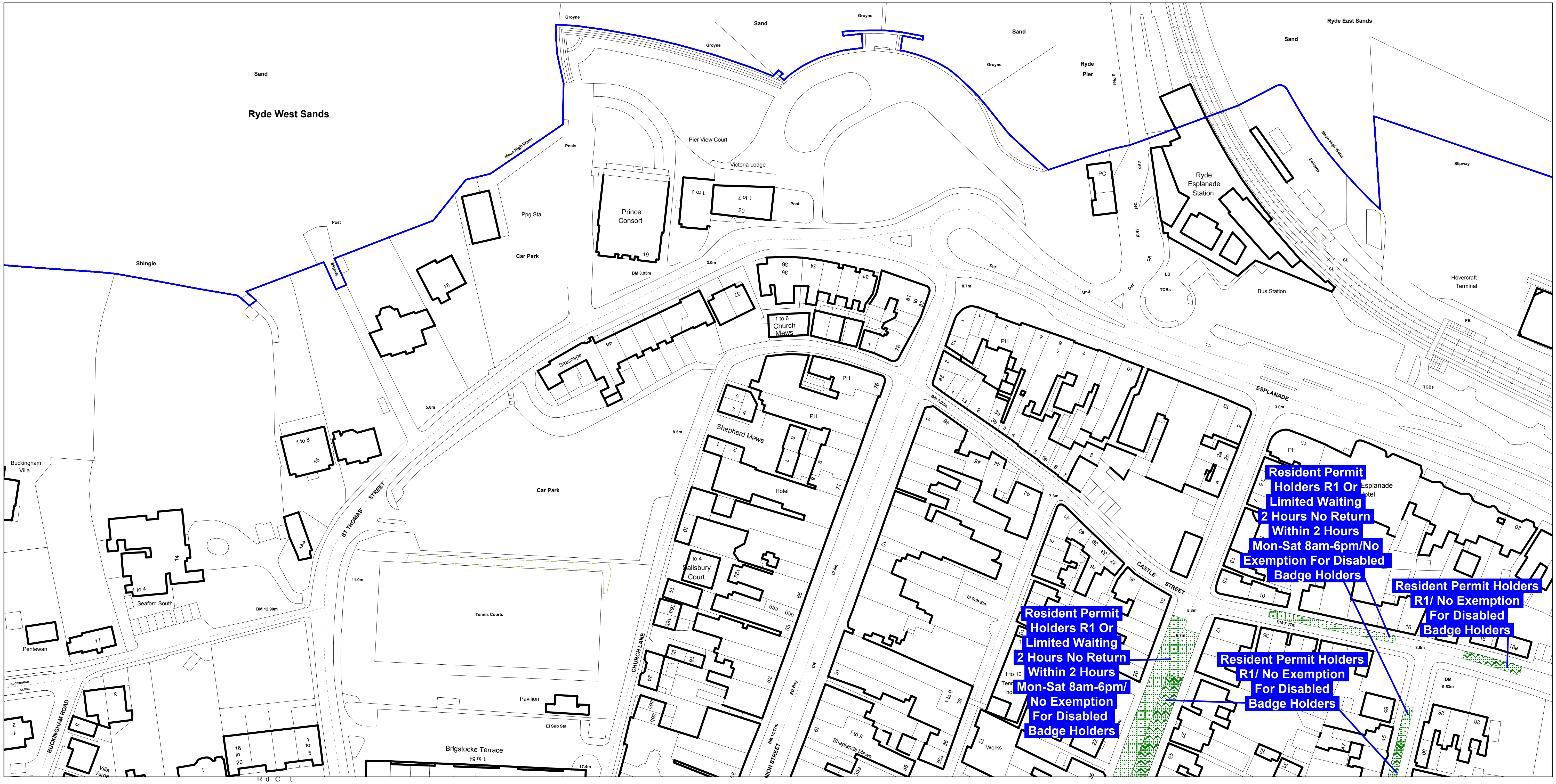
Restricted Map

Parish Boundary

AREA CODE: BK19

SHEET REVISION NUMBER - 1

SHEET ACTIVE FROM - 15 FEBRUARY 2013



SCALE - 1:1250

THE ISLE OF WIGHT COUNCIL (RESIDENTS' PARKING PLACES) ORDER NO. 1 2012

ISLE of WIGHT COUNCIL

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AREA CODE: BK20

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SCALE - 1:1250

THE ISLE OF WIGHT COUNCIL (RESIDENTS' PARKING PLACES) ORDER NO. 1 2012

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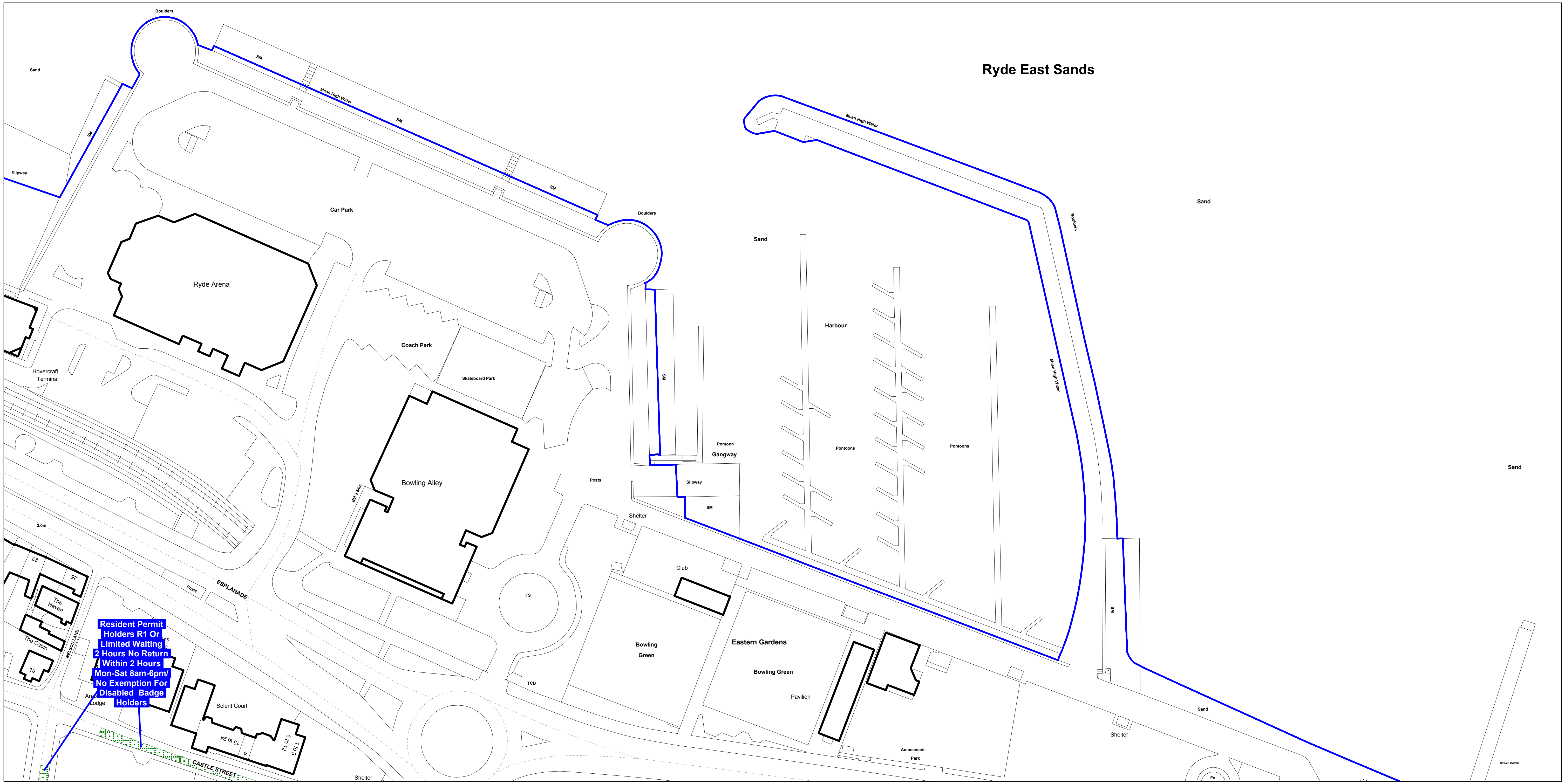

SCALE - 1:1250

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AREA CODE: BL20

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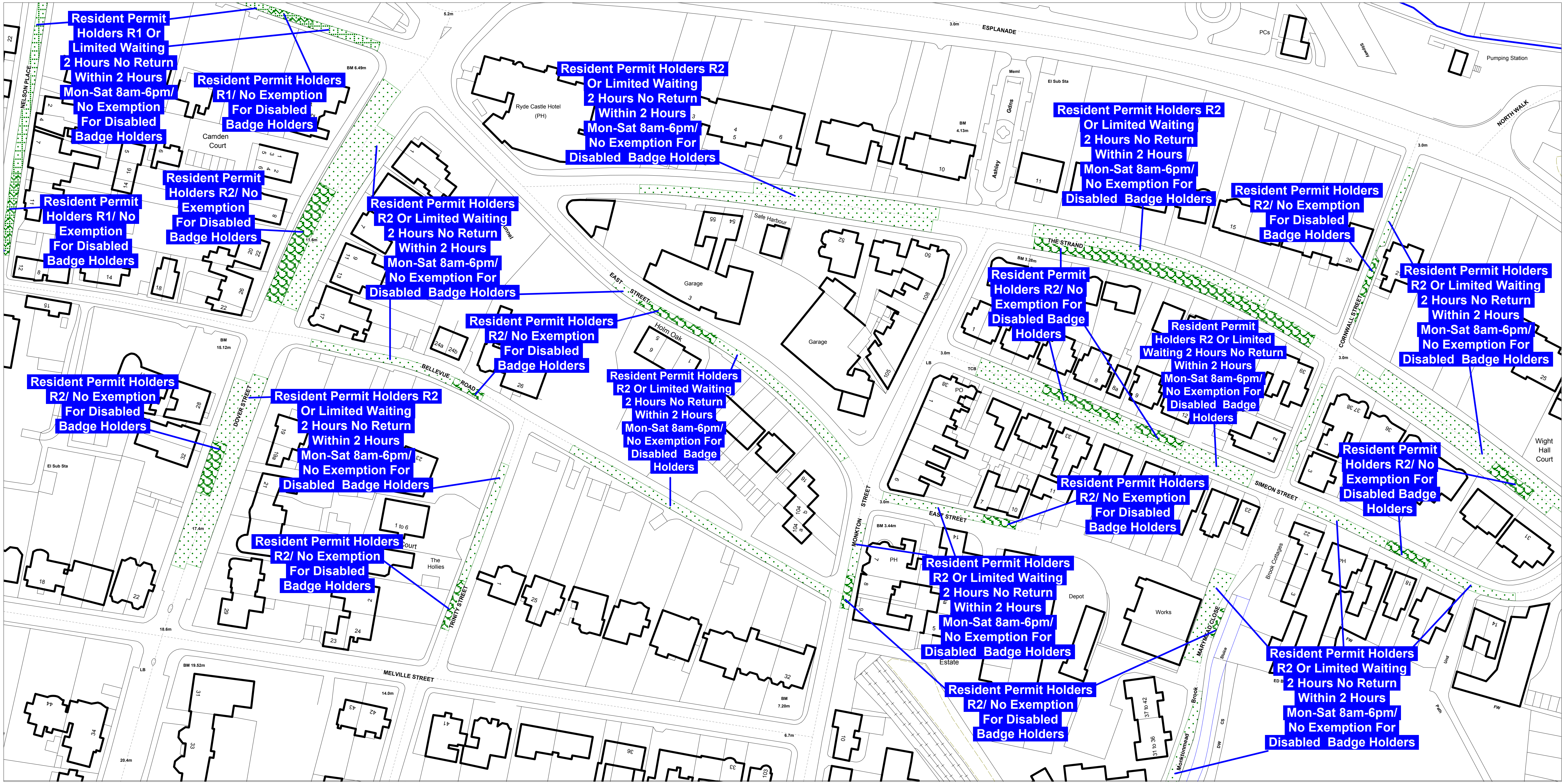

SCALE - 1:1250

THE ISLE OF WIGHT COUNCIL (RESIDENTS' PARKING PLACES) ORDER NO. 1 2012

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AREA CODE: BL21

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SHEET ACTIVE FROM - 15 FEBRUARY 2013

SCALE - 1:1250

THE ISLE OF WIGHT COUNCIL (RESIDENTS' PARKING PLACES) ORDER NO. 1 2012

ISLE of WIGHT COUNCIL

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AREA CODE: BM20

SCALE - 1:1250

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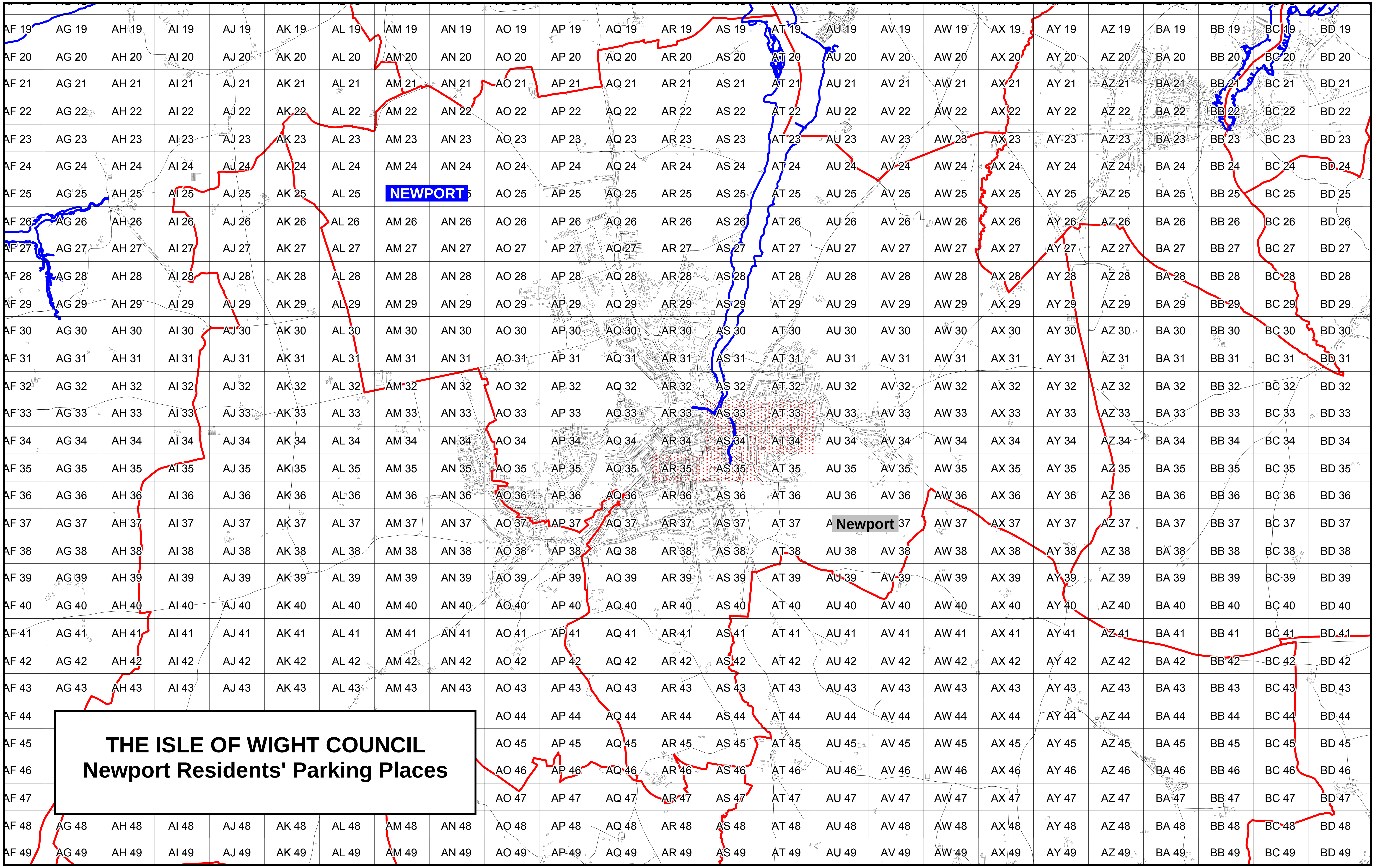

THE ISLE OF WIGHT COUNCIL
Newport Residents' Parking Places

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ISLE of WIGHT COUNCIL

	Restricted Map
	Parish Boundary

AREA CODE: AS33

SHEET REVISION NUMBER - 1

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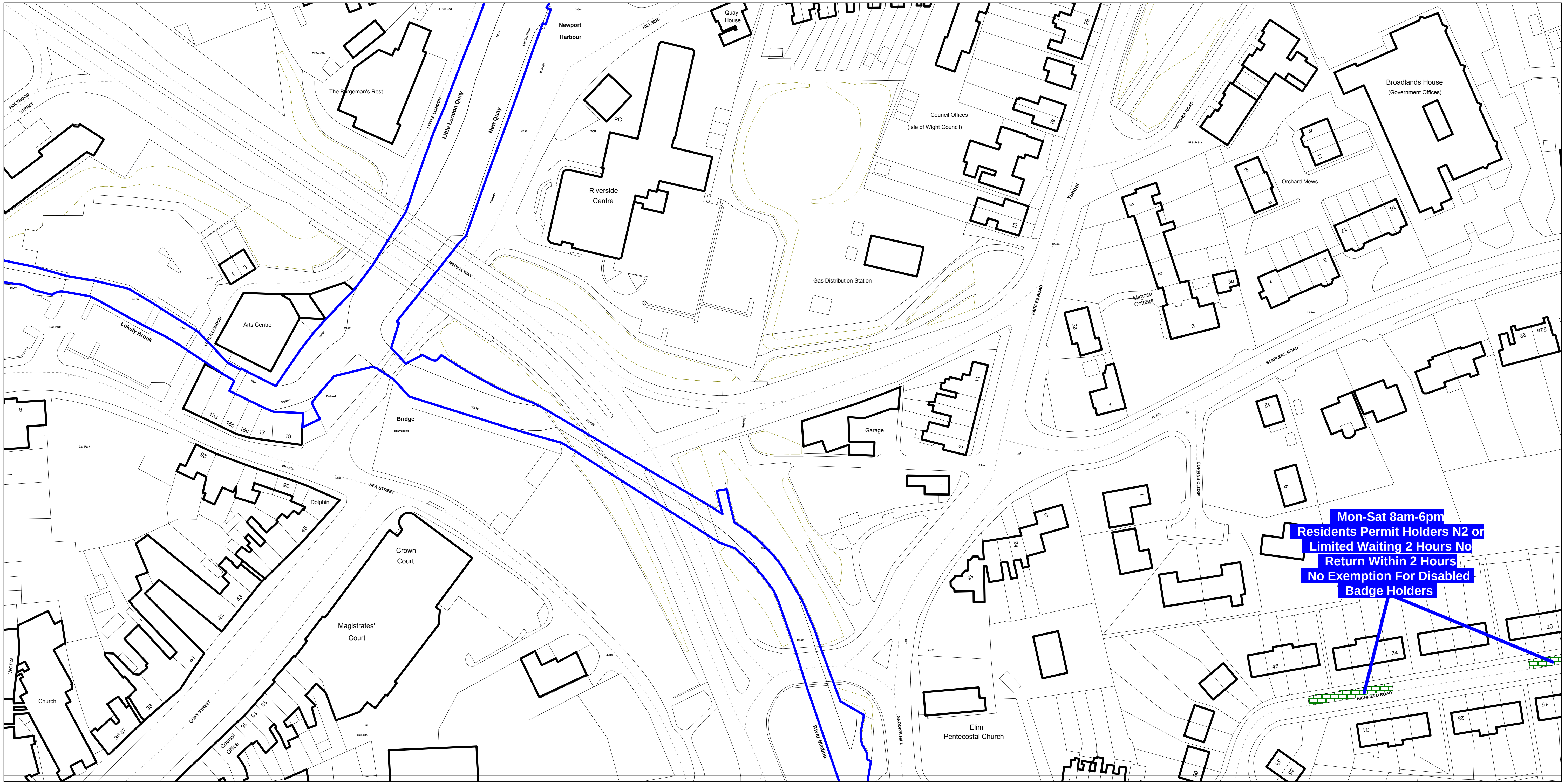

SCALE - 1:1250

THE ISLE OF WIGHT COUNCIL (RESIDENTS' PARKING PLACES) ORDER NO. 1 2012

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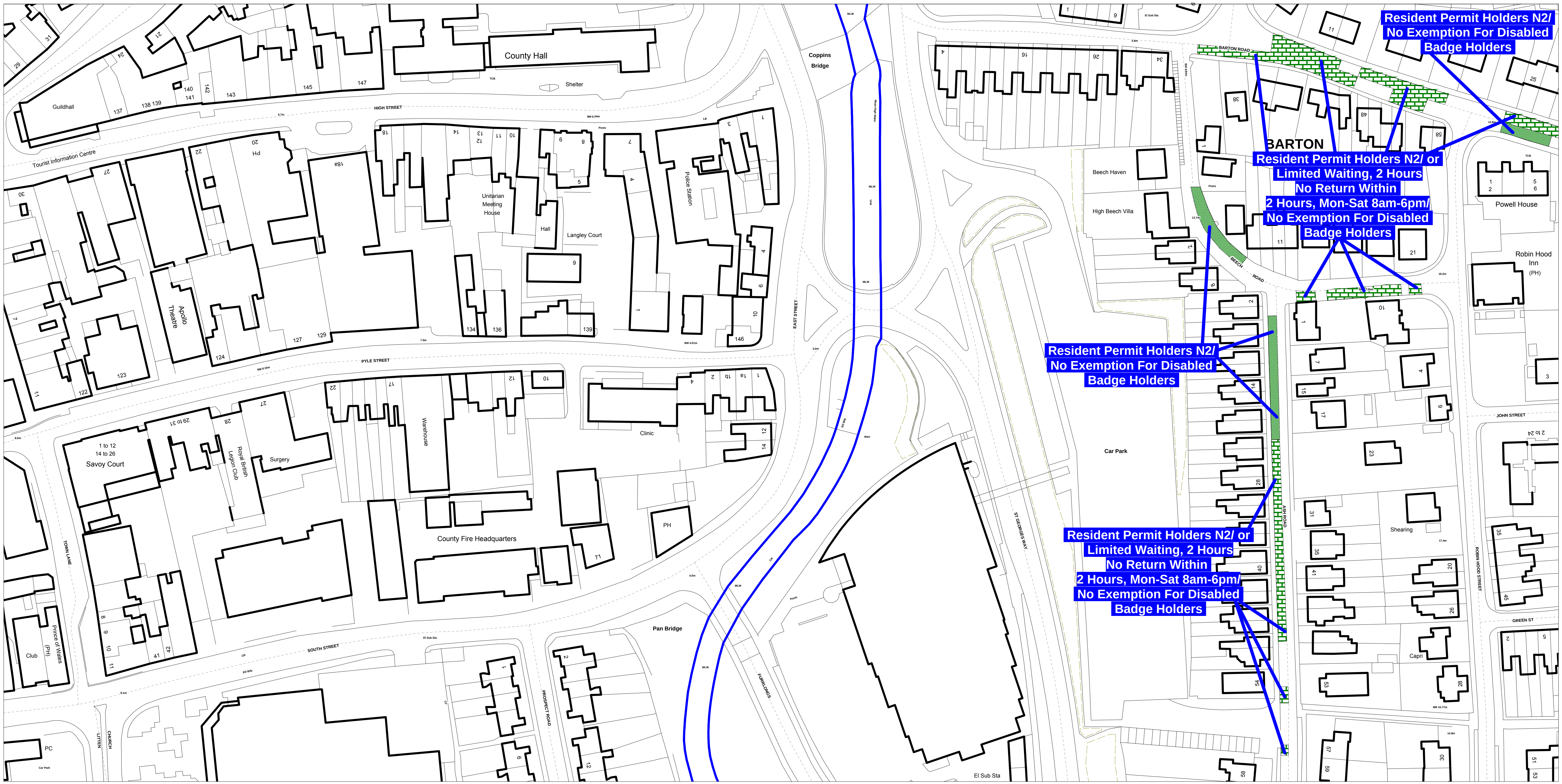

SCALE - 1:1250

THE ISLE OF WIGHT COUNCIL (RESIDENTS' PARKING PLACES) ORDER NO. 1 2012

ISLE of WIGHT COUNCIL

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AREA CODE: AS35

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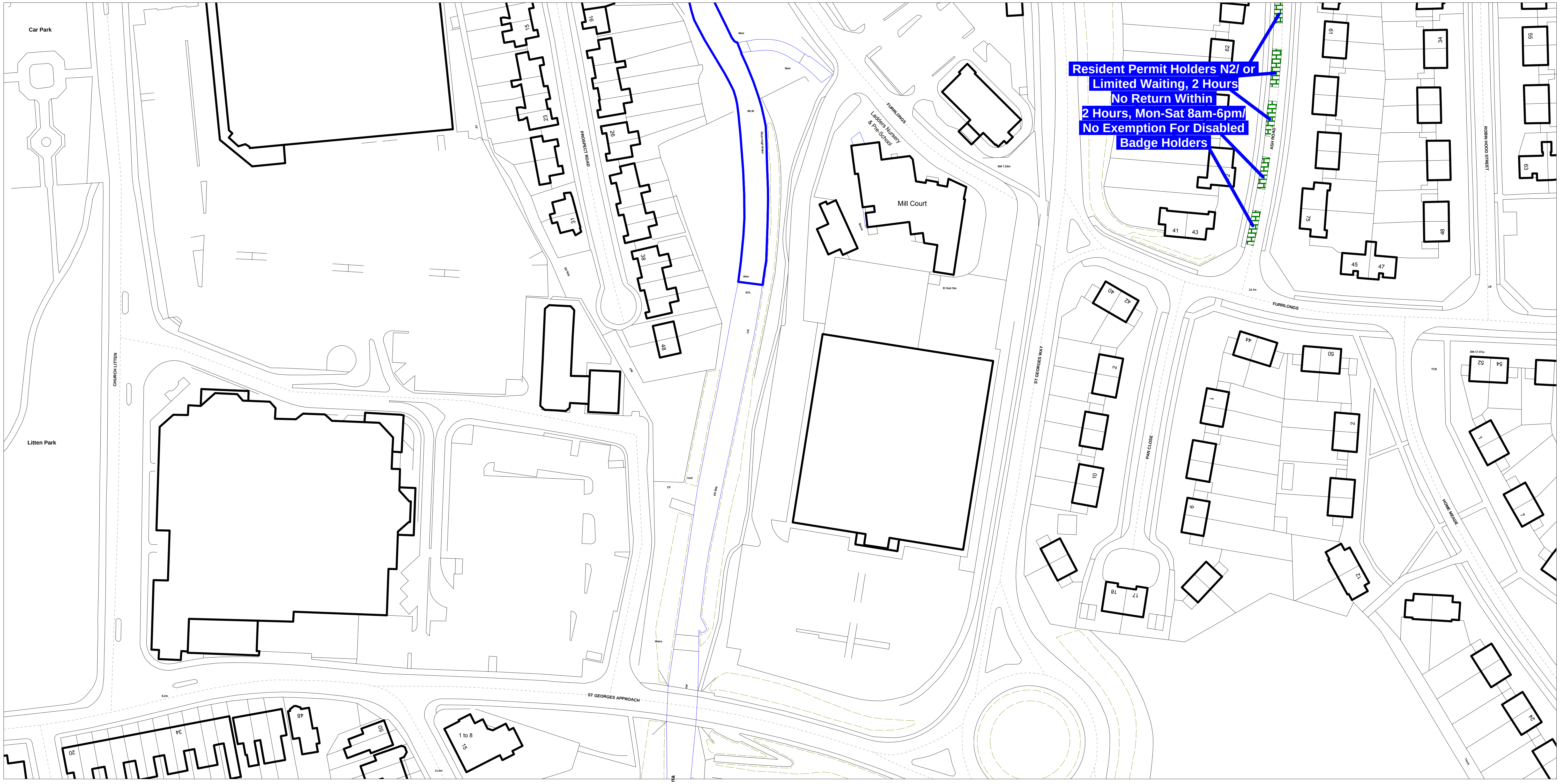

SCALE - 1:1250

THE ISLE OF WIGHT COUNCIL (RESIDENTS' PARKING PLACES) ORDER NO. 1 2012

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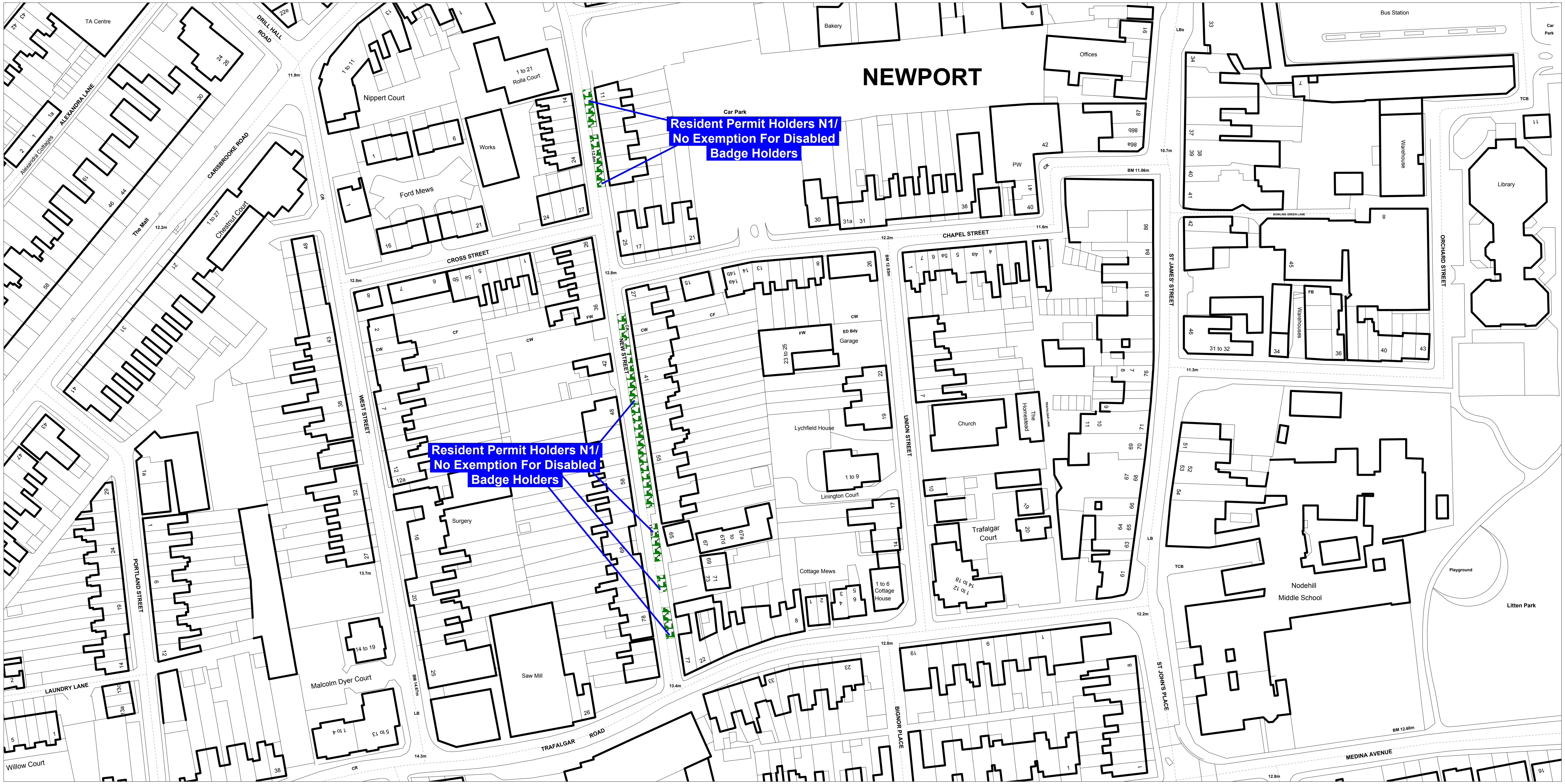

SCALE - 1:1250

THE ISLE OF WIGHT COUNCIL (RESIDENTS' PARKING PLACES) ORDER NO. 1 2012

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SCALE - 1:1250

THE ISLE OF WIGHT COUNCIL (RESIDENTS' PARKING PLACES) ORDER NO. 1 2012

ISLE of WIGHT COUNCIL

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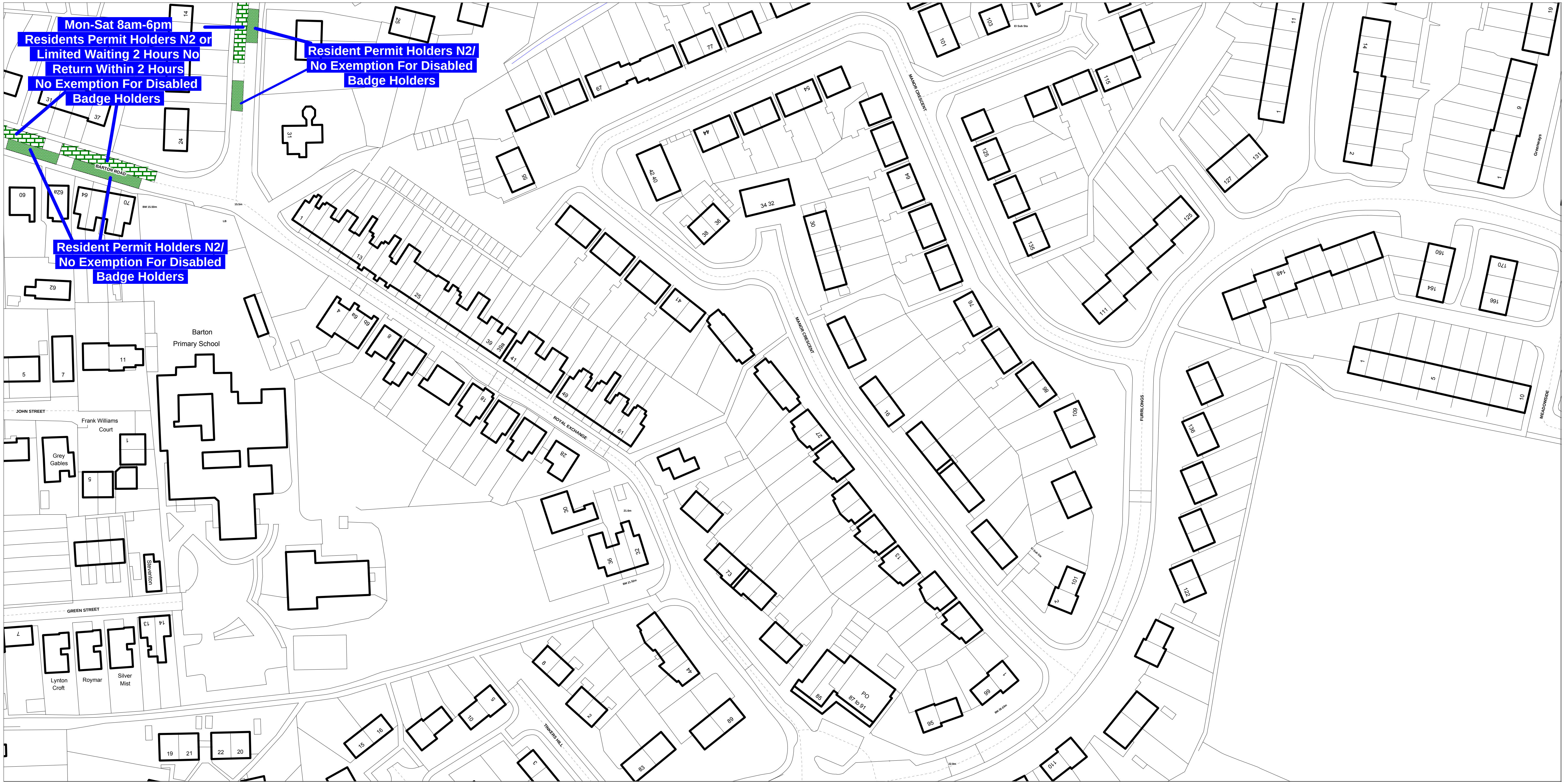

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THE ISLE OF WIGHT COUNCIL (RESIDENTS' PARKING PLACES) ORDER NO. 1 2012

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Appendix B

DRAFT

Existing Long-Stay Parking Inventory

CHARGEABLE LONG STAY CAR PARKING INVENTORY

Name	Town	Type	Town	Type	P&D	Disabled	Total Car Parking Spaces	Motor Cycle	Coach P&D	Notes
Lane End	Bembridge	CP	Bembridge	**Long Stay**	67		67			
Brunswick Road	Cowes	CP	Cowes	**Long Stay**	40	2	42	1		
Mornington Road	Cowes	CP	Cowes	**Long Stay**	31		31			
Freshwater Bay	Freshwater	CP	Freshwater	**Long Stay**	92	1	93	1		
Moa Place	Freshwater	CP	Freshwater	**Long Stay**	84	9	93	2		
Colwell Bay	Freshwater	CP	Freshwater	**Long Stay**	46	2	48	1		
Avenue Road	Freshwater	CP	Freshwater	**Long Stay**	45	2	47	1		
New Road	Lake	CP	Lake	**Long Stay**	77	1	78	1		
Campus medina	Newport	CP	Newport	**Long Stay**	227	14	241	1		
Coppins Bridge	Newport	CP	Newport	**Long Stay**	170	5	175	2	9	
County Hall	Newport	CP	Newport	**Long Stay**	165		165	1		
Seaclose	Newport	CP	Newport	**Long Stay**	152	2	154	1		
Little London	Newport	CP	Newport	**Long Stay**	96	4	100	1		
Newport Harbour	Newport	CP	Newport	**Long Stay**	78	4	82	1		
Medina Avenue	Newport	CP	Newport	**Long Stay**	38		38	1		
Appley Park	Ryde	CP	Ryde	**Long Stay**	122	8	130	1		
Puckpol Park	Ryde	CP	Ryde	**Long Stay**	88	4	92			
Quay Road	Ryde	CP	Ryde	**Long Stay**	242	10	252	2	12	
St Thomas (Upper)	Ryde	CP	Ryde	**Long Stay**	148	2	150	1		
St Thomas (Lower)	Ryde	CP	Ryde	**Long Stay**	56	2	58	1		
Lind Place	Ryde	CP	Ryde	**Long Stay**	51	2	53	1		
Garfield Road	Ryde	CP	Ryde	**Long Stay**	38	2	40			
Green Street	Ryde	CP	Ryde	**Long Stay**	35	2	37	1		
Fort Street	Sandown	CP	Sandown	**Long Stay**	233	3	236	2	18	
Yaverland	Sandown	CP	Sandown	**Long Stay**	115	6	121			
Station Avenue	Sandown	CP	Sandown	**Long Stay**	52	2	54	1		
The Heights	Sandown	CP	Sandown	**Long Stay**	138	8	146	1		
The Duver	Seaview	On-Street	Seaview	**Long Stay**	55	4	59			
Orchardleigh Road	Shanklin	CP	Shanklin	**Long Stay**	88	1	89	2		
Esplanade Gardens	Shanklin	CP	Shanklin	**Long Stay**	86	2	88	1		
Winchester House	Shanklin	CP	Shanklin	**Long Stay**	80		80			
Spa	Shanklin	CP	Shanklin	**Long Stay**	64	1	65		5	
Hope Road	Shanklin	CP	Shanklin	**Long Stay**	55	3	58	1		
Atherley Road	Shanklin	CP	Shanklin	**Long Stay**	14	2	16	1	8	
St Helens Duver	St Helens	CP	St Helens	**Long Stay**	49	2	51			
Broadway	Totland	CP	Totland	**Long Stay**	24	1	25	1		
La Falaise	Ventnor	CP	Ventnor	**Long Stay**	94	4	98	1		
Shore Road	Ventnor	CP	Ventnor	**Long Stay**	90		90			
Central (High St)	Ventnor	CP	Ventnor	**Long Stay**	81	3	84	1		
Eastern Esplanade	Ventnor	CP	Ventnor	**Long Stay**	71	2	73	1		
The Grove	Ventnor	CP	Ventnor	**Long Stay**	62	2	64	2		
Dudley Road	Ventnor	CP	Ventnor	**Long Stay**	42	2	44		6	
Market Street	Ventnor	CP	Ventnor	**Long Stay**	31	2	33	1		
Pound Lane	Ventnor	CP	Ventnor	**Long Stay**	25	3	28			
River Road	Yarmouth	CP	Yarmouth	**Long Stay**	251	2	253	2	1	
High Street	Carisbrooke	CP	Carisbrooke	**Long Stay**	45	3	48	3		Approximate number of spaces Charges in operation from spring 2015
Brannon Way	Wooton Bridge	CP	Wooton Bridge	**Long Stay**	74	2	76	4		Approximate number of spaces Charges in operation from spring 2015
The Esplanade	Cowes	On-Street	Cowes	**Free of Charge (LS)/Chargeable (LS) Seasonal**	50	2	52			**On-Street (Seasonal)** Approximate number of space Charges in operation from 1 March 2015 Also as on-street long-stay seasonal (assumed to be on Queen's Rd, Cowes in Google Maps)
Culver Parade	Sandown	On-Street	Sandown	**Free of Charge (LS)/Chargeable**	36		36			**On-Street (Seasonal)** Charges in operation from 1 March 2015 Also as on-street long-stay seasonal
The Esplanade	Sandown	On-Street	Sandown	**Free of Charge (LS)/Chargeable**	60		60			**On-Street (Seasonal)** Approximate number of spaces Charges in operation from 1 March 2015
Pier Road	Seaview	CP (On-street)	Seaview	**Free of Charge (LS)/Chargeable**	57		57			Approximate number of spaces Charges will apply from spring 2015
The Esplanade	Shanklin	On-Street	Shanklin	**Free of Charge (LS)/Chargeable Seasonal**	102	4	106		1	**On-Street (Seasonal)** Approximate number of spaces Charges will apply from 1 March 2015
The Esplanade	Ventnor	On-Street	Ventnor	**Free of Charge (LS)/Chargeable Seasonal**	28	4	32			**On-Street (Seasonal)** Approximate number of spaces Charges will apply from 1 March 2015
The Parade	Cowes	On-Street	Cowes	**On-Street (LS)**	85	6	91		2	Approximate number of spaces
Canoe Lake	Ryde	On-Street	Ryde	**On-Street (LS)**	99	4	103			Approximate number of spaces
Esplanade	Ryde	On-Street	Ryde	**On-Street (LS)**	32	1	33		1	Approximate number of spaces
Browns Cafe	Sandown	CP	Sandown	**CP (LS)**	197	1	198			Approximate number of spaces
Total					**4853**	**160**	**5013**	**47**	**63**	

Appendix C

DRAFT

Existing Short-Stay Parking Inventory

CHARGEABLE SHORT STAY CAR PARKING INVENTORY

Name	Town	Type	Town	Type	P&D	Disabled	Total Car Parking Spaces	Motor Cycle	Coach P&D	Notes
Cross Street	Cowes	CP	Cowes	**Short Stay**	69	5	74	1		
New Street	Newport	CP	Newport	**Short Stay**	39		39			
Sea Street	Newport	CP	Newport	**Short Stay**	60	2	62	2		
Church Litten	Newport	CP	Newport	**Short Stay**	31	3	34	1		
Lugley Street	Newport	CP	Newport	**Short Stay**	121	8	129	2		
Chapel Street	Newport	CP	Newport	**Short Stay**	167	5	172	2		
Victoria Street	Ryde	CP	Ryde	**Short Stay**	41	2	43	2		
St Johns Road	Sandown	CP	Sandown	**Short Stay**	46	2	48	1		
Landguard Road	Shanklin	CP	Shanklin	**Short Stay**	56	2	58	1		
Vernon Meadow	Shanklin	CP	Shanklin	**Short Stay**	95	3	98	2	6	
Pier Square	Yarmouth	On-Street	Yarmouth	**Short Stay**	22	2	24	3		Approximate number of spaces
High Street	Newport	On-Street	Newport	**On-Street (SS)**	61	8	69	12		Approximate number of spaces
Holyrood Street	Newport	On-Street	Newport	**On-Street (SS)**	16		16			Approximate number of spaces
Lugley Street	Newport	On-Street	Newport	**On-Street (SS)**	32	2	34	4		Approximate number of spaces
New Street	Newport	On-Street	Newport	**On-Street (SS)**	19	1	20			Approximate number of spaces
Orchard Street	Newport	On-Street	Newport	**On-Street (SS)**	12		12			Approximate number of spaces
Pyle Street	Newport	On-Street	Newport	**On-Street (SS)**	53	8	61			Approximate number of spaces
Quay Steet	Newport	On-Street	Newport	**On-Street (SS)**	46	8	54	8		Approximate number of spaces
Total					**986**	**61**	**1047**	**41**	**6**	

Appendix D

DRAFT

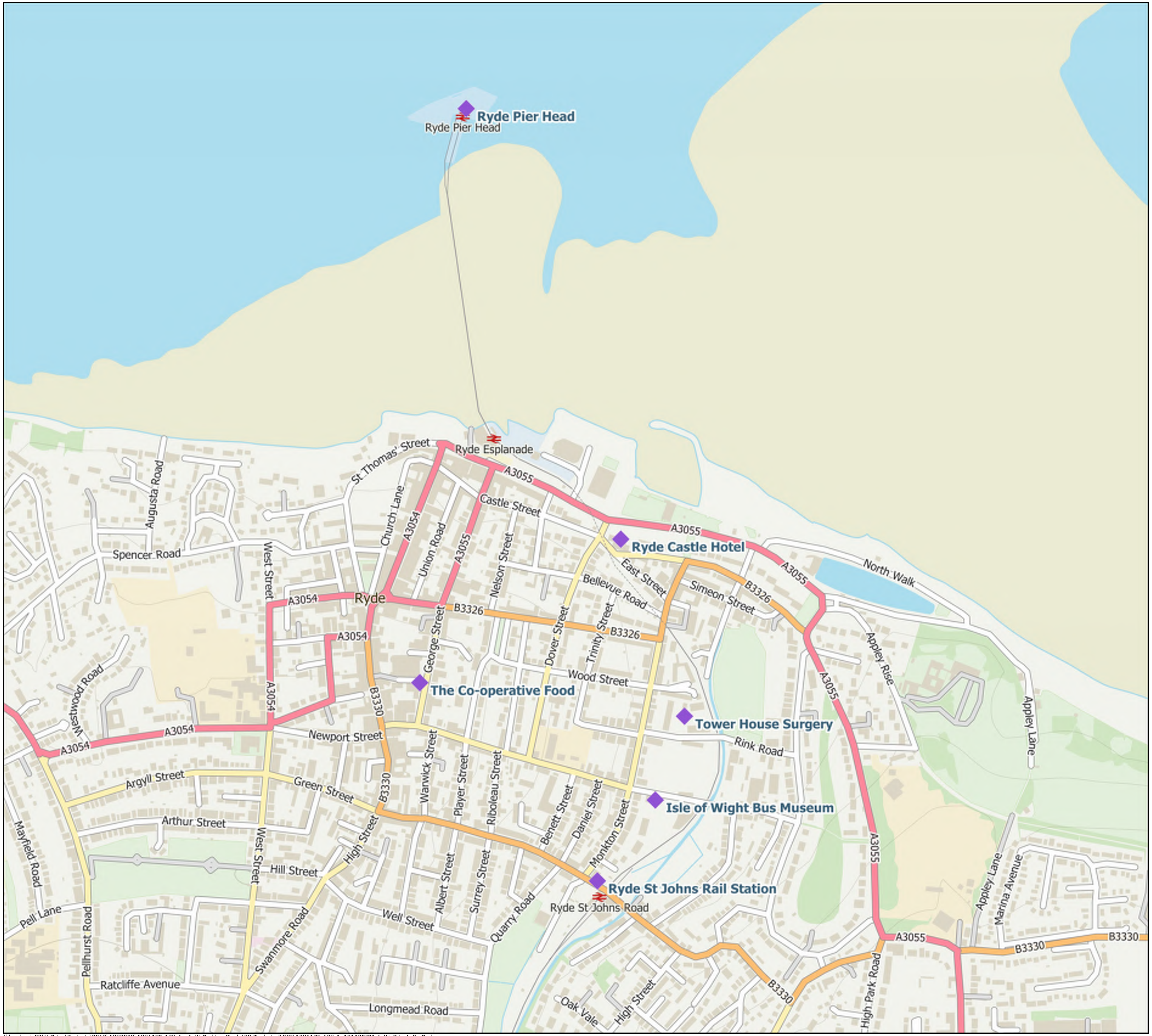
Existing Non-Chargeable Parking Inventory

NON CHARGEABLE CAR PARKING INVENTORY

Name	Town	Type	Town	Type	P&D	Disabled	Total Car Parking Spaces	Motor Cycle	Coach P&D	Notes
Arreton Cross (The Dairyman's Daughter)	Arreton	CP	Arreton	**Free of Charge (LS)**	100		100			Approximate number of spaces
Steyne Road	Bembridge	CP	Bembridge	**Free of Charge (LS)**	35		35			Approximate number of spaces
Eleanor's Grove	Binstead	On-Street	Binstead	**Free of Charge (LS)**	7		7			Laybys (on-street) Approximate number of spaces
Viewpoint	Blackgang	CP	Blackgang	**Free of Charge (LS)**	42		42			Approximate number of spaces
Warnes Lane	Brighstone	CP	Brighstone	**Free of Charge (LS)**	30		30			Approximate number of spaces
Chilton Chine	Brighstone	CP	Brighstone	**Free of Charge (LS)**	53		53		9	
Chale	Chale	CP	Chale	**Free of Charge (LS)**	26		26			
Whale Chine	Chale	Off-Street	Chale	**Free of Charge (LS)**	42		42			Viewpoint Approximate number of spaces
Somerton Park & Ride	Cowes	CP	Cowes	**Free of Charge (LS)**	77		77			Taken from the LS PCN spreadsheet
The Esplanade	East Cowes	On-Street	East Cowes	**Free of Charge (LS)**	30	2	32			On-Street Approximate number of spaces
Crematorium, Whippingham	East Cowes	CP	East Cowes	**Free of Charge (LS)**	61	3	64			Approximate number of spaces
Whippingham Road	East Cowes	Off-Street	East Cowes	**Free of Charge (LS)**	14		14			Approximate number of spaces
Fort Victoria	Freshwater	CP	Freshwater	**Free of Charge (LS)**	65		65			Approximate number of spaces
The Griffin	Godshill	CP	Godshill	**Free of Charge (LS)**	34		34			Approximate number of spaces
Royal Exchange	Newport	CP	Newport	**Free of Charge (LS)**	15	2	17			Approximate number of spaces
St Helens Green	St Helens	CP	St Helens	**Free of Charge (LS)**	31		31			Approximate number of spaces
East Cliff	Ventnor	CP	Ventnor	**Free of Charge (LS)**	13	1	14	3		Approximate number of spaces
Leeson Road	Ventnor	Off-Street	Ventnor	**Free of Charge (LS)**	18		18			Viewpoint Approximate number of spaces
Wheelers Bay	Ventnor	CP	Ventnor	**Free of Charge (LS)**	46	2	48	3		Approximate number of spaces
Smugglers Haven	Ventnor	CP	Ventnor	**Free of Charge (LS)**	14		14			Taken from the LS PCN spreadsheet
St Martins Road	Wroxall	CP	Wroxall	**Free of Charge (LS)**	36	3	39	5		Approximate number of spaces
Bouldnor Viewpoint	Yarmouth	Off-Street	Yarmouth	**Free of Charge (LS)**	16		16			Viewpoint Approximate number of spaces
Northwood	Cowes	CP		**Free of Charge (LS)**	28		28			Approximate number of spaces.
Brooks Close	Bembridge	On-Street	Bembridge	**Free of Charge (LS)**	35		35			Approximate number of spaces
Total					**868**	**13**	**881**	**11**	**9**	

Appendix B

ISLE OF WIGHT COUNCIL CAR PARKING SUMMARY



Legend

- Private Car Park

0 100 200 m

WYG Transport

Isle of Wight Private Car Parks - Ryde

Isle of Wight Parking Delivery Plan

Scale at A3:	Project No.:	Figure No.:	Revision:
1:7500	A081175-138-1	-	-

Drawn by:	Drawn date:	Approved by:
BM	2019-11-29	MA

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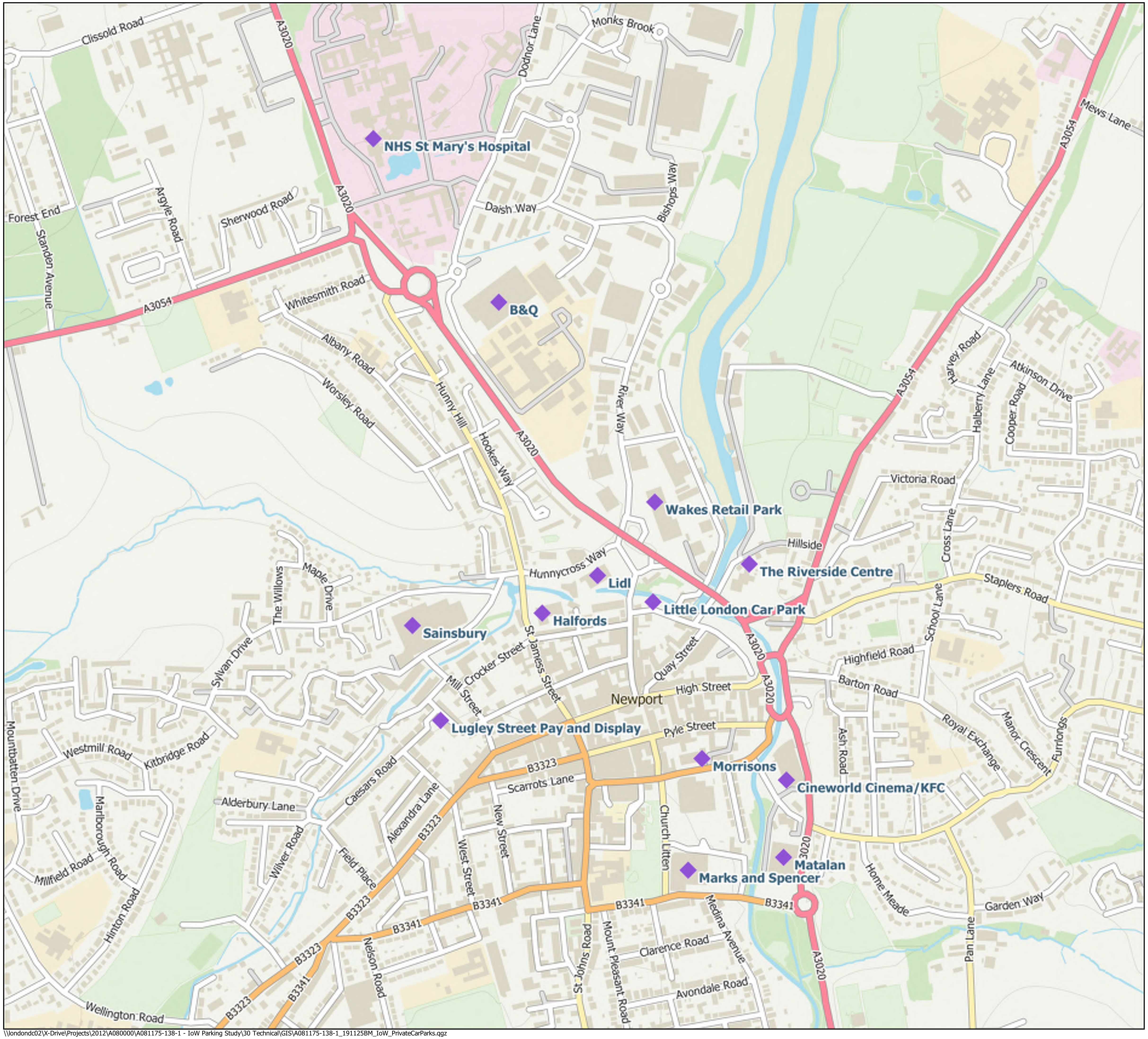

Legend

Private Car Parks

0 0.5 1 m

WYG Transport

Isle of Wight Private Car Parks - Newport

Isle of Wight Parking Delivery Plan

Scale at A3:	Project No.:	Figure No.:	Revision:
1:7500	A081175-138-1	-	-

Drawn by:	Drawn date:	Approved by:
BM	2019-11-29	MA

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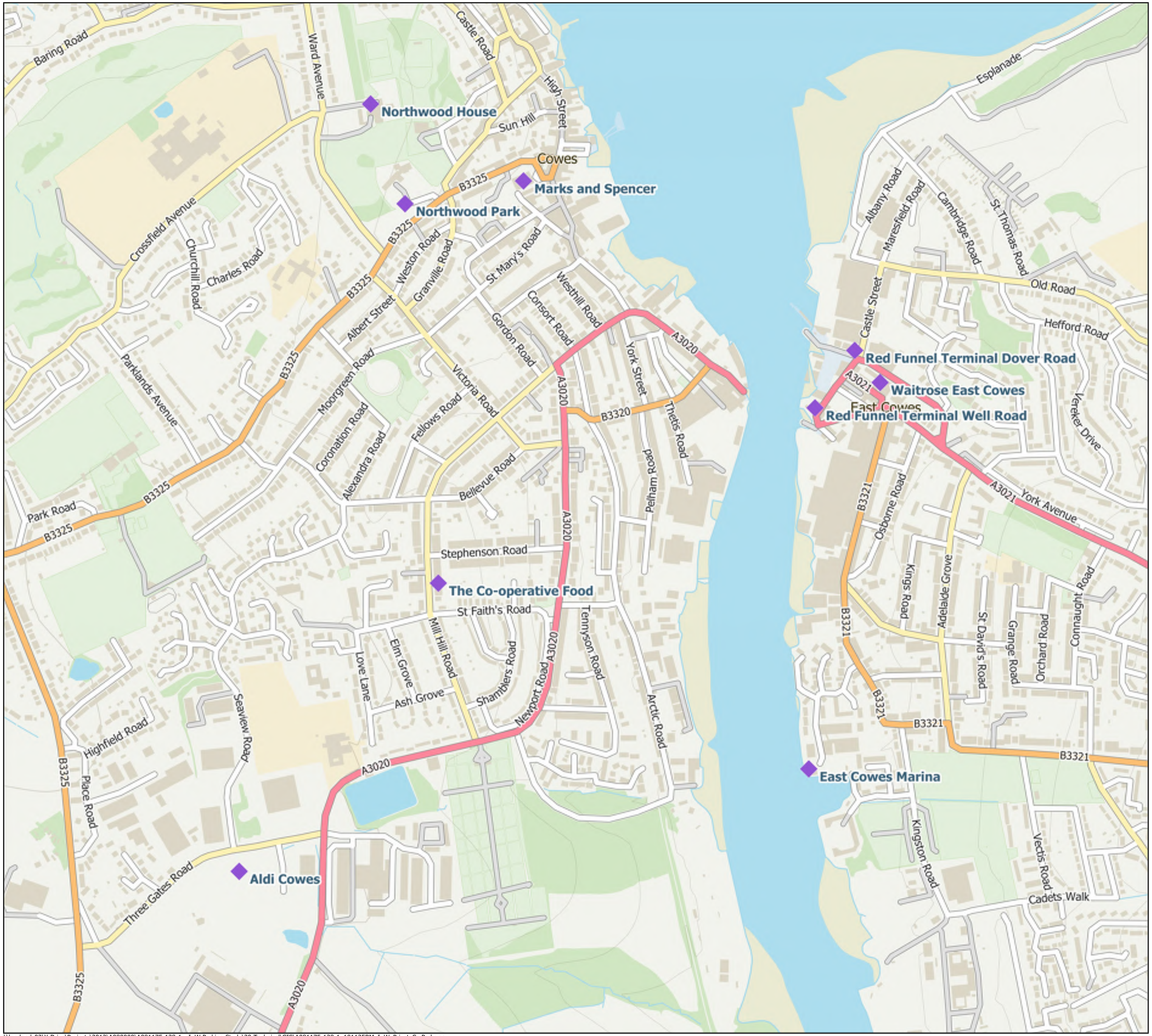

Legend

◆ Private Car Park

0 0.5 1 m

WYG Transport

Private Car Parks - Cowes

Isle of Wight Parking Delivery Plan

Scale at A3:	**Project No.:**	**Figure No.:**	**Revision:**
1:7500	A081175-138-1	-	-

Drawn by:	**Drawn date:**	**Approved by:**
BM	2019-11-29	MA

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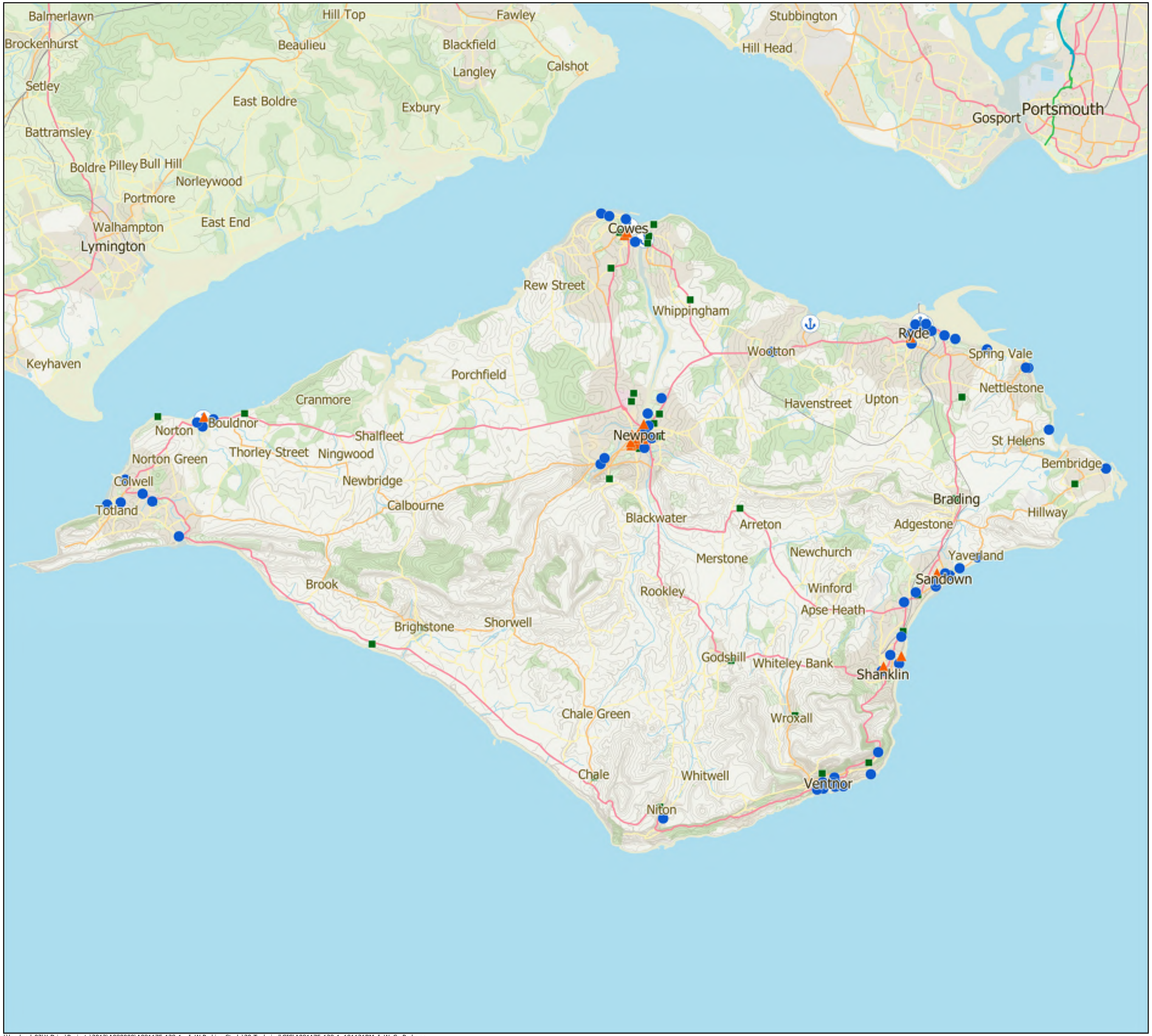

Legend

Isle of Wight Council Car Parks

- Long Stay
- Short Stay
- Non-Chargeable

0 2 4 6 km

WYG Transport

Isle of Wight Council Car Parks

Isle of Wight Parking Delivery Plan

Scale at A3:	Project No.:	Figure No.:	Revision:
1:120000	A081175-138-1	-	-

Drawn by:	Drawn date:	Approved by:
BM	2019-11-25	MA

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Long Stay Pay and Display On-Street 2019

Town	On Street Name	Pay by Phone ref	Permits permitted
Cowes	The Parade	84006	Tourist permit, Cowes Parade Residents' permit, Disabled badge holders.
	The Esplanade	84000	Tourist permit, Residents' Esplanade On-Street permit, Disabled badge holders.
Ryde	Canoe Lake Road	84005	Tourist permit, Residents' Esplanade On-Street permit, Disabled badge holders.
	Esplanade	84008	Tourist permit, Residents' Esplanade On-Street permit, Disabled badge holders.
	North Walk	84007	Tourist permit, Residents' Esplanade On-Street permit, Disabled badge holders.
Sandown	Culver Parade	84001	Tourist permit, Residents' Esplanade On-Street permit, Disabled badge holders.
	Esplanade	84002	Tourist permit, Residents' Esplanade On-Street permit, Disabled badge holders.
Shanklin	The Esplanade	84003	Tourist permit, Residents' Esplanade On-Street permit, Disabled badge holders.
Ventnor	The Esplanade	84004	Tourist permit, Residents' Esplanade On-Street permit, Disabled badge holders.
Yarmouth	High Street (The Common)	84009	Tourist permit, Disabled Badge holders.

Please refer to the Tariff Board at the location for the current parking charges, restrictions and any concessions that may apply.

Short Stay Pay and Display On-Street

Town	On Street Name	Pay by Phone ref	Permits permitted
Cowes	St Marys Road*****	84059	Tourist permit, CS2 Residents' Zone permit, CS2 Zone Visitor permit, *Disabled badge holders (within pay & display bays only).
Newport	High Street	84052	Tourist permit, Newport Residents' On-Street permit, Disabled badge holders.
	Holyrood Street	84053	Tourist permit, Newport Residents' On-Street permit, Disabled badge holders.
	Lugley Street	84054	Tourist permit, Newport Residents' On-Street permit, Disabled badge holders.
	New Street*****	84055	Tourist permit, N1 Residents' Zone permit, N1 Zone Visitor permit, *Disabled badge holders (within pay & display bays only).
	Orchard Street	84056	Tourist permit, Newport Residents' On-Street permit, Disabled badge holders.
	Pyle Street	84057	Tourist permit, Newport Residents' On-Street permit, Disabled badge holders.
	Quay Street	84058	Tourist permit, Newport Residents' On-Street permit, Disabled badge holders.

Notes
*Only permitted within pay and display bays – not within Resident Permit Holder only bays

Please refer to the Tariff Board at the location for the current parking charges, restrictions and any concessions that may apply.

Short Stay Car Parks

Town	Car Park Name	Postcode	Pay by Phone ref	Spaces			
				Pay & Display	Disabled	Motorcycle	Coach/ Oversize
Cowes	Cross Street	PO31 7TA	84062	69	5	1	-
Newport	Chapel Street	PO30 1PU	84060	167	5	2	-
	Church Litten	PO30 1JQ	84061	31	3	1	-
	Lugley Street	PO30 5EL	84064	21	8	2	-
	New Street	PO30 1PU	84065	39	-	-	-
	Sea Street	PO30 5BS	84066	60	2	2	-
Ryde	Victoria Street	PO33 2PU	84069	41	82	2	-
Sandown	St Johns Road	PO36 8DG	84067	46	2	1	-
Shanklin	Landguard Road	PO37 7JU	84063	56	2	1	6
	Vernon Meadow	PO37 6BQ	84068	95	3	2	
Yarmouth	Pier Square	PO41 0NJ	84071	25	2	-	-

Please refer to the Tariff Board at the location for the current parking charges, restrictions and any concessions that may apply.

Parking for Coaches/Oversized vehicles

Town	Car Park Name	Postcode	Pay by Phone ref
Shanklin	Vernon Meadow	PO37 6BQ	84108

Tariff (Charges apply all hours seven days a week, including bank holidays)	All days during the hours of 8am – 6pm.	£3 per visit
	Overnight parking (defined as 6pm – 8am the following day or any part thereof)	£10 per visit

Long Stay Car Parks

Town	Car Park Name	Postcode	Pay by Phone ref	Spaces			
				Pay & Display	Disabled	M/Cycle	Coach/ Oversize
Bembridge	Lane End	PO35 5TB	84026	67	-	-	-
Bonchurch	Shore Road	PO38 1RN	84042	90	-	-	-
Carisbrooke	High Street**	PO30 1NR	59203	25	2	1	-
Chale	Blackgang View Point	PO38 2BJ		40	-	-	-
Cowes	Brunswick Road	PO31 7DF	84012	40	2	1	-
	Mornington Rd	PO31 8BH	84033	31	-	-	-
Freshwater	Avenue Road	PO40 9UU	84011	45	2	1	-
	Colwell Bay	PO40 9NP	84014	46	2	1	-
	Freshwater Bay	PO40 9QU	84021	92	1	1	-
	Moa Place	PO40 9DT	84032	84	9	2	-
Lake	New Road**	PO36 9PX	84034	77	1	1	-
Newport	Coppins Bridge	PO30 2AQ	84015	170	5	2	9
	County Hall (Sat/Sun)	PO30 5BL	84016	165	-	1	-
	Medina Avenue	PO30 1DX	84031	38	-	1	-
	Medina Campus	PO30 2DX	88797	227	14	1	-
	Newport Harbour South	PO30 2EB	84035	TBC	5	5	-
	Newport Harbour North	PO30 2EB	84035	TBC	1	2	-
	Riverway	PO30	801357	20	-	-	-
	Seaclose	PO30 2QS	84040	152	2	1	-
Ryde	Appley	PO33 1ND	88798	122	8	1	-
	Garfield Road	PO33 2PT	84022	38	2	-	-
	Green Street	PO33 2QH	84023	35	2	1	-
	Lind Place	PO33 2NQ	84027	51	2	1	-
	Quay Road	PO33 2HH	84038	242	10	2	12
	St Thomas (Upper)	PO33 2DL	84046	148	2	1	-
	St Thomas (Lower)	PO33 2DL	84045	56	2	1	-
Sandown	Dinosaur Isle	PO36 8QA	84073	80	7	-	-
	Fort Street	PO36 8BA	84020	233	3	2	-
	Station Avenue	PO36 8ET	84047	52	2	1	-
	The Heights	PO36 9DL	84049	138	8	1	-
	Yaverland	PO36 8QS	84051	115	6	-	-
Seaview	Pier Road	PO34 5BL	59204	40	2	1	-
	Puckpool	PO34 5AR	88799	88	4	-	-
	The Duver	PO34 5EJ	84041	55	4	-	-
Shanklin	Atherley Road	PO37 7AU	84010	14	2	1	8
	Esplanade Gardens	PO37 6BG	84019	86	2	1	-
	Hope Road	PO37 6BG	84024	55	3	1	-
	Orchardleigh Rd	PO37 7NP	84036	88	1	2	-
	Spa site	PO37 6BG	84043	64	1	-	5
	Winchester House	PO37 6HS	84050	80	-	-	-
St Helens	The Duver	PO33 1XZ	84044	49	2		-
Totland	Broadway	PO39 0BP	88800	24	1	1	-
	Esplanade	PO39 0JU	84109	TBC	3	2	-
Ventnor	Central (High Street)	PO38 1PF	84013	81	3	1	-
	Dudley Road	PO38 1EJ	84017	42	2	-	6
	Eastern Esplanade	PO38 1HR	84018	71	2	1	-
	La Falaise	PO38 1JY	84025	94	4	1	-
	Market Street	PO38 1EU	84030	31	2	1	-
	Pound Lane	PO38 1HY	84037	25	3	-	-
	Smugglers Haven	PO38 1QD	801359	25	-	-	-
	The Grove	PO38 1TB	84048	62	2	2	-
Wootton	Brannon Way	PO33 4NX	59202	60	1	1	-
Yarmouth	River Road	PO41 0RA	84039	251	2	2	-
	Yarmouth Harbour	PO41 0NT	84070	10	-	-	

Please refer to the Tariff Board at the location for the current parking charges, restrictions and any concessions that may apply.

Parking for Coaches/Oversized vehicles

Town	Car Park Name	Postcode	Pay by Phone ref
Newport	Coppins Bridge	PO30 2AQ	84101
Ryde	Quay Road	PO33 2HH	84104
Sandown	Fort Street	PO36 8BA	84103
Shanklin	Atherley Road	PO37 7AU	84100
	Spa Site	PO37 6BG	84106
	Winchester House	PO37 6HS	84107
Ventnor	Dudley Road	PO38 1EJ	84102
Yarmouth	River Road	PO41 0RA	84105

Tariff (Charges apply all hours seven days a week, including bank holidays)	All days during the hours of 8am – 6pm.	£3 per visit
	Overnight parking (defined as 6pm – 8am the following day or any part thereof)	£10 per visit

Appendix C

ISLE OF WIGHT COUNCIL CAR PARKING TARIFF CHARGES 2019

Parking

2019/20 Existing	**High Street**	**Short stay Off street**	**Esplanades**	**Long stay Off street**	**Park and Ride**
Up to 30 mins	Disc	1.00			
30 mins to 1 hour	1.50	1.50			
Up to 1 hour			1.50	1.50	
1 to 2 hours	3.00	3.00	2.50	2.50	
2 to 3 hours		4.50	-	-	
2 to 4 hours			4.00	4.00	
4 to 6 hours			5.00	5.00	
6 to 8 hours			7.00		
6 to 10 hours				7.00	
All day					Free

2020/21 proposed	**High Street**	**Short stay Off street**	**Esplanades**	**Long stay Off street**	**Park and Ride**
Up to 30 mins	**1.00**	**1.10**			
30 mins to 1 hour	**2.00**	**1.70**			
Up to 1 hour			**1.70**	**1.70**	
1 to 2 hours	**4.00**	**3.40**	**2.90**	**2.90**	
2 to 3 hours		**5.10**			
2 to 4 hours			**4.80**	**4.80**	
4 to 6 hours			**6.20**	**6.20**	
6 to 8 hours			**8.60**		
6 to 10 hours				**9.00**	
All day					**2.00**

	Conditions	Type	2019/20	2020/21	2020/21
				1st vehicle	**2nd vehicle**
Residents zone	2/household	Cars	44.00	**Disc**	**Disc**
	2/household	Motorbikes	11.00	**Disc**	**Disc**
	New RPS	First	60.00	**72.00**	**100.00**
Resident on street (includes former Newport on street / or Esplanade permit	2/household		55.00	**72.00**	**100.00**
Resident Parade	1/household		55.00	**72.00**	**100.00**
Residents 200m	1/household	Cars	165.00	**199.00**	**265.00**
Resident visitor	2 books/month	Book of ten	5.00	**20.00**	**N/A**
Resident Newport on street	1/household		55.00	**Disc**	**N/A**
Residents Esplanade	1/household		55.00	**Disc**	**N/A**
Staff - standard	Annual		150.00	**180.00**	**N/A**
	One month		12.50	**15.00**	
Staff – lower	Annual		100.00	**120.00**	**N/A**
	One month		10.00	**10.00**	**N/A**
All Island		6 hours – long stay 2 hours – short stay	324.50	**DISC**	**N/A**
All island supplementary	Unlimited – long stay 2 hours – short stay		462.00	**DISC**	**N/A**
New all island permit	Unlimited – long stay 2 hours – short stay	Single upfront payment		**540.00**	
		1 month rolling Direct Debit		**50.00**	
Tourist permits	2 days	Car	12.60	**15.10**	
	3 days	Car	18.90	**22.70**	
	4 days	Car	25.20	**30.20**	
	7 days	Car	44.10	**52.90**	
	14 days	Car	88.20	**105.80**	
	Overnight	Coaches/oversize	10.50	**12.60**	
	4 days	Coaches/oversize	46.80	**56.20**	
	7 days	Coaches/oversize	81.90	**98.30**	
Dispensation	Per vehicle per day		15.00	**25.00**	
Suspension	Per bay per day		15.00	**20.00**	
Admin fee			12.00	**15.00**	

Appendix D
ISLE OF WIGHT COUNCIL NON-CHARGEABLE CAR PARKS

SCHEDULE 4

(Operation of Parking Places during periods when no charges are made)			
Situation of Parking Place	**Class of Vehicle**	**Period of Operation**	**Max. Duration of waiting**
Off A3056 at Arreton Cross, Arreton	Heavy goods vehicles, public service vehicles, motor vehicles, motor cars, motor cycles and invalid carriages	All days	24 hours
Steyne Park, Bembridge	Motor vehicles, motor cars, motor cycles and invalid carriages	All days	24 hours All Island Supplementary Car Park Permits, All Island Tourist Permits and relevant Residents' Nominated Car Park Permits with no restriction on the length of stay
Lay-by on north side of A3054 Eleanor's Grove, Binstead	Heavy commercial vehicles, public service vehicles, motor vehicles, motor cars, motor cycles and invalid carriages	All days	24 hours
West Street, Brading	Motor vehicles, motor cars, motor cycles and invalid carriages	All days	1 hour only between the hours of 8am to 7pm daily
Warnes Lane, Brighstone	Motor vehicles, motor cars, motor cycles and invalid carriages	All days	24 hours All Island Supplementary Car Park Permits, All Island Tourist Permits and relevant Residents' Nominated Car Park Permits with no restriction on the length of stay
Chilton Chine, Brighstone	Motor vehicles, motor cars, motor cycles and invalid carriages	All days	24 hours All Island Supplementary Car Park Permits, All Island Tourist Permits and relevant Residents' Nominated Car Park Permits with no restriction on the length of stay.
Whitcombe Road Layby, Carisbrooke	Motor vehicles, motor cars, motor cycles and invalid carriages	All days	24 hours
Chale	Motor vehicles, motor cars, motor cycles and invalid carriages	All days	24 hours All Island Supplementary Car Park Permits, All Island Tourist Permits and relevant Residents' Nominated Car Park Permits with no restriction on

(Operation of Parking Places during periods whe.. no charges are made)			
Situation of Parking Place	**Class of Vehicle**	**Period of Operation**	**Max. Duration of waiting**
			the length of stay
Whale Chine, Chale	Motor vehicles, motor cars, motor cycles and invalid carriages	All days	24 hours All Island Supplementary Car Park Permits, All Island Tourist Permits and relevant Residents' Nominated Car Park Permits with no restriction on the length of stay.
Somerton Park and Ride Car Park, Cowes	Motor vehicles, motor cars, motor cycles and invalid carriages	All days	72 hours All Island Supplementary Car Park Permits, All Island Tourist Permits and relevant Residents' Nominated Car Park Permits with no restriction on the length of stay.
The Esplanade, Cowes	Motor vehicles, motor cars, motor cycles and invalid carriages	All days 1 November to end of February	24 hours
Northwood Park, Cowes	Motor vehicles, motor cars, motor cycles and invalid carriages	All days	24 hours
The Esplanade, East Cowes	Motor vehicles, motor cars, motor cycles and invalid carriages	All days	24 hours
Off A3054 adjacent to the Crematorium, Whippingham, East Cowes	Heavy commercial vehicles, public service vehicles, motor vehicles, motor cars, motor cycles and invalid carriages	All days	24 hours
Off A3021 Whippingham Road adjacent to Whippingham County Primary School, East Cowes	Heavy commercial vehicles, public service vehicles, motor vehicles, motor cars, motor cycles and invalid carriages	All days	24 hours
Maresfield Road Car Park, East Cowes	Motor vehicles, motor cars, motor cycles and invalid carriages	All days	72 hours All Island Supplementary Car Park Permits, All Island Tourist Permits and relevant Residents' Nominated Car Park Permits with no restriction on the length of stay
Link Road Car Park, East Cowes	Motor vehicles, motor cars, motor cycles and invalid carriages	All days	Link Road Car Park Permit holders only with no restriction on the length of stay

(Operation of Parking Places during periods when no charges are made)			
Situation of Parking Place	**Class of Vehicle**	**Period of Operation**	**Max. Duration of waiting**
Fort Victoria, Freshwater	Motor vehicles, motor cars, motor cycles and invalid carriages	All days	24 hours
West Wight Sports Centre Car Park, Freshwater	Motor vehicles, motor cars, motor cycles and invalid carriages	All days	Relevant Staff Permit holders only with no restriction on the length of stay
Opposite The Griffin, Godshill	Motor vehicles, motor cars, motor cycles and invalid carriages	All days	24 hours All Island Supplementary Car Park Permits, All Island Tourist Permits and relevant Residents' Nominated Car Park Permits with no restriction on the length of stay.
Off A3054 Fairlee Road, Newport, adjacent to the access road to Southern Water Services Treatment Works	Heavy commercial vehicles, public service vehicles, motor vehicles, motor cars, motor cycles and invalid carriages.	All days	24 hours
Royal Exchange, Newport	Motor vehicles, motor cars, motor cycles and invalid carriages	All days	24 hours All Island Supplementary Car Park Permits, All Island Tourist Permits and relevant Residents' Nominated Car Park Permits with no restriction on the length of stay
Bugle House Car Park, Newport	Motor vehicles, motor cars, motor cycles and invalid carriages	All days	Relevant Staff Permit holders only with no restriction on the length of stay
Jubilee Stores Car Park, Newport	Motor vehicles, motor cars, motor cycles and invalid carriages	All days	Relevant Staff Permit holders only with no restriction on the length of stay
County Hall Red Area Car Park, Newport	Motor vehicles, motor cars, motor cycles and invalid carriages	All days	Relevant Staff Permit holders only with no restriction on the length of stay
Harvey Road Car Park, Newport	Motor vehicles, motor cars, motor cycles and invalid carriages	All days	Harvey Road Car Park Permit holders only with no restriction on the length of stay.
Mill Street Car Park, Newport	Motor vehicles, motor cars, motor cycles and invalid carriages	All days	Mill Street Car Park Permit holders only with no restriction on the length of stay.

(Operation of Parking Places during periods when no charges are made)			
Situation of Parking Place	**Class of Vehicle**	**Period of Operation**	**Max. Duration of waiting**
Car Park at 23 Medina Avenue, Newport	Motor vehicles, motor cars, motor cycles and invalid carriages	All days	Relevant Medina Avenue Car Park Permit holders only with no restriction on the length of stay
Car Parks at 36 and 42 New Street, Newport	Motor vehicles, motor cars, motor cycles and invalid carriages	All days	Relevant New Street Car Park Permit holders only with no restriction on the length of stay
Scarrots Lane Car Park, Newport	Motor vehicles, motor cars, motor cycles and invalid carriages	All days	Scarrots Lane Car Park Permit holders only with no restriction on the length of stay
Adjacent Youth Club, Niton	Motor vehicles, motor cars, motor cycles and invalid carriages	All days	24 hours All Island Supplementary Car Park Permits, All Island Tourist Permits and relevant Residents' Nominated Car Park Permits with no restriction on the length of stay.
Westridge Centre Car Park, Ryde	Motor vehicles, motor cars, motor cycles and invalid carriages	All days	Westridge Centre Car Park Permit holders only with no restriction on the length of stay.
St. Helens Green, St Helens	Motor vehicles, motor cars, motor cycles and invalid carriages	All days	24 hours
The Civic Centre Car Park, Sandown	Motor vehicles, motor cars, motor cycles and invalid carriages	All days	24 hours Relevant Staff Permit holders only with no restriction on the length of stay
Culver Parade, Sandown	Motor vehicles, motor cars, motor cycles and invalid carriages	All days 1 November to end of February	24 hours
The Esplanade, Sandown	Motor vehicles, motor cars, motor cycles and invalid carriages	All days 1 November to end of February	24 hours

(Operation of Parking Places during periods when no charges are made)			
Situation of Parking Place	**Class of Vehicle**	**Period of Operation**	**Max. Duration of waiting**
The Esplanade, Shanklin	Motor vehicles, motor cars, motor cycles and invalid carriages	All days 1 November to end of February	24 hours
East Cliff, Ventnor	Motor vehicles, motor cars, motor cycles and invalid carriages	All days	24 hours All Island Supplementary Car Park Permits, All Island Tourist Permits and relevant Residents' Nominated Car Park Permits with no restriction on the length of stay
The Esplanade, Ventnor	Motor vehicles, motor cars, motor cycles and invalid carriages	All days 1 November to end of February	24 hours
Industrial Estate Car Park, Ventnor	Motor vehicles, motor cars, motor cycles and invalid carriages	All days	Ventnor Industrial Estate Car Park Permit holders only with no restriction on the length of stay
Industrial Estate, Old Station Road, Ventnor	Motor Vehicles, Motor Cars, Motor Cycles and Invalid Carriages	All Days	Industrial Estate, Old Station Road Car Park Permit holders only with no restriction on the length of stay
Leeson Road Viewpoint, Ventnor	Motor vehicles, motor cars, motor cycles and invalid carriages	All days	24 hours
Wheeler's Bay, Ventnor	Motor vehicles, motor cars, motor cycles and invalid carriages	All days	24 hours All Island Supplementary Car Park Permits, All Island Tourist Permits and relevant Residents' Nominated Car Park Permits with no restriction on the length of stay
St Martin's Road, Wroxall	Motor vehicles, motor cars, motor cycles and invalid carriages	All days	24 hours All Island Supplementary Car Park Permits, All Island Tourist Permits and relevant Residents' Nominated Car Park Permits with no restriction on the length of stay
Hillside, Newport	Motor Vehicles, Motor Cars, Motor Cycles and Invalid Carriages	All Days	Hillside Car Park Permit holders only with no restriction on the length of stay

(Operation of Parking Places during periods when no charges are made)			
Situation of Parking Place	**Class of Vehicle**	**Period of Operation**	**Max. Duration of waiting**
Bouldnor Viewpoint Car Park, Bouldnor	Motor Vehicles, Motor Cars, Motor Cycles and Invalid Carriages	All days	5 hours between 8am and 6pm daily. All Island Car Park Permit, Tourist Permit and relevant residents' Nominated Car Park Permit with no restriction on the length of stay
Victoria Road, Newport	Motor Vehicles, Motor Cars, Motor Cycles and Invalid Carriages	All Days	Victoria Road Car Park Permit holders only with no restriction on the length of stay
St Johns Road, Sandown Car Park - (Isle of Wight Car Club Marked Bays Only)	Motor Vehicles, Motor Cars, Motor Cycles and Invalid Carriages	All Days	Isle of Wight Car Club Permit with no restriction on the length of stay Car Park charges will apply
Orchard Street, Newport	Motor Vehicles, Motor Cars, Motor Cycles and Invalid Carriages	All Days	Orchard Street Car Park Permit holders only with no restriction on the length of stay.
Medina Avenue (south), Newport	Motor Vehicles, Motor Cars, Motor Cycles and Invalid Carriages	All Days	Medina Avenue (South) Car Park Permit holders only with no exemption on the length of stay.
60 Dodnor Lane, Newport	Motor Vehicles, Motor Cars, Motor Cycles and Invalid Carriages	All Days	60 Dodnor Lane Car Park Permit holders only with no restriction on the length of stay
Enterprise House Car Park, Newport	Motor Vehicles, Motor Cars, Motor Cycles and Invalid Carriages	All Days	Enterprise House Car Park Permit holders only with no restriction on the length of stay.
Jubilee Stores Car Park, Newport	Motor Vehicles, Motor Cars, Motor Cycles and Invalid Carriages	All Days	Jubilee Stores Car Park Permit holders and relevant Staff Permit holders with no restriction on the length of stay.

SCHEDULE 5

SLIPWAYS AND REVETMENTS

(Slipways and revetments where no parking by any class of vehicle is permitted)

Forelands, Bembridge; Lane End, Bembridge; Revetment, Bonchurch; Shore Road, Bonchurch; Egypt Point, Cowes; Medina Road, Cowes, Post Office Slip, Cowes, Sun Slip, Cowes; Town Quay, Cowes; Watch House Slip, Cowes; Albany Road, East Cowes; Dover Road, East Cowes; Esplanade, East Cowes; Fishbourne Green, Fishbourne; Freshwater Bay, Freshwater; Rescue Boat Slipway, Freshwater, Colwell Bay Revetment, Freshwater; Shore Road, Gurnard, Hinks Slipway, Lake; Dunroamin Slip, Lake; Wight Waters Slip, Lake; Winchester House Slip, Lake; Sea Street, Newport; Seaclose Quay, Newport; Appley Slip, Ryde; Cornwall Street, Ryde, Quay Road, Ryde; Sandy Slip, Ryde; Ryde Harbour; St Thomas' Street, Ryde; The Revetment, Ryde between Quay Road and North Walk, Duver Slipway, St Helens; Avenue Road, Sandown; Devonia Slipway, Sandown; Pier Street, Sandown; Rescue Boat Slip, Sandown; War Memorial, Sandown; Yaverland, Sandown; Crown Slip, Seaview; Esplanade, Seaview; High Street, Seaview; Opposite Battery Hotel, Springvale, Seaview; Opposite Oakhill Road, Springvale, Seaview; Pier Road (Sandcove), Seaview; Seagrove Bay, Seaview; Salterns Slipway, Seaview; Hope Beach, Shanklin; Journey's End Slip, Shanklin; Palestine Slip, Shanklin; Pier Slipway, Shanklin, Small Hope, Shanklin; Colwell Bay, Totland; Totland Bay, Totland; Castle Cove, Ventnor; Collins Point, Ventnor; Eastern Esplanade, Ventnor; Wheelers Bay (Eastern), Ventnor; Wheelers Bay (Western), Ventnor; Wootton Bridge; New Road, Wootton Bridge; Bouldnor, Yarmouth; River Yar, Yarmouth; Yarmouth Harbour, Yarmouth

THE ISLE OF WIGHT COUNCIL (PARKING PLACES) ORDER NO 1 2018

Notice is hereby given that the Isle of Wight Council in exercise of their powers under Section 1, 2, 4, 32, 35, 124(1)(d) and part IV of Schedule 9 of the Road Traffic Regulation Act 1984 as amended, the Road Traffic Act 1991 and the Traffic Management Act 2004 and all other enabling powers and after consultation with the Chief Officer of Police, has made an Order the effect of which will be.

1. To revoke the provisions of The Isle of Wight Council (Parking Places) Order No 1 2014

2. To consolidate the following traffic orders,

a) The Isle of Wight Council (Parking Places) Order No 1 2016

b) The Isle of Wight Council (Parking Places) Order No 1 2014 (Notice of Variation No 1 2016)

c) The Isle of Wight Council (Parking Places) Order No 1 2014 (Notice of Variation No 1 2018)

3. To re-enact the provisions contained therein subject to the following amendments:

(a) To introduce additional parking places with the following restrictions to the Order:

Parking Place	Designation	Charging Period	Class of Vehicle	Use of Permits
Riverway, Newport	Long Stay	All days during the hours of 8.00am – 6.00pm Up to 1 hour - £1 50 1-2 hours - £2.50 2-4 hours - £4 00 4-6 hours - £5.00 6-10 hours - £7.00	Motor Vehicles, Motor Cars, Motor Cycles and Invalid Carriages	No permits allowed
Smugglers Haven, Ventnor	Long Stay	All days during the hours of 8 00am – 6 00pm Up to 1 hour - £1.50 1-2 hours - £2.50 2-4 hours - £4.00 4-6 hours - £5.00 6-10 hours - £7 00	Motor Vehicles, Motor Cars, Motor Cycles and Invalid Carriages	No permits allowed

(b) To introduce the following paragraph at article No.63 into the Parking Places Traffic Order:

<u>Setting Down Points and Electric Vehicle Bays</u>

63. Where part of a parking place is designated for the setting down of passengers no vehicle shall wait within the parking place for a period longer than that specified by the signs. Where bays within a parking place are designated for electric vehicles to recharge their supply, no vehicle shall wait within the bay unless the vehicle is a plug-in electric or plug-in hybrid electric motor vehicle and wait for no longer than the hours specified by the signs.

The amendment is aimed to manage, improve and/or increase the number of parking spaces across the Island.

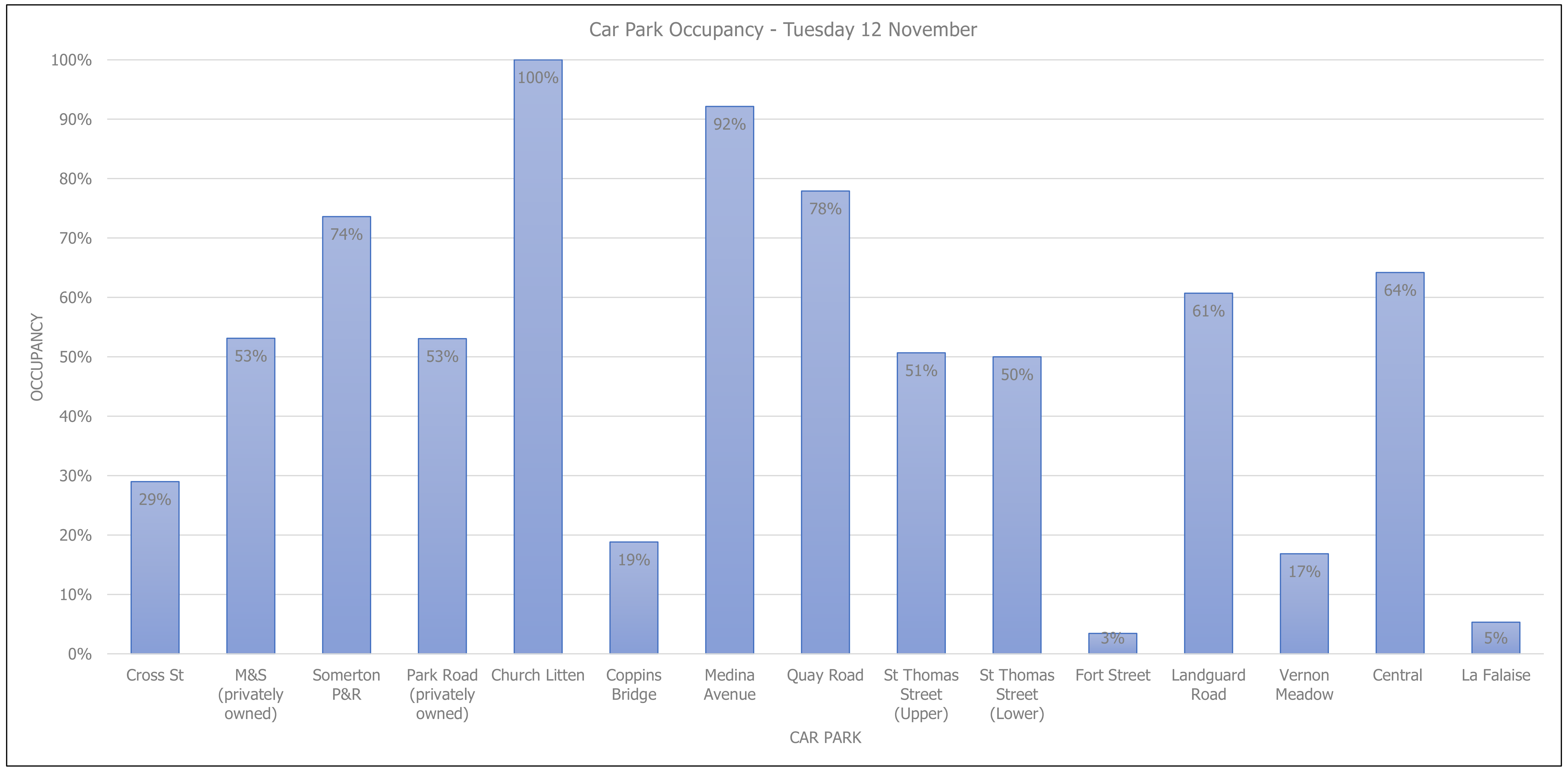
This Order will come into operation on Friday 21st September 2018.

Any person who desires to question the validity of any of the said orders on the grounds that it is not within the

Appendix E

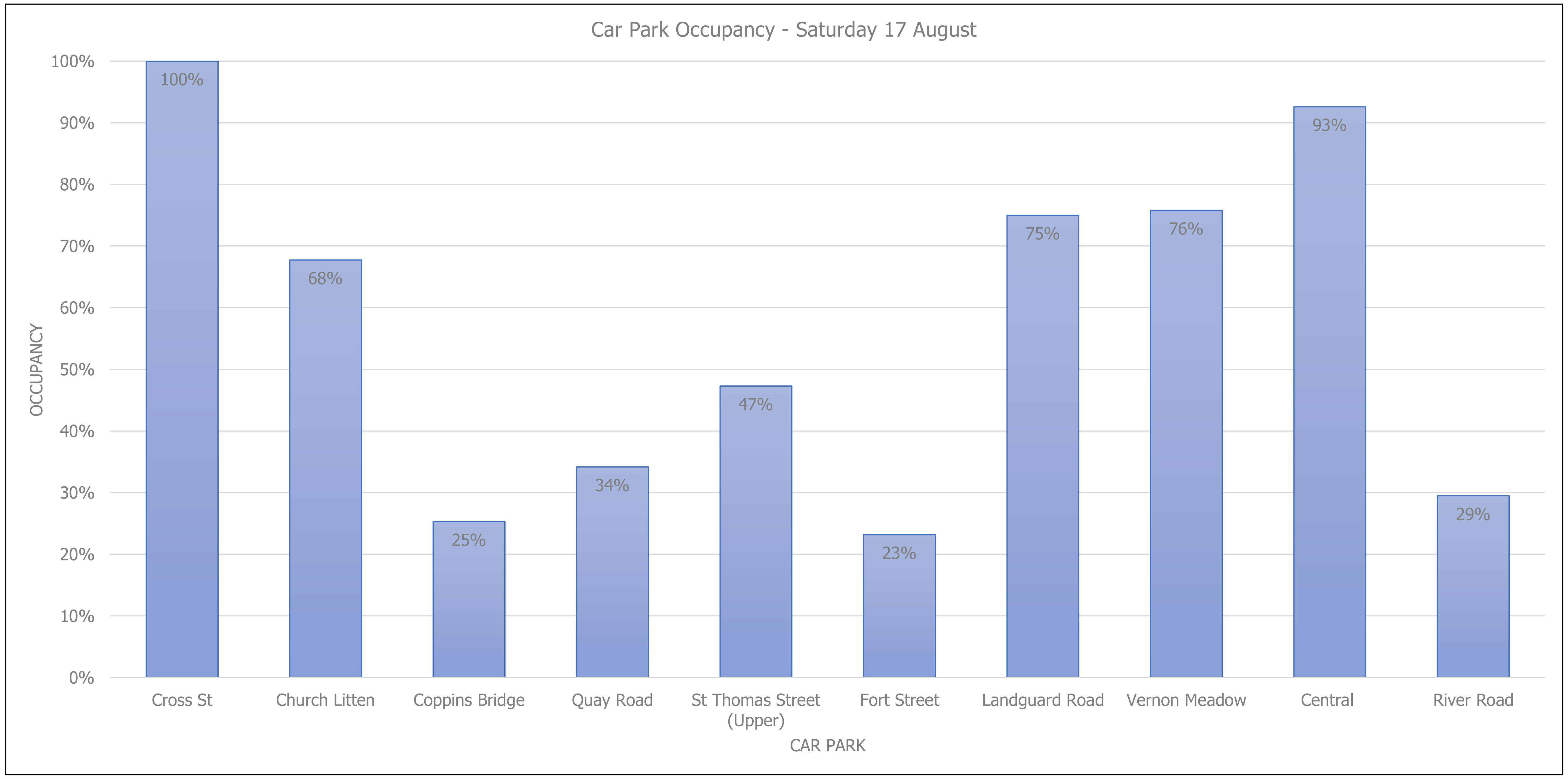
2019 SNAPSHOT PARKING SURVEY DATA

DATE OF SURVEY	Thursday 29 August															
				CAPACITY												
CAR PARK	**TOWN**	**SHORT/LONG STAY**	**TIME OF SURVEY**	**PAY AND DISPLAY**	**FREE SPACES**	**OCC.**	**DISABLED**	**FREE SPACES**	**OCC.**	**M'CYCLE**	**FREE SPACES**	**OCC.**	**COACH/ OVERSIZE**	**FREE SPACES**	**OCC.**	
Cross St	Cowes	Short Stay	10:50	69	49	29%	5	1	80%	1	0	100%				
M&S (privately owned)	*Cowes*	*Short Stay*	*10:45*	*64*	*30*	*53%*	*2*		*100%*	*3*	*0*	*100%*				
Somerton P&R	Cowes	Long Stay	10:55	72	19	74%	3	1	67%							
Park Road (privately owned)	*Cowes*	*Long Stay*	*10:30*	*147*	*69*	*53%*	*2*	*2*	*0%*	*1*	*0*	*100%*				
Church Litten	Newport	Short Stay	11:10	31	0	100%	3	2	33%	1	0	100%				
Coppins Bridge	Newport	Long Stay	11:20	170	138	19%	5	2	60%	2	0	100%	9	-3	133%	
Medina Avenue	Newport	Long Stay	11:15	51	4	92%				1	0	100%				
Quay Road	Ryde	Long Stay	12:00	240	53	78%	10	1	90%	2	0	100%	12	9	25%	1 ECP parked, 6 bicycles
St Thomas Street (Upper)	Ryde	Long Stay	11:50	148	73	51%	2	2	0%	1	0	100%				
St Thomas Street (Lower)	Ryde	Long Stay	11:55	56	28	50%	2	2	0%	1	0	100%				
Fort Street	Sandown	Long Stay	12:15	233	225	3%	3	3	0%	2	2	0%	14	14	0%	
Landguard Road	Shanklin	Short Stay	12:45	56	22	61%	2	2	0%	1	0	100%				
Vernon Meadow	Shanklin	Short Stay	12:50	95	79	17%	3	1	67%	2	2	0%	6	5	17%	
Central	Ventnor	Long Stay	13:00	81	29	64%	3	1	67%	1	0	100%				
La Falaise	Ventnor	Long Stay	13:10	94	89	5%	4	4	0%	1	1	0%				
River Road	Yarmouth	Long Stay		251		100%	8		100%	2		100%	3		100%	

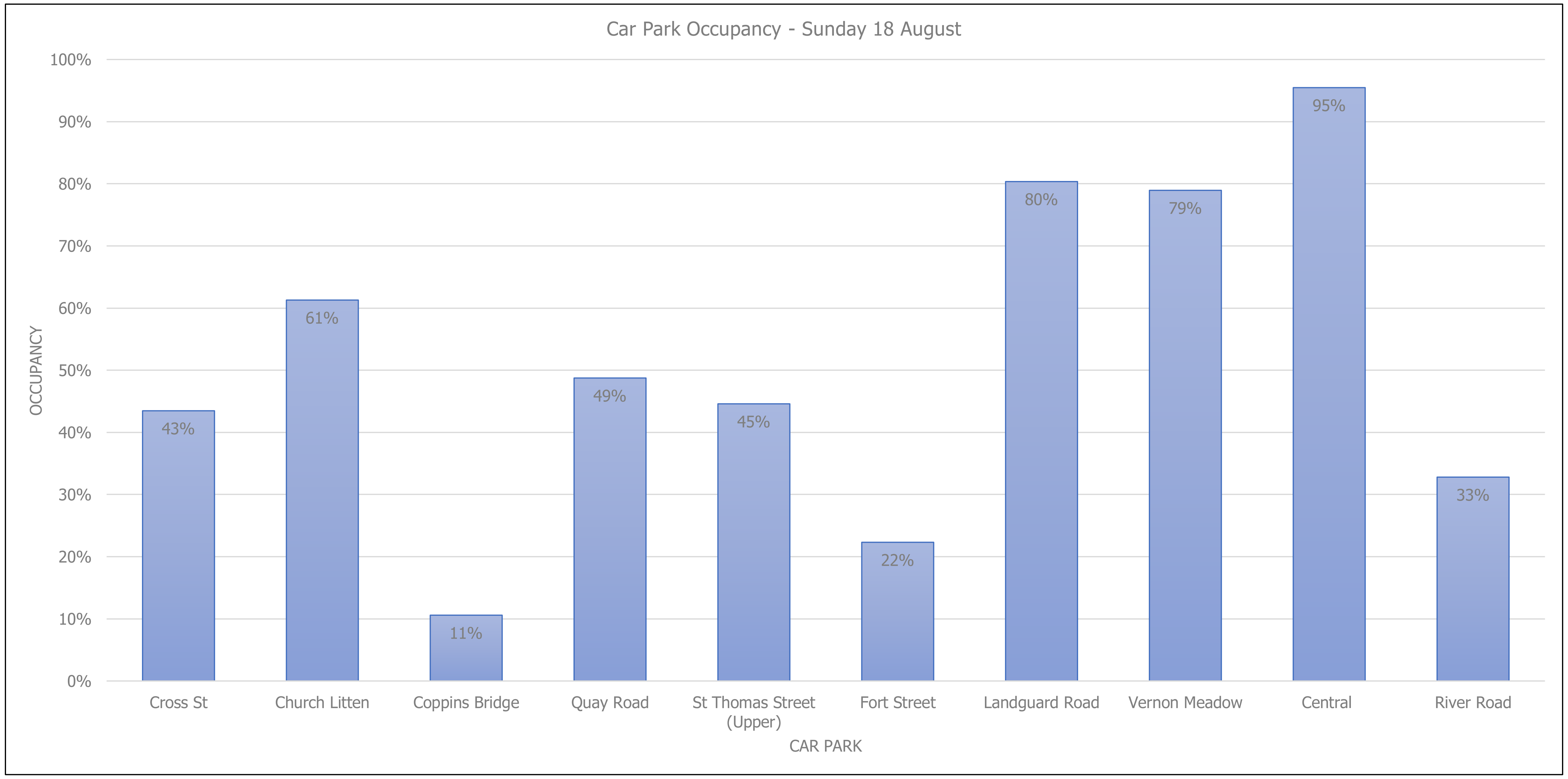


DATE OF SURVEY															
CAR PARK	TOWN	SHORT/LONG STAY	TIME OF SURVEY	CAPACITY											
				PAY AND DISPLAY	FREE SPACES	OCC.	DISABLED	FREE SPACES	OCC.	M'CYCLE	FREE SPACES	OCC.	COACH/ OVERSIZE	FREE SPACES	OCC.
Cross St	Cowes	Short Stay		69			5			1					
Church Litten	Newport	Short Stay		31			3			1					
Coppins Bridge	Newport	Long Stay		170			5			2			9		
Quay Road	Ryde	Long Stay		240			10			2			12		
St Thomas Street (Upper)	Ryde	Long Stay		148			2			1					
Fort Street	Sandown	Long Stay		233			3			2			14		
Landguard Road	Shanklin	Short Stay		56			2			1					
Vernon Meadow	Shanklin	Short Stay		95			3			2			6		
Central	Ventnor	Long Stay		81			3			1					
River Road	Yarmouth	Long Stay		251			8			2			3		

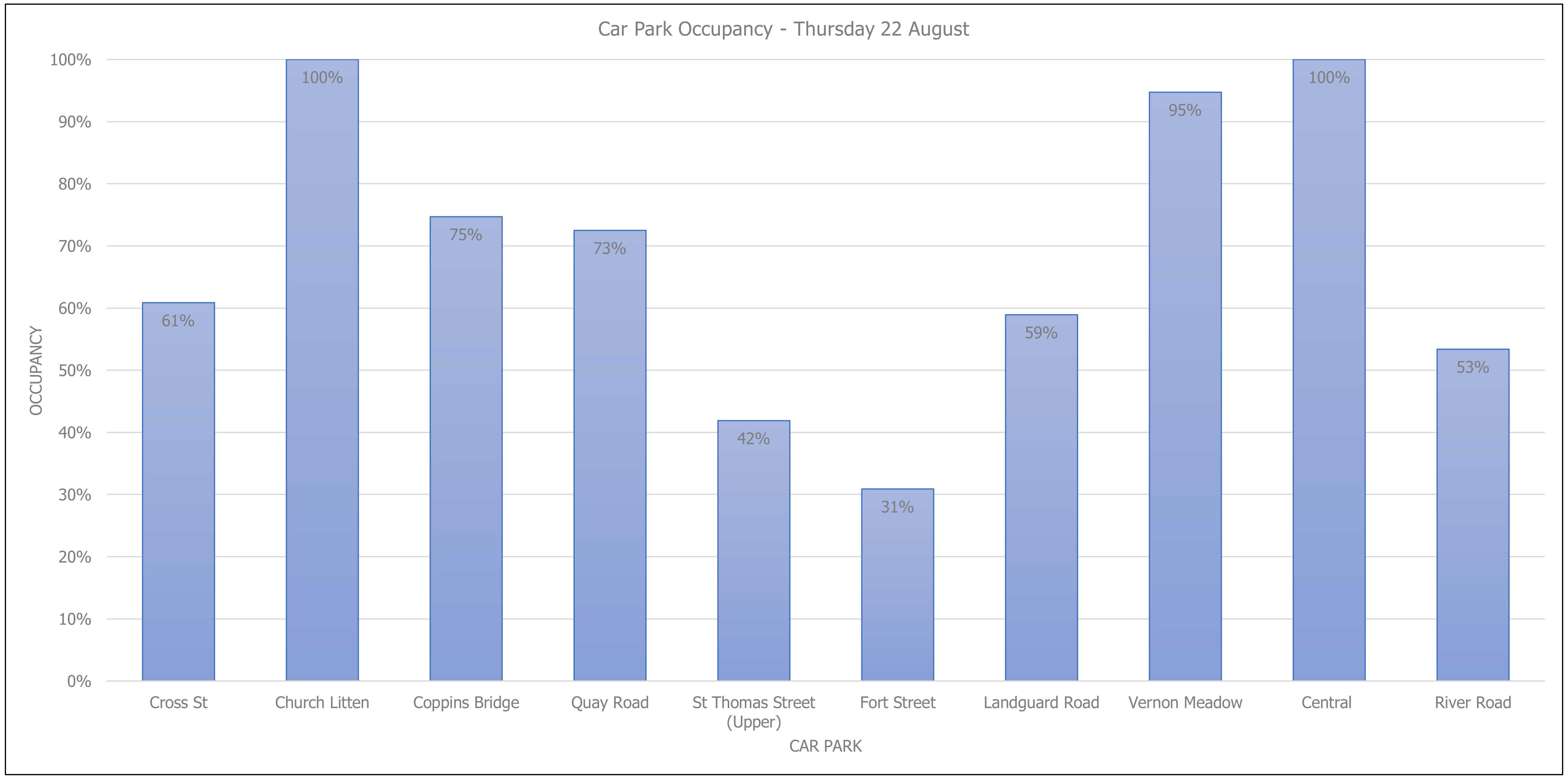
DATE OF SURVEY	Saturday 17 August													
				CAPACITY										
CAR PARK	TOWN	SHORT/LONG STAY	TIME OF SURVEY	PAY AND DISPLAY	FREE SPACES	OCC.	DISABLED	FREE SPACES	OCC.	M'CYCLE	FREE SPACES	OCC.	COACH/ OVERSIZE	FREE SPACES	OCC.
Cross St	Cowes	Short Stay	15:15	69	0	100%	5	1	80%	1	0	100%			
Church Litten	Newport	Short Stay	15:40	31	10	68%	3	2	33%	1	1	0%			
Coppins Bridge	Newport	Long Stay	15:30	170	127	25%	5	5	0%	2	2	0%	9	9	0%
Quay Road	Ryde	Long Stay	10:50	240	158	34%	10	10	0%	2	2	0%	12	12	0%
St Thomas Street (Upper)	Ryde	Long Stay	10:55	148	78	47%	2	2	0%	1	0	100%			
Fort Street	Sandown	Long Stay	11:15	233	179	23%	3	2	33%	2	2	0%	14	0	100%
Landguard Road	Shanklin	Short Stay	11:45	56	14	75%	2	2	0%	1	1	0%			
Vernon Meadow	Shanklin	Short Stay	11:30	95	23	76%	3	3	0%	2	2	0%	6	5	17%
Central	Ventnor	Long Stay	12:05	81	6	93%	3	0	100%	1	0	100%			
River Road	Yarmouth	Long Stay	14:45	251	177	29%	8	0	100%	2	2	0%	3	3	0%



DATE OF SURVEY	Sunday 18 August														
				CAPACITY											
CAR PARK	TOWN	SHORT/LONG STAY	TIME OF SURVEY	PAY AND DISPLAY	FREE SPACES	OCC.	DISABLED	FREE SPACES	OCC.	M'CYCLE	FREE SPACES	OCC.	COACH/ OVERSIZE	FREE SPACES	OCC.
Cross St	Cowes	Short Stay	11:15	69	39	43%	5	5	0%	1	1	0%			
Church Litten	Newport	Short Stay	12:25	31	12	61%	3	3	0%	1	1	0%			
Coppins Bridge	Newport	Long Stay	12:15	170	152	11%	5	5	0%	2	2	0%	9	9	0%
Quay Road	Ryde	Long Stay	14:30	240	123	49%	10	6	40%	2	1	50%	12	12	0%
St Thomas Street (Upper)	Ryde	Long Stay	14:45	148	82	45%	2	0	100%	1	0	100%			
Fort Street	Sandown	Long Stay	15:20	233	181	22%	3	2	33%	2	1	50%	14	14	0%
Landguard Road	Shanklin	Short Stay	15:40	56	11	80%	2	0	100%	1	0	100%			
Vernon Meadow	Shanklin	Short Stay	15:50	95	20	79%	3	0	100%	2	1	50%	6	5	17%
Central	Ventnor	Long Stay	16:05	81	3.6666667	95%	3	0	100%	1	0	100%			
River Road	Yarmouth	Long Stay	16:45	251	168.66667	33%	8	3	63%	2	1	50%	3	3	0%

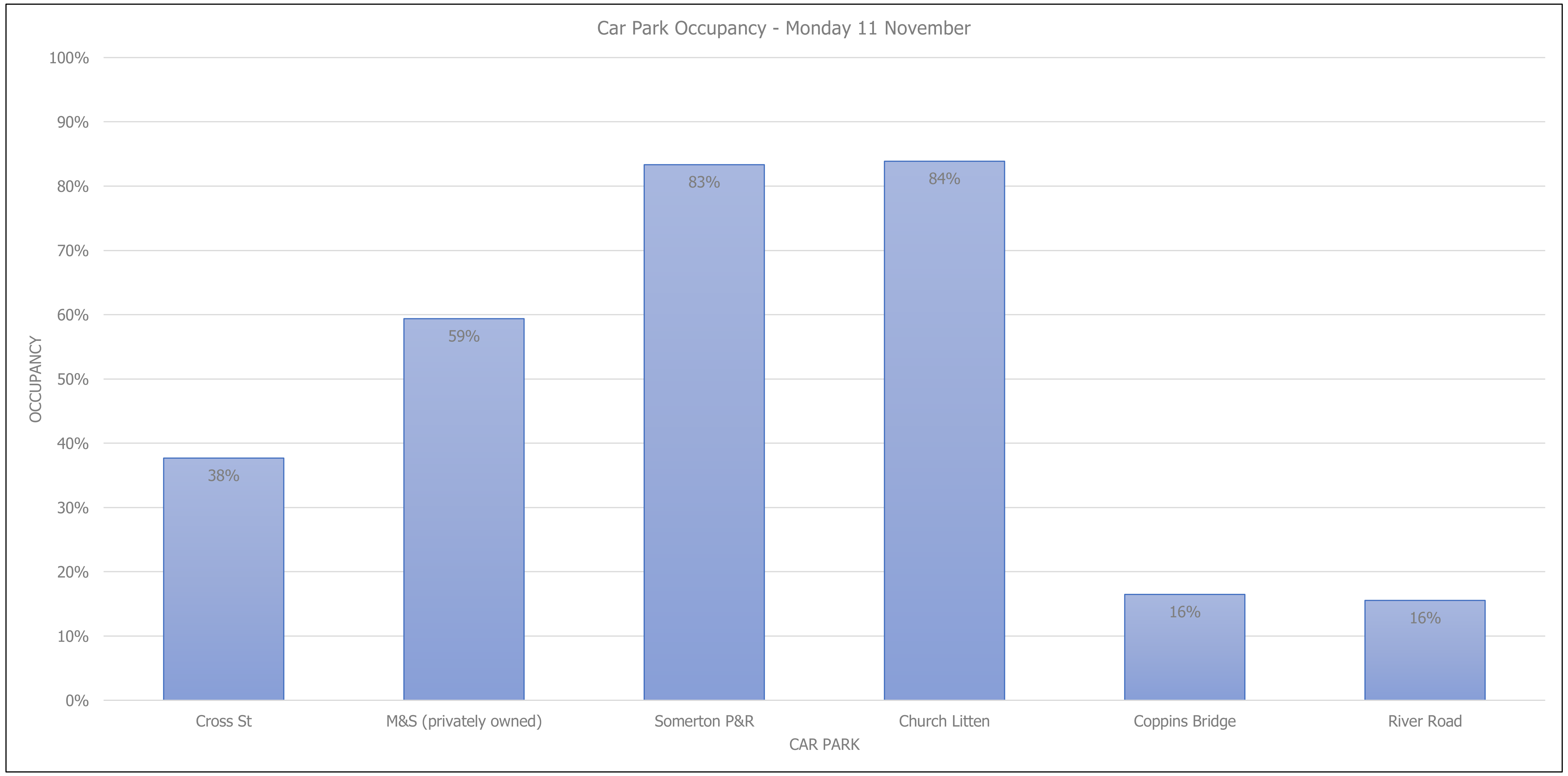


DATE OF SURVEY	Thursday 22 August														
				CAPACITY											
CAR PARK	TOWN	SHORT/LONG STAY	TIME OF SURVEY	PAY AND DISPLAY	FREE SPACES	OCC.	DISABLED	FREE SPACES	OCC.	M'CYCLE	FREE SPACES	OCC.	COACH/ OVERSIZE	FREE SPACES	OCC.
Cross St	Cowes	Short Stay	14:00	69	27	61%	5	1	80%	1	1	0%			
Church Litten	Newport	Short Stay	14:40	31	0	100%	3	1	67%	1	0	100%			
Coppins Bridge	Newport	Long Stay	14:30	170	43	75%	5	3	40%	2	2	0%	9	7	22%
Quay Road	Ryde	Long Stay	11:00	240	66	73%	10	5	50%	2	2	0%	12	12	0%
St Thomas Street (Upper)	Ryde	Long Stay	10:50	148	86	42%	2	1	50%	1	0	100%			
Fort Street	Sandown	Long Stay	11:50	233	161	31%	3	2	33%	2	2	0%	14	10	29%
Landguard Road	Shanklin	Short Stay	12:05	56	23	59%	2	2	0%	1	1	0%			
Vernon Meadow	Shanklin	Short Stay	12:15	95	5	95%	3	0	100%	2	0	100%	6	4	33%
Central	Ventnor	Long Stay	12:30	81	0	100%	3	0	100%	1	1	0%			
River Road	Yarmouth	Long Stay	13:30	251	117	53%	8	4	50%	2	2	0%	3	1	67%

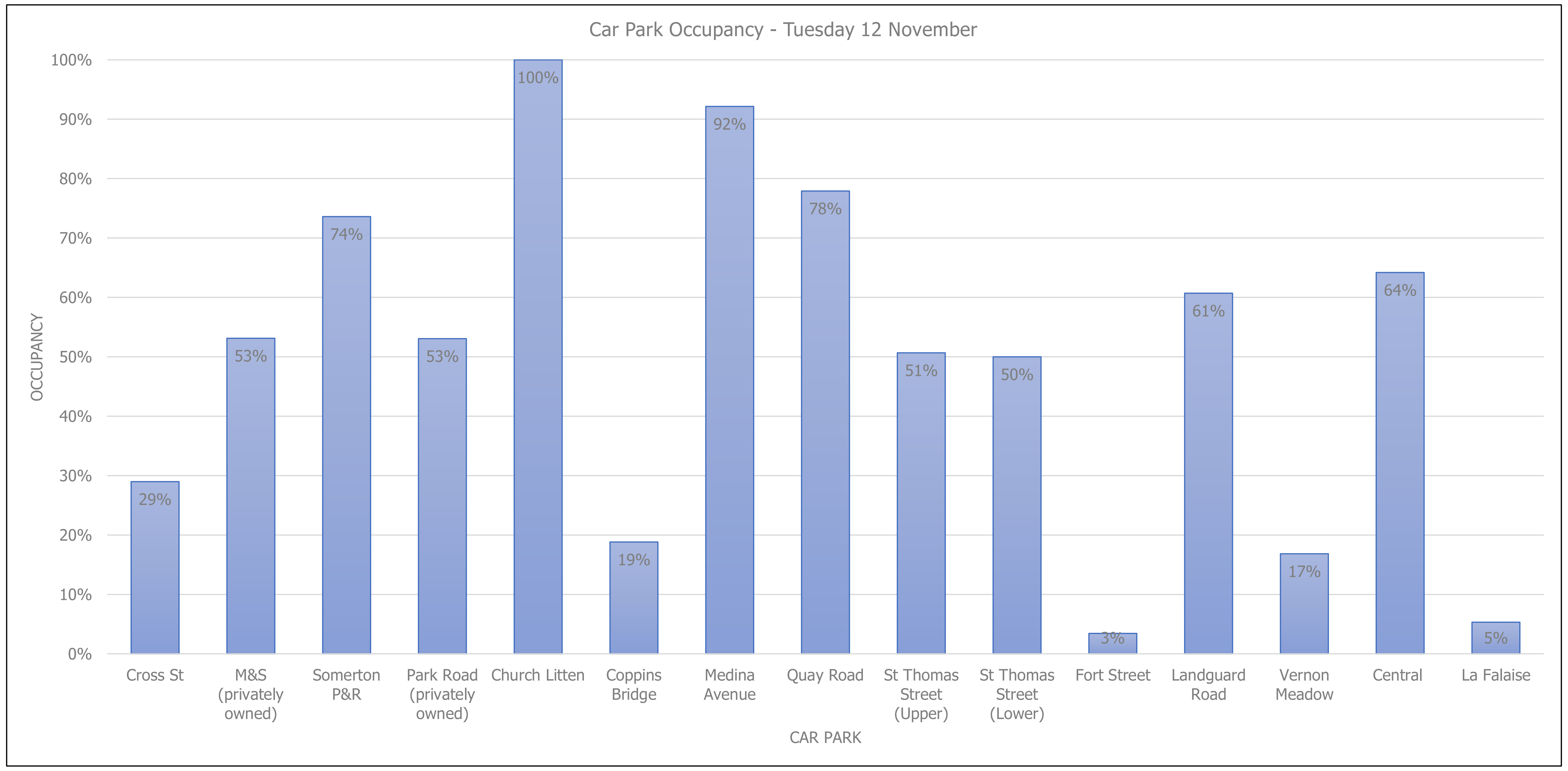


DATE OF SURVEY	Thursday 29 August														
CAR PARK	TOWN	SHORT/LONG STAY	TIME OF SURVEY	CAPACITY											
				PAY AND DISPLAY	FREE SPACES	OCC.	DISABLED	FREE SPACES	OCC.	M'CYCLE	FREE SPACES	OCC.	COACH/ OVERSIZE	FREE SPACES	OCC.
Cross St	Cowes	Short Stay		69		100%	5		100%	1		100%			
Church Litten	Newport	Short Stay	11:40	31	1	97%	3	1	67%	1	0	100%			
Coppins Bridge	Newport	Long Stay	11:30	170	49	71%	5	5	0%	2	2	0%	9	8	11%
Quay Road	Ryde	Long Stay		240		100%	10		100%	2		100%	12		100%
St Thomas Street (Upper)	Ryde	Long Stay		148		100%	2		100%	1		100%			
Fort Street	Sandown	Long Stay		233		100%	3		100%	2		100%	14		100%
Landguard Road	Shanklin	Short Stay		56		100%	2		100%	1		100%			
Vernon Meadow	Shanklin	Short Stay		95		100%	3		100%	2		100%	6		100%
Central	Ventnor	Long Stay	13:20	81	5	94%	3	1	67%	1	0	100%			
River Road	Yarmouth	Long Stay		251		100%	8		100%	2		100%	3		100%

DATE OF SURVEY	Thursday 29 August														
				CAPACITY											
CAR PARK	TOWN	SHORT/LONG STAY	TIME OF SURVEY	PAY AND DISPLAY	FREE SPACES	OCC.	DISABLED	FREE SPACES	OCC.	M'CYCLE	FREE SPACES	OCC.	COACH/ OVERSIZE	FREE SPACES	OCC.
Cross St	Cowes	Short Stay	13:25	69	43	38%	5	1	80%	1	0	100%			
M&S (privately owned)	*Cowes*	*Short Stay*	*13:35*	*64*	*26*	*59%*	*2*	*2*	*0%*	*3*	*2*	*33%*			
Somerton P&R	Cowes	Long Stay	13:45	72	12	83%	3	1	67%	0	0	N/A			
Church Litten	Newport	Short Stay	14:00	31	5	84%	3	1	67%	1	0	100%			
Coppins Bridge	Newport	Long Stay	14:10	170	142	16%	5	5	0%	2	2	0%	9	8	11%
Quay Road	Ryde	Long Stay		240		100%	10		100%	2		100%	12		100%
St Thomas Street (Upper)	Ryde	Long Stay		148		100%	2		100%	1		100%			
Fort Street	Sandown	Long Stay		233		100%	3		100%	2		100%	14		100%
Landguard Road	Shanklin	Short Stay		56		100%	2		100%	1		100%			
Vernon Meadow	Shanklin	Short Stay		95		100%	3		100%	2		100%	6		100%
Central	Ventnor	Long Stay		81		100%	3		100%	1		100%			
River Road	Yarmouth	Long Stay	12:50	251	212	16%	8	5	38%	2	0	100%	3	3	0%



DATE OF SURVEY	Thursday 29 August															
				CAPACITY												
CAR PARK	TOWN	SHORT/LONG STAY	TIME OF SURVEY	PAY AND DISPLAY	FREE SPACES	OCC.	DISABLED	FREE SPACES	OCC.	M'CYCLE	FREE SPACES	OCC.	COACH/ OVERSIZE	FREE SPACES	OCC.	
Cross St	Cowes	Short Stay	10:50	69	49	29%	5	1	80%	1	0	100%				
M&S (privately owned)	*Cowes*	*Short Stay*	*10:45*	*64*	*30*	*53%*	*2*		*100%*	*3*	*0*	*100%*				
Somerton P&R	Cowes	Long Stay	10:55	72	19	74%	3	1	67%							
Park Road (privately owned)	*Cowes*	*Long Stay*	*10:30*	*147*	*69*	*53%*	*2*	*2*	*0%*	*1*	*0*	*100%*				
Church Litten	Newport	Short Stay	11:10	31	0	100%	3	2	33%	1	0	100%				
Coppins Bridge	Newport	Long Stay	11:20	170	138	19%	5	2	60%	2	0	100%	9	-3	133%	
Medina Avenue	Newport	Long Stay	11:15	51	4	92%				1	0	100%				
Quay Road	Ryde	Long Stay	12:00	240	53	78%	10	1	90%	2	0	100%	12	9	25%	1 ECP parked, 6 bicycles
St Thomas Street (Upper)	Ryde	Long Stay	11:50	148	73	51%	2	2	0%	1	0	100%				
St Thomas Street (Lower)	Ryde	Long Stay	11:55	56	28	50%	2	2	0%	1	0	100%				
Fort Street	Sandown	Long Stay	12:15	233	225	3%	3	3	0%	2	2	0%	14	14	0%	
Landguard Road	Shanklin	Short Stay	12:45	56	22	61%	2	2	0%	1	0	100%				
Vernon Meadow	Shanklin	Short Stay	12:50	95	79	17%	3	1	67%	2	2	0%	6	5	17%	
Central	Ventnor	Long Stay	13:00	81	29	64%	3	1	67%	1	0	100%				
La Falaise	Ventnor	Long Stay	13:10	94	89	5%	4	4	0%	1	1	0%				
River Road	Yarmouth	Long Stay		251		100%	8		100%	2		100%	3		100%	



Appendix F

THE ISLE OF WIGHT DEMOGRAPHICS AND POPULATION 2017/18

Joint Strategic Needs Assessment

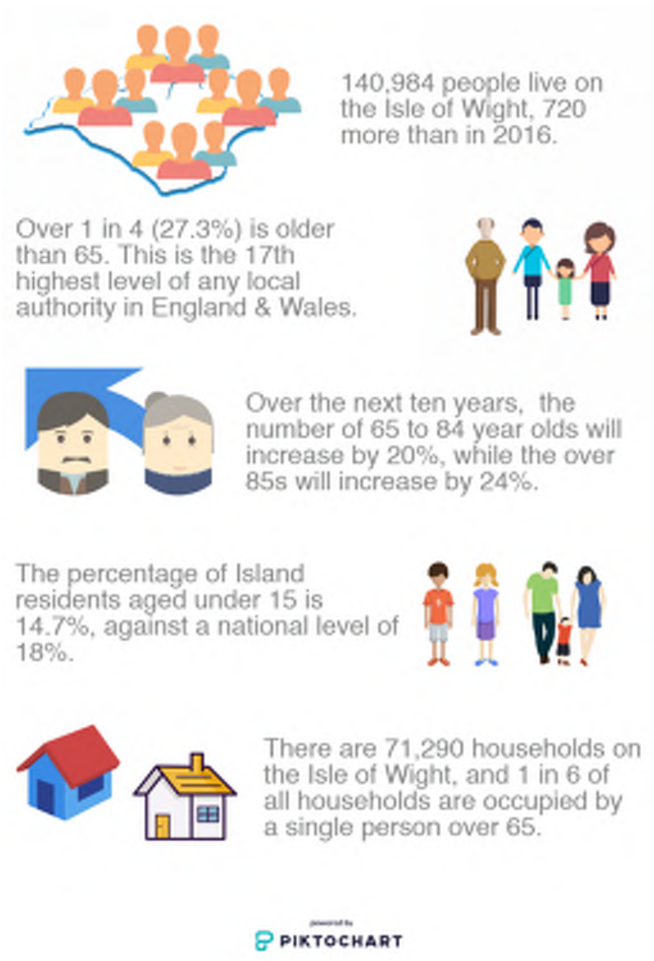
Isle of Wight Council

NHS Isle of Wight

Demographics and Population 2017/18

Last updated: March 2019

Summary



Foreword

"Information on the demography of an area such as the age structure, gender and ethnicity profile of its population is essential in better understanding an area, its needs and assets and is vital in the delivery of services like education, transport and healthcare.

Understanding trends and nuances around sparsely and densely populated areas helps us to better understand the current situation and can help to inform future requirements.

This factsheet brings together information on population, household composition and trends which can be used to inform the delivery of services across the Isle of Wight both by the Council and other local organisations."

Danika Barber – Senior Intelligence Analyst, Isle of Wight Council

Isle of Wight Geography

The Isle of Wight lies off the south coast of mainland England and covers an area of 380.16 km^2 (38,016 hectares, or 146.8 sq. miles).

Approximate Population of Main Towns

Ryde	c. 18,700 persons
Newport	c. 17,200 persons
Cowes	c. 14,400 persons
East Cowes	c. 7,800 persons
Sandown	c. 7,200 persons
Shanklin	c. 7,100 persons
Ventnor	c. 6,000 persons

Source: ONS, 2011 Census

Newport, the second largest town by population, is the administrative centre, and is home to the Isle of Wight Council, St. Mary's Hospital, courts and headquarters of the emergency services.

The Isle of Wight has 39 Electoral Wards served by 40 Councillors (Brading, St Helens and Bembridge has two Councillors). At the last election of the Isle of Wight Council in May 2017 25 Conservative members were returned, and these form the ruling group. In addition there are 25 Parish and 8 Town councils.

Demographics and Population 2017/18

Last updated: March 2019

Based on the 2011 Census, there is an average population of 3.6 persons per hectare. This compares with an average of 4.1 persons per hectare for England and a regional average of 4.5 persons per hectare for the South East.

Population

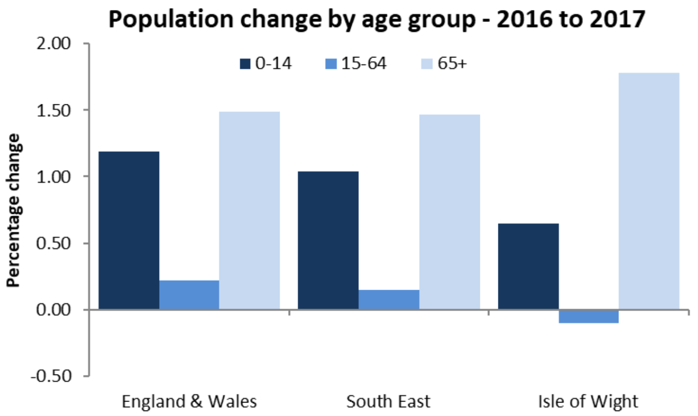
Based on the mid-2017 population estimates, the Island is home to 140,984 people. This represents a net growth of c.2,700 (2.0%) since the last Census in 2011, and an increase of 720 since the previous year.

Isle of Wight Population v Regional & National Levels, inc. Gender Split

	Isle of Wight (000s)	South East (000s)	England & Wales (000s)
All People	141.0	9,080.8	58,744.6
Males	68.9	4,474.4	29,021.3
Females	72.1	4,606.4	28,138.4
% Change Since 2011	2.0%	5.2%	4.8%

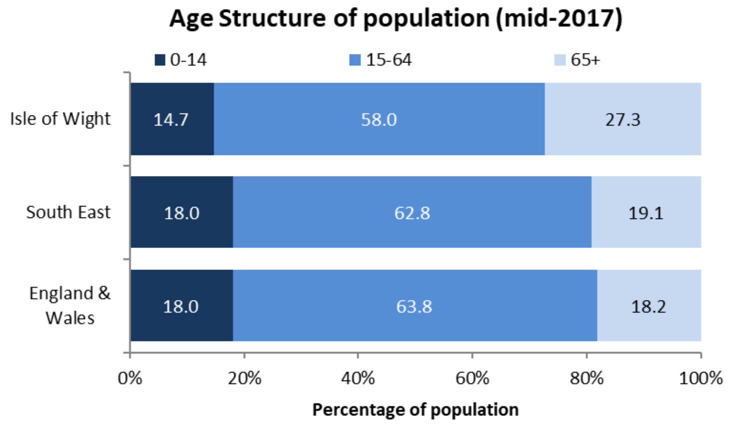
Source: ONS Mid-2017 Population Estimates

This increase in the Island's population is being driven by the over 65 age group. This mirrors the national and regional trend, but is exaggerated by both this group growing, and the 15-64 group shrinking, which is not the case seen in the regional and national data.



Source: ONS Mid-2016 and Mid-2017 Population Estimates

This is also apparent when looking at the proportion of Island residents falling into the over 65s age category versus the population as a whole. At 27.3% this has risen 0.3 percentage points since mid-2016. This places the Island as having the 4th highest level regionally, and 17th nationally, out of the 381 local authorities in England and Wales.

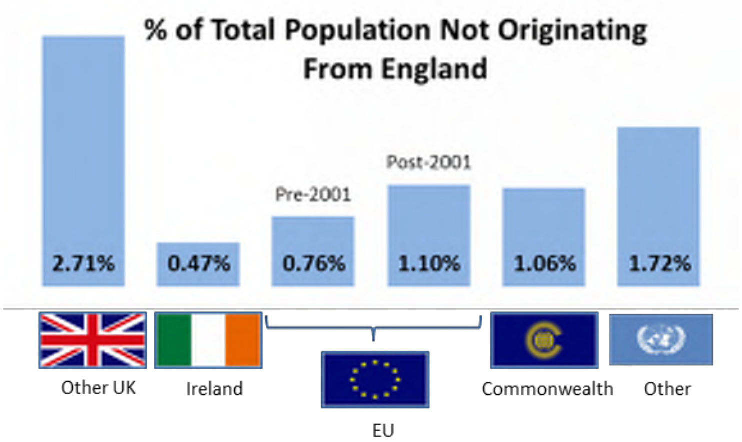


Source: ONS Mid-2017 Population Estimates

Country of Origin

The majority of Isle of Wight residents were born in England (93%). In comparison with other authorities in England and Wales, the Isle of Wight has the 78th highest level of residents born in England (Knowsley in Merseyside has the highest proportion at 96.4%).

The next largest group (2.8%) is made up from people originating from outside of the European Union (EU), followed by those from the other UK countries.



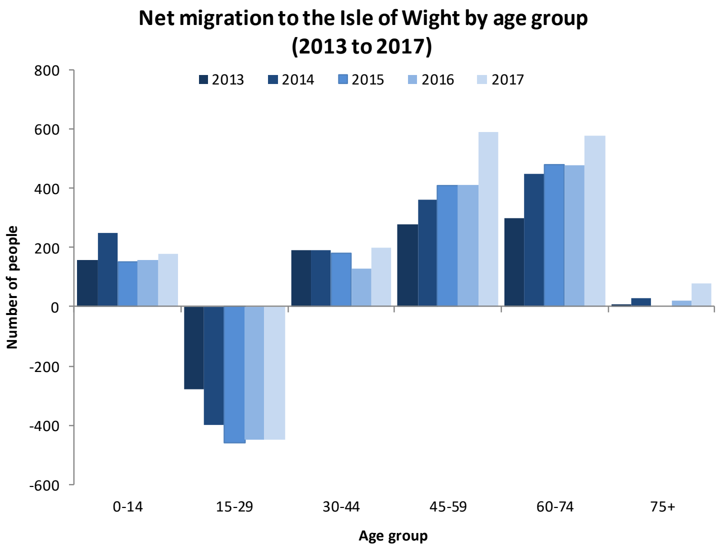
Source: ONS, 2011 Census

For those originating within the EU, these are split into three groups, Ireland, Pre-2001 and Post-2001. The Post-2001 group includes the former Eastern European countries that have acceded to the union.

Migration

The Isle of Wight, like other coastal areas, is popular as a retirement destination. There is a net outflow of age 15 to 29 year olds as young people leave for higher education and others for employment and career opportunities, and a net inflow at age 30 and above as people return to raise their families or older people retire here.

Demographics and Population 2017/18
Last updated: March 2019



Source: ONS Internal migration for Local Authorities in England and Wales by 5 year age group and sex

The increase in migration in the older age groups (45 to 74 in particular) is becoming more marked over time, with more than three times as many arriving on the Island in 2017 than in 2012.

There is a marked increase in the number of 45 to 59 year olds migrating to the Island in 2017.

Length of Residence

Most Isle of Wight residents (94.8%) were born in the UK (England, Scotland, Wales and Northern Ireland) and most of those who came from outside the UK have been resident in the country for ten years or more (3.2%).

Just 0.4% of the resident population that were not born in the UK, had been resident for less than two years. Source: ONS, 2011 Census

Household composition

There are 71,290 residential properties on the Isle of Wight.
Source: Isle of Wight Council Revenues and Benefits as at 29 March 2019

Around 1 in 6 (16.5%) of all households are occupied by a single person aged 65 or over. This was the eighteenth highest rate for all of the authorities in England and Wales.

A similar rate (16.2%) was also given for other one person households. This is broadly in-line with England (17.9%) and the South East region (16.1%).
Source: ONS, 2011 Census

Lone Parent Households

Just over 4,000 households on the Isle of Wight consist of a lone parent with dependent children (where the lone parent was aged 16-74).

Almost two out of five (38%) of these households had a lone parent who was not in full-time employment. The number of male lone parents not in employment (4.2%) was the 23rd highest of all authorities in England and Wales. 2.2% of male lone parents are in part-time employment (20th highest) Source: ONS, 2011 Census

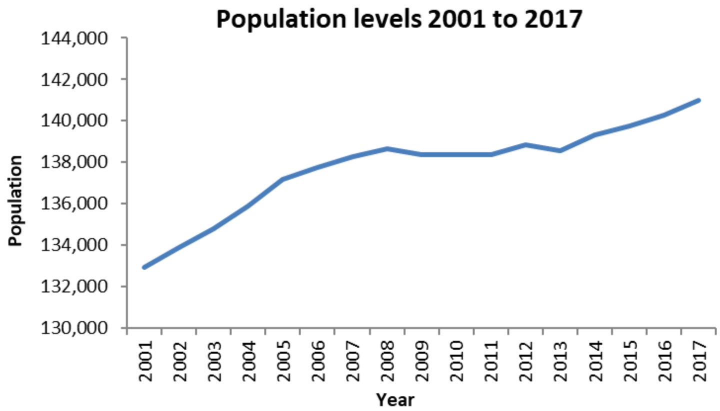
Reflecting on the Past

The population of the Isle of Wight shows steady growth year on year. Between the 2001 and 2011 censuses, the change was as follows:

Number of Isle of Wight Residents	
2001 Census	132,925
2011 Census	138,400
Absolute change (2001-2011)	5,475
% change (2001-2011)	4.1%

Source: ONS, 2011 Census

By mid-year 2017, the estimated population has grown from the 2011 level, by 2,719 people (2.0%).



Source: ONS Mid-year population estimates

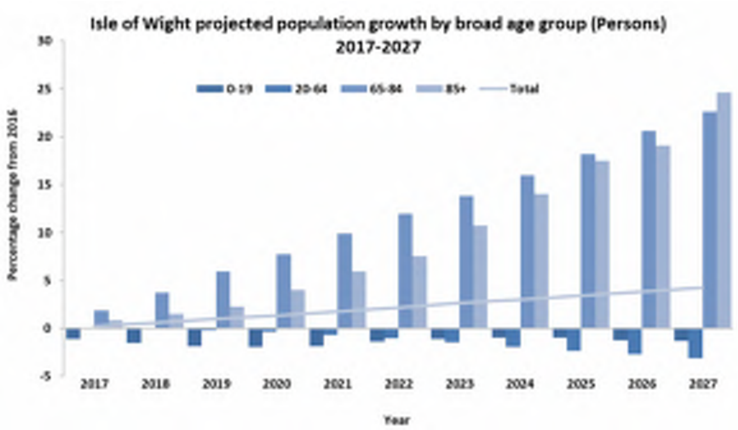
Looking Towards the Future

The Office for National Statistics (ONS) has developed population projections into the future.

Population Change	
2017 population estimate	140,984
2026 population projection	146,233
Projected growth in numbers	5,249
Projected percentage growth	3.7%

Source: ONS, 2017 mid-year estimate and 2016-based subnational population projections

Over the next ten years, it is estimated that there will be a fall in the number of under 65s (-2,400 / -2.4%) on the Isle of Wight. Meanwhile over the same period, the number of 65 to 84-year-olds will significantly increase (+6,800 / +20.4%), with the most significant percentage increase in the over 85s (+1,250 / +23.6%).

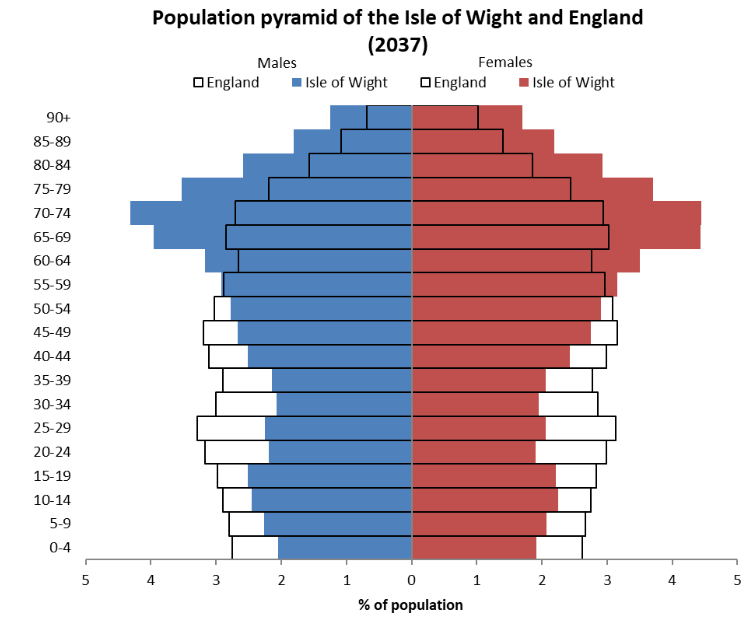


Source: ONS 2016-based Subnational Population Projections for Local Authorities in England

For both genders, the 65 to 84 age groups increase at a broadly similar rate. However, there is a noticeable difference in the over 85 age group as females will increase by just over 11%, while for males, the increase is just under 50%.

The following population pyramids show the predicted percentage shifts in the Island's population, by age band and gender, with an overlay of the same projections at a national level.

Source: Office for National Statistics (ONS) Mid-2017 Population Estimates



Source: Office for National Statistics (ONS) 2016-based Population Projections

These pyramids demonstrate the shift in the balance from the under 65 age group to those over 65, and how the Island distribution varies significantly from the national profile.

Further Information

The Equality & Diversity factsheet has more information on the protected characteristics of age, gender, ethnicity, religion, disability, transgender status, marriage and civil partnership, sexual orientation and pregnancy & maternity.

Please visit: www.iwight.com/factsandfigures

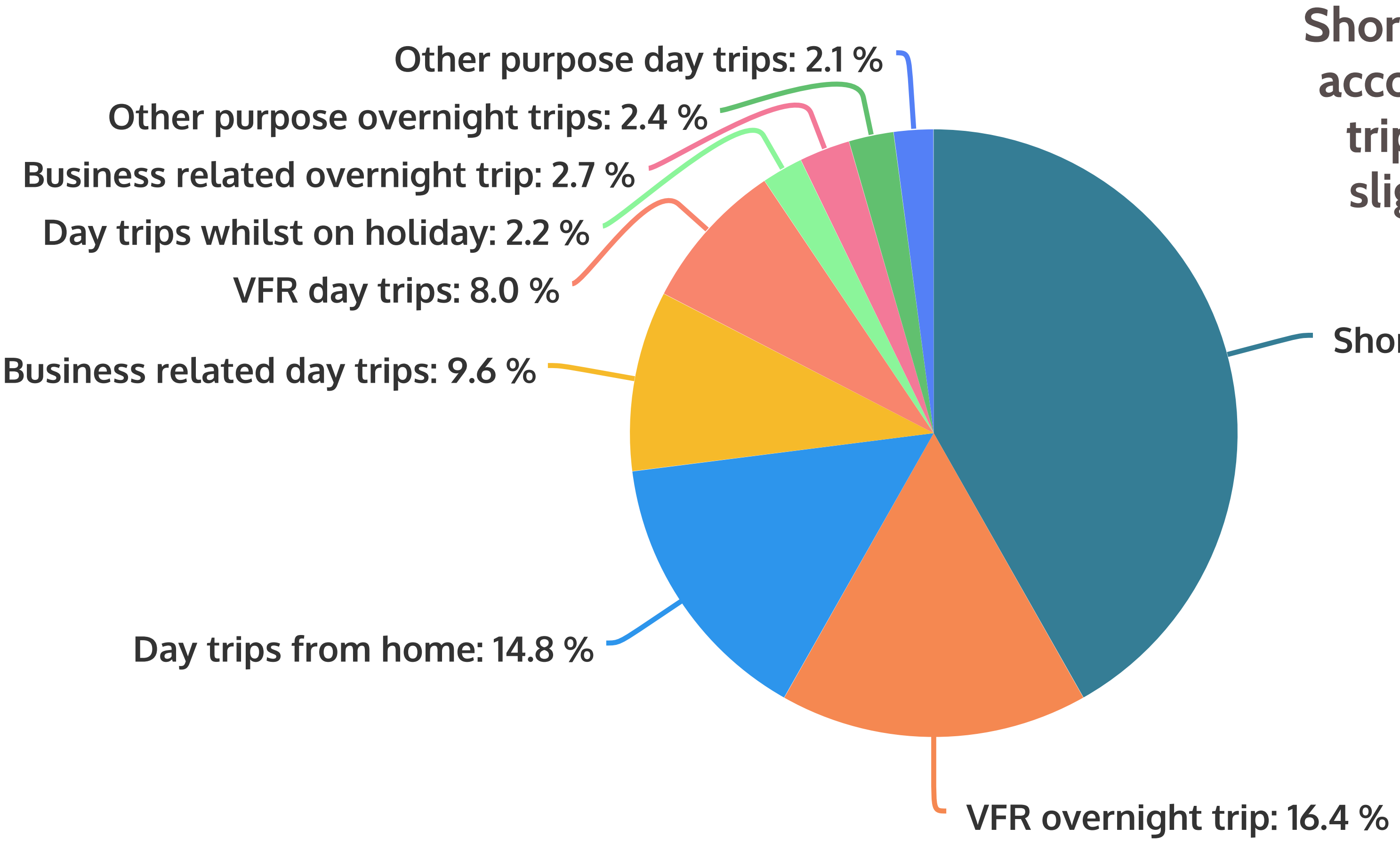
Appendix G

ISLE OF WIGHT VISITOR MONITOR RESULTS FOR 2018

Isle of Wight Visitor Monitor 2018

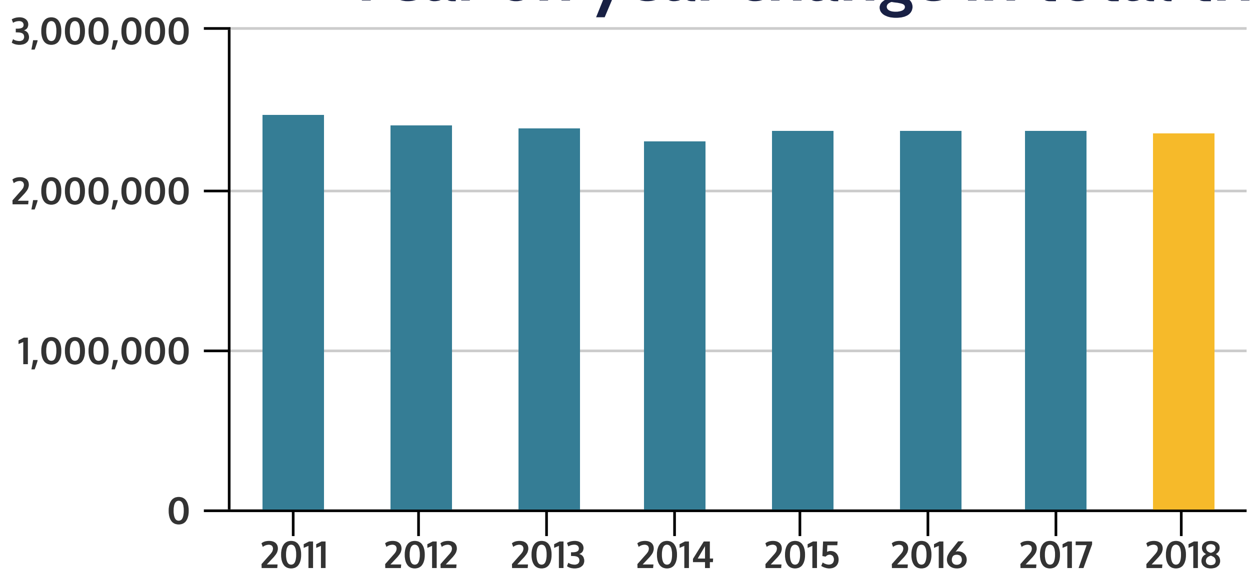
Calendar year headline results

Proportion of visitor trips by purpose



Short breaks and holidays accounted for 42% of all trip purposes in 2018, slightly higher than in previous years

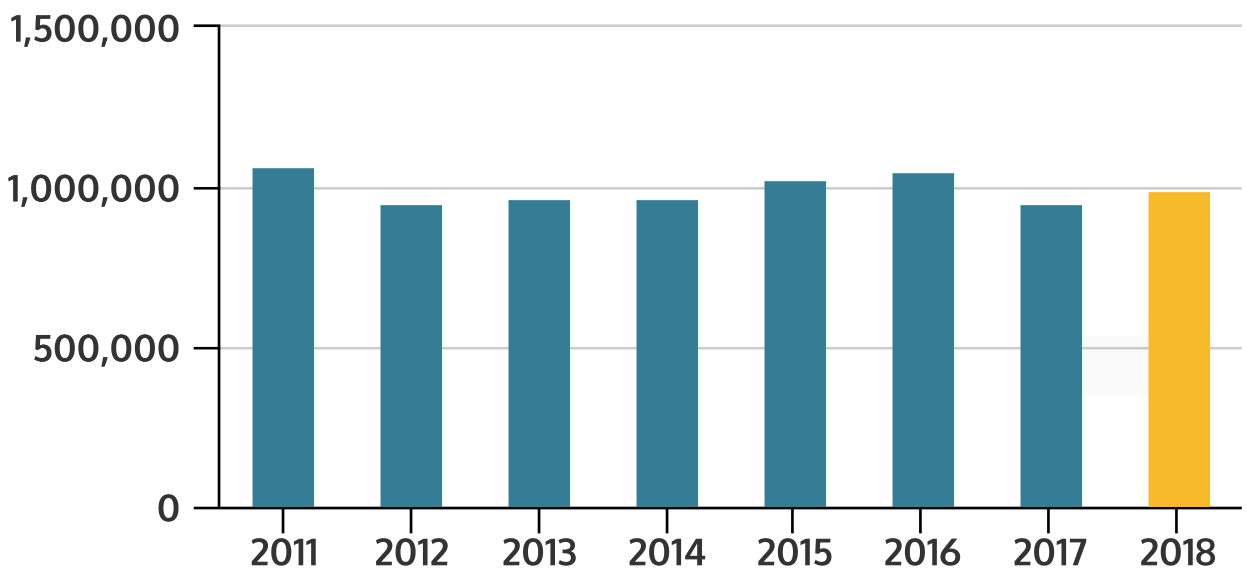
Year on year change in total trip volume



No change in 2018 compared to 2017

Overall trip volume has remained similar to 2015-17 levels.

Year on year change in holiday visits



Increase in 2018 compared to 2017

2018 saw an increase in holiday trip volume compared to 2017, by 5%

Appendix H
ISLE OF WIGHT VISITOR MONITOR 2019 RESULTS FOR QUARTER 1

Isle of Wight Visitor Monitor 2019
Results for Quarter 1 (1 January to 31 March)

Total visitor volume

321,009 visitors in Quarter 1

down 10% on same period last year

2.34m visitors over the last 12 months (April 2018-March 2019)

down 1% on previous year

Total visitor spend

£28.1m spent in Quarter 1

down 6% on same period last year

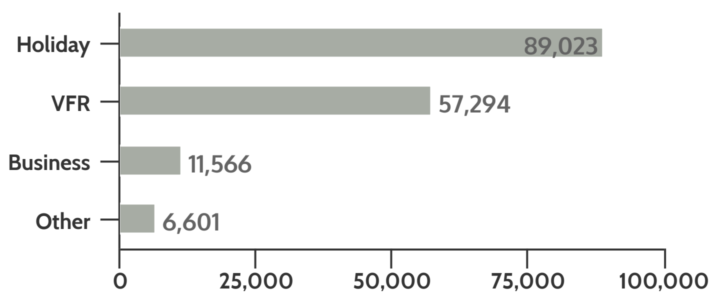
£301.2m spent over the last 12 months (April 2018-March 2019)

up 39% on previous year

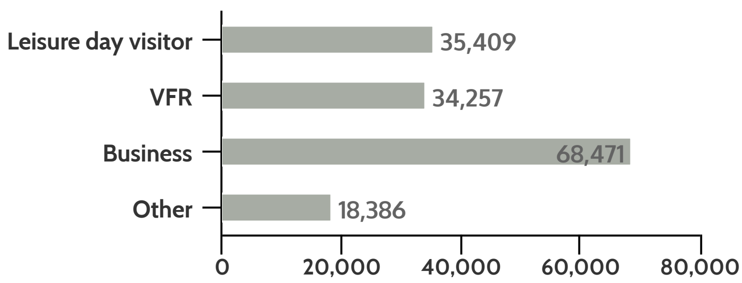
The Isle of Wight attracted 321,009 visitors in Quarter 1 who spent a total of £28.1m. Visitor spend was down by 6% compared with the same period last year. However, it should be noted that in 2019 the school Easter holidays did not fall into Quarter 1, whereas in 2018 a portion of the Easter holiday period fell into Quarter 1.

The percentage of first-time visitors to the Island in Quarter 1 has fallen slightly compared with Quarter 1 in 2018, with 13% of all visitors coming to the Island for the first time (16% in Q1 2018).

Number of overnight visitors (Quarter 1 2019)



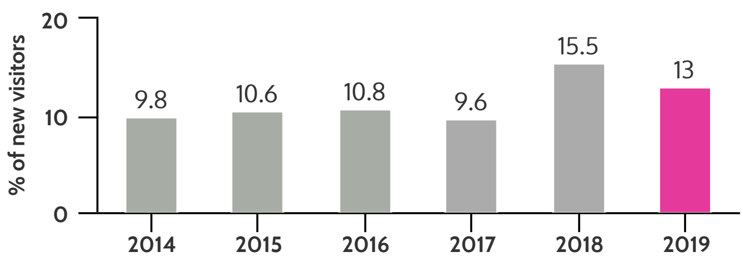
Number of day visitors (Quarter 1 2019)



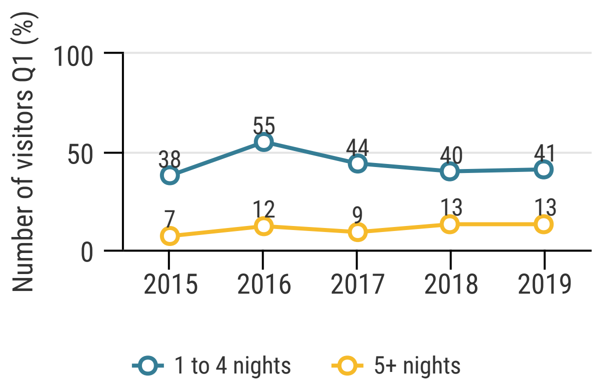
46% of overnight trips were leisure/holiday trips and 11% of day trips were for leisure purposes.

13% were visiting for the first-time, compared with 16% in the same period last year

% of new visitors during Q1 (2014-2019)

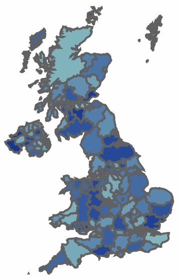


When compared with Q1 in 2018, the proportions of holiday visitors staying for 1-4 nights or 5+ nights remained similar



13% of overnight holiday visitors stayed 5 or more nights in Quarter 1

Visitor profile and trip features: Quarter 1 2019



- 40% from Hampshire
- 8% from London area
- 19% from elsewhere in South East
- 31% from elsewhere in UK
- 2% of visitors from overseas

34% visited one or more of the Island's paid for or free visitor attractions during Quarter 1, up from 33% in Q1 last year

57% of visitors came from areas of the South East including London, with 31% travelling from elsewhere in the UK and 2% visited from overseas.

There were 543,202 bednights on the Island during Q1 2019 of which 57% were spent in commercial accommodation (308,873).

Overall, 34% visited one of the Islands visitor attractions during Q1 2019, including 40% of staying visitors and 17% of day visitors.

The average spend per day trip has increased slightly to £24.40 per head (£22.31 in Q1 2018). The spend per head of overnight visitors has fallen when compared to the same period in 2018 (£146.48 compared with £197.44 per trip).

Total bednights on the Island during Q1 were 543,202

57% of total bednights spent in commercial accommodation (308,873)

Average length of stay was 3.36 nights

Accommodation used by overnight visitors

35% of all overnight visitors stayed in a hotel, guest house or B&B compared to 55% of holiday makers

47% of all overnight visitors stayed in the home of a friend/relative or a second home compared to 19% of holiday makers

13% of all overnight visitors stayed in rented cottage, static caravan or chalet compared to 22% of holiday makers

<1% of overnight visitors camped or stayed in a touring caravan

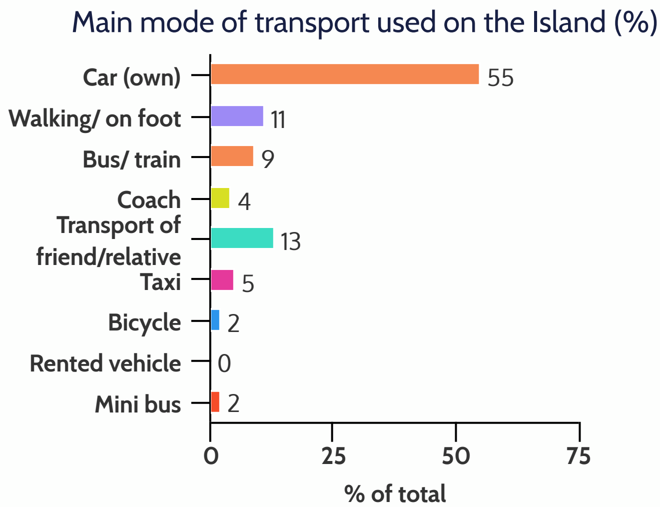
2% of all overnight visitors stayed on board a boat or at a sailing club

Average group size 2.25 people

88% of visitors are in adult only groups

- 47% visited alone
- 36% visited in party of 2 people
- 18% visited in party of 3 or more people

Car (own vehicle) main form of transport used on Island (55%)



Day visitor avg. spend per trip

£ 24.40 per day

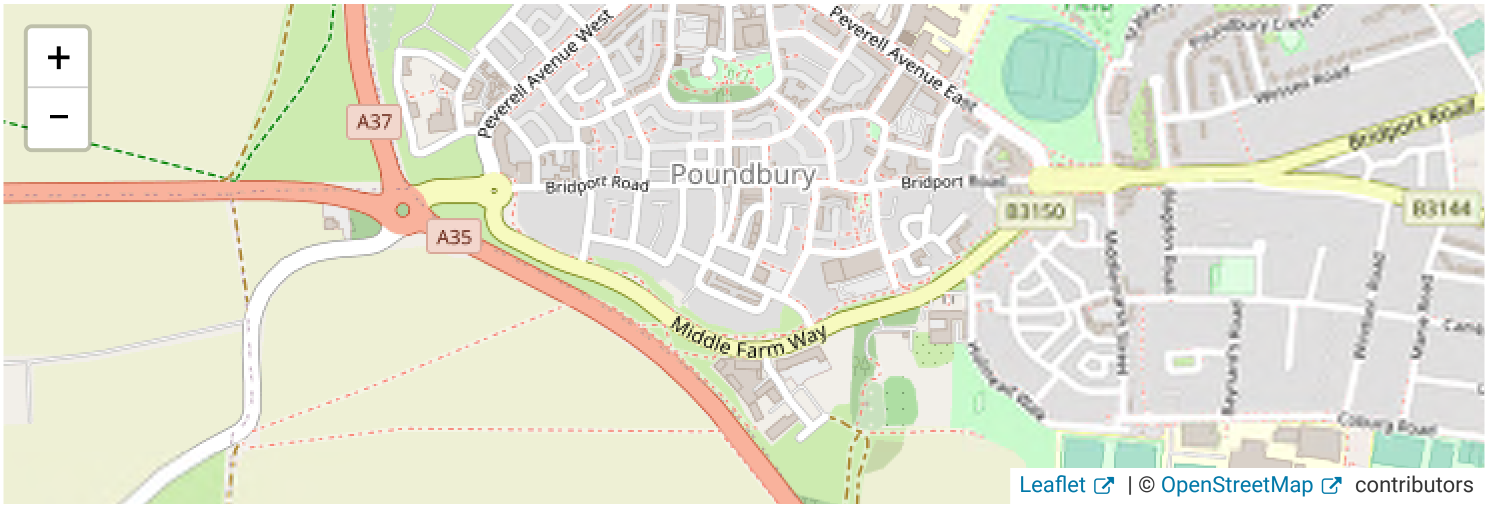
Overnight visitor avg. spend per trip

£ 146.48 per trip

Appendix I

PARKING TARIFFS – OTHER LOCAL AUTHORITIES

Coronavirus (COVID-19): updates and advice.



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Fairfield long stay car park, Dorchester

418 spaces | **5** disabled | **2** motorcycle

Pay by Cash, Phone, Online / App

JustPark location no. 6402

Height restriction: **No restriction**

Postcode for sat nav: **DT1 1QW**

Opening Times

Monday:	24 hours
Tuesday:	24 hours
Wednesday:	24 hours
Thursday:	24 hours
Friday:	24 hours
Saturday:	24 hours
Sunday:	24 hours

Charges

Long stay charges apply: Monday, Tuesday, Thursday, Friday & Saturday 8am - 6pm

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Time	Charges
up to 3 hours	£2.60
All day	£4

Short stay charges apply: Wednesdays 8am - 6pm

Time	Charges
2 hours	£1
3 hours	£2
4 hours	£4
Per additional hours	£4

Monday - Saturday 6pm - 8am - Free

Sundays and Public Holidays all day - Free

Pay by mobile with JustPark

Location No. 6402

Visit the JustPark website , or download the app for iPhone or Android .

SMS text message charges apply.

Accepted vehicles

- car
- motorbikes

Get directions

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Pay or challenge a parking fine

Start now

Apply for or renew a parking permit

Start now

Disabled parking

Charges apply for all Blue Badge holders. A minimum tariff has to be purchased but one extra hour's free parking is given on top of the tariff paid (this applies to all bays). Find out more about disabled parking in car parks.

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St Thomas Street Car Park - Lymington

Postcode

SO41 9NA.

Charge times and prices

8am - 6pm every day including bank holidays.

- 1 hour: £1
- 2 hours: £2
- 3 hours: £2.50
- 4 hours: £3
- 5 hours: £4
- 20 hours £5

Spaces

- 127 long stay spaces (20 hour limit)
- 129 short stay spaces (3 hour limit)
- 14 disabled spaces
- 1 motorcycle space.

Toilets

Yes.

Share this page

Print

Coronavirus (COVID-19)

New local restrictions are in place. Make sure you know what to do to Protect Portsmouth.

View latest updates

Car parks

View a map of car parks in Portsmouth

View map

We maintain more than 25 car parks in the city – the information below highlights the most cost-effective ways to use car parks, as well as the address, the cost of parking, and if season tickets are available for each.

Download the application form at the bottom of the page for season ticket prices.

Alternatively, follow the link for more information on Portsmouth's Park and Ride.

There is a form for requesting a refund from a pay and display car park in Portsmouth.

Please note that park-it cards are **currently not available**.

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Location	Fees
All Saints, Church Street, PO1 4NB • 42 spaces • RingGo code 1370 • Charges apply 24 hours, seven days per week including bank holidays • Season ticket available	24 hour period: Up to 1 hour £1.60 Up to 2 hours £2.60 Up to 3 hours £3.50 Up to 4 hours £4.50 Up to 5 hours £8 Over 5 hours £12

and dropped kerbs

Parking survey results

Parking suspensions

Resident parking permits

Resident parking zones

Street parking charges for cars and coaches

Visitor parking permits

Recent news

Lakeside North Harbour welcomes award-winning accountants

18 December

Portsmouth to receive up to £765,000 to support those in need this winter

18 December

Portsmouth moves to Tier

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Ashby Place, PO5 3NA • 63 spaces • RingGo code 1371 • Charges apply 24 hours, seven days per week including bank holidays • Parking is free 6pm Wednesdays to 6am Thursdays and 3pm to 6pm daily • Season ticket available	Up to: 1 hour £1.80 2 hours £3.10 3 hours £4.10 4 hours £5 6 hours £6.50 8 hours £8.50 All day £12
Broad Street, Old Portsmouth, PO1 2JD • 31 spaces • RingGo code 1372 • Charges apply 8am to 8pm, seven days a week including bank holidays	8am – 8pm: Up to 1 hour £1.60 Up to 2 hours £2.60 Up to 3 hours £3.50 Up to 4 hours £4.50 Up to 5 hours £8 Over 5 hours £12

Latest events

Dick Whittington – The Pompey Panto
8 December

Carols not at Fratton Park
7 December

Breakfast with Santa
12 December

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Clarence Pier, PO5 3AP (currently closed for seafront defence works) • 154 spaces + 10 disabled badge holder bays • RingGo code 1376 • Charges apply 24 hours, seven days per week including bank holidays • CCTV surveillance in operation • Height restriction of 2.1m • Season ticket available	Up to: 1 hour £1.80 2 hours £3.10 3 hours £4.10 4 hours £5 6 hours £6.50 8 hours £8.50 All day £12

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Clarence Street, PO1 4AY • 154 spaces + 5 disabled badge holder bays • RingGo code 1377 • Charges apply 7am to 8pm, seven days per week including bank holidays • Season ticket available	7am – 8pm: Up to 1 hour £1.10 Up to 2 hours £2.10 Up to 3 hours £3.10 Up to 4 hours £4.10 Up to 6 hours £6.10 Up to 8 hours £8.10 All day £10.00
Farlington Playing Fields • RingGo Code 1539 • Height restriction of 2 metres • Pay & display parking available 10am to 4pm, Monday to Friday, excluding Bank Holidays • Season tickets available	Pay and display: 50p per hour

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Guildhall Walk, Alec Rose Lane, PO1 2BX • 58 spaces • RingGo code 1379 • Charges apply 24 hours, seven days per week including bank holidays • Season ticket available	24 hour period: Up to 1 hour £1.60 Up to 2 hours £2.60 Up to 3 hours £3.50 Up to 4 hours £4.50 Up to 5 hours £8.00 Over 5 hours £12.00

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The Harbour, Havant Street, PO1 3HA • 62 spaces • RingGo code 1381 • Charges apply 24 hours, 7 days per week including bank holidays • Season tickets are available	24 hour period: Up to 1 hour £1.60 Up to 2 hours £2.60 Up to 3 hours £3.50 Up to 4 hours £4.50 Up to 5 hours £8.00 Over 5 hours £12.00

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Isambard Brunel Multi-storey, Alec Rose Lane, PO1 2BX • 468 spaces + 5 disabled badge holder bays • Park-It cards – currently unavailable • Charges apply 24 hours, seven days per week including bank holidays • Season ticket – currently unavailable	24 hour period: Up to 1 hour £1.60 Up to 2 hours £2.60 Up to 3 hours £3.50 Up to 4 hours £4.50 Up to 5 hours £8.00 Over 5 hours £12.00

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Isambard Brunel surface, Alec Rose Lane, PO1 2BX • 83 spaces • RingGo code 1382 • Charges apply 24 hours, seven days per week including bank holidays	24 hour period: Up to 1 hour £1.60 Up to 2 hours £2.60 Up to 3 hours £3.50 Up to 4 hours £4.50 Up to 5 hours £8.00 Over 5 hours £12.00

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London Road, Cosham, PO6 3EE • 33 spaces • RingGo code 1383 • Charges apply 8am to 8pm, seven days per week including bank holidays • Height restriction of 2 metres • Season ticket available	Up to: 1 hour £1.10 2 hours £2.00 3 hours £3.00 4 hours £4.00 6 hours £6.20 8 hours £8.20 All day £10
Old Commercial Road, PO1 4QG • 20 spaces • RingGo code 1397 • Charges apply 24 hours, seven days per week including bank holidays	Up to: 1 hour £1.00 2 hours £2.00 All day £10

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The Podium, Charles Dickens Street, PO1 2AH • 69 spaces • RingGo code 1382 • Pay & display parking available: 5pm to 6am, Monday to Friday, 24 hours Saturday / Sunday including bank holidays • Restricted to permit holders Monday to Friday 6am to 5pm	24 hour period: Up to 1 hour £1.60 Up to 2 hours £2.60 Up to 3 hours £3.50 Up to 4 hours £4.50 Up to 5 hours £8.00 Over 5 hours £12.00

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Pyramids, Clarence Esplanade, PO5 3ST • 148 spaces + 6 bays for disabled badge holders • RingGo code 1387 • Charges apply 8am to 8pm, seven days per week including bank holidays • CCTV surveillance in operation • Height restriction of 2 metres • Season ticket is available	Up to: 1 hour £1.80 2 hours £3.10 3 hours £4.10 4 hours £5 6 hours £6.50 8 hours £8.50 All day £12
Seafront Canoe Lake, Southsea Esplanade, PO4 0ST • 146 spaces + 4 spaces for disabled badge holders • RingGo code 1384 • Charges apply 1 March to 31 October, 8am to 8pm, seven days per week including bank holidays • CCTV surveillance in operation • Height restriction of 2 metres	Up to: 1 hour £1.80 2 hours £3.10 3 hours £4.10 4 hours £5 6 hours £6.50 8 hours £8.50 All day £12

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Seafront D-Day car park, Clarence Esplanade, PO5 3NT • 125 spaces + 9 spaces for disabled badge holders • RingGo location code 1378 • Charges apply 8am to 8pm, seven days per week including bank holidays • CCTV surveillance in operation • Season ticket available	Up to: 1 hour £1.80 2 hours £3.10 3 hours £4.10 4 hours £5 6 hours £6.50 8 hours £8.50 All day £12
Seafront The Esplanade, Clarence Esplanade , PO5 3AP • 373 spaces + 7 bays for disabled badge holders • RingGo code 1389 • Charges apply 24 hours, seven days per week including bank holidays • CCTV surveillance in operation • Height restriction of 2 metres • Season ticket available and can also be purchased directly from Hovertravel. • Hovertravel offer their customers visitor scratchcards for two, four and seven days parking	Up to: 1 hour £1.80 2 hours £3.10 3 hours £4.10 4 hours £5 6 hours £6.50 8 hours £8.50 All day £12

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Southsea Common, Clarence Parade, PO5 3LJ • 68 spaces + 2 bays for disabled badge holders • RingGo code 1375 • Charges apply 8am to 8pm, seven days per week including bank holidays • CCTV surveillance in operation • Height restriction of 2.1 metres	Up to: 1 hour £1.80 2 hours £3.10 3 hours £4.10 4 hours £5 6 hours £6.50 8 hours £8.50 All day £12
Stubbington Avenue, PO2 0HS • 61 spaces • RingGo code 1388 • Charges apply 7am to 3pm and 6pm to 8pm, seven days per week including bank holidays • CCTV surveillance in operation • Season ticket available	Up to: 1 hour £1.10 2 hours £2.00 3 hours £3.00 4 hours £4.00 6 hours £6.20 8 hours £8.20 All day £10

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Wootton Street, PO6 3AP • 22 spaces • RingGo code 1390 • Charges apply 7am to 8pm, seven days per week including bank holidays • Season ticket available	Up to: 1 hour £1.10 2 hours £2.00 3 hours £3.00 4 hours £4.00 6 hours £6.20 8 hours £8.20 All day £10

Other payment methods

You can pay for parking in the following ways:

- ticket machines – all car parks have ticket machines
- RingGo – most car parks offer a RingGo service. RingGo codes are in the table below and printed on car park ticket machines. Car park prices and charging times are also on the RingGo website

Documents

Parking season ticket & Park-It card - prices and application form

Have your say on the 2021-22

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affected households

Sign up for email updates

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Staff sign in

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Salisbury

Salisbury Park and Ride(https://www.wiltshire.gov.uk/parking-park-ride)

Off-street car parks

Parking is free in all council-run car parks in Salisbury on Sundays.

All five park and ride sites that serve Salisbury are free Monday-Saturday. Find a park and ride (https://www.salisburyreds.co.uk/salisbury-park-ride-services)

Brown Street East - Maximum stay 3 hours

Brown Street West - Maximum stay 3 hours

Central Car Park Long Stay - Maximum stay All day

Address	Mill Stream Approach, Salisbury, SP1 3SL
Spaces	887
Open	24 hours
Charges apply	Monday - Saturday 8am - 6pm Bank Holidays as week
Charge	Up to 1 hour: £1.50 Up to 2 hours: £2.70 Up to 3 hours: £4.20 Up to 4 hours: £5.60 Up to 5 hours: £6.70 All day: £8.90
Blue badge	Free
Maximum stay **Blue badge**	All day - No limit All day
Pay and display	5 machines MiPermit(https://secure.mipermit.com/wiltshire/application/home.aspx) - location code 710180 Coin - no change given
Security	During payment hours regular patrols are made by civil enforcement officers.
Permits	Season tickets are available.

Overnight: To assist drivers parking overnight, ticket machines will vend tickets valid for the next morning if purchased after 6pm.

Find Central Car Park Long Stay on Google Maps (http://www.google.co.uk/maps/place/Long+Stay+Central/@51.0712506,-1.8018866,17z/data=!4m5!3m4!1s0x4873ebfaaf42740b:0x75f1cbe24baaee27!8m2!3d51.0 1.7988067)

Central Car Park Short Stay - Maximum stay 3 hours

Address	Summerlock Approach, Salisbury, SP1 3SL
Spaces	219 (6 blue badge)
Open	24 hours
Charges apply	Monday - Saturday 8am - 6pm Bank Holidays as week
Charge	Up to 1 hour: £1.50 Up to 2 hours: £2.70 Up to 3 hours: £4.50
Blue badge	Free
Maximum stay **Blue badge**	3 hours - no return in 4 hours All day
Pay and display	3 machines MiPermit(https://secure.mipermit.com/wiltshire/application/home.aspx) - location code 700180 Coin - no change given

Overnight: To assist drivers parking overnight, ticket machines will vend tickets valid for the next morning if purchased after 6pm.

Find Central Car Park Short Stay on Google Maps(https://goo.gl/maps/4xuFkQfcNBA5poPx7)

College Street - Maximum stay All day

Culver Street - Maximum stay All day

Five Rivers Leisure Centre - Maximum stay 3 hours

Lush House - Maximum stay 3 hours

The Maltings - Maximum stay 3 hours

Millstream - Maximum stay All day

Salt Lane - Maximum stay 3 hours

Southampton Road - Maximum stay All day

On street parking

Brown Street - Maximum stay 1 hour

Castle Street - Maximum stay 1 hour

Catherine Street - Maximum stay 1 hour

Chipper Lane - Maximum stay 1 hour

Cranebridge Road - Maximum stay 1 hour

Endless Street - Maximum stay 1 hour

Fisherton Street - Maximum stay 1 hour

Ivy Street - Maximum stay 1 hour

Milford Street - Maximum stay 1 hour +

Salt Lane - Maximum stay 1 hour +

Scots Lane - Maximum stay 1 hour +

Winchester Street - Maximum stay 1 hour +

Coach parks

Britford Coaches - Maximum stay All day +

Millstream Coach Park - Maximum stay All day +

The map shows council owned and managed car parks and on-street car parking places.

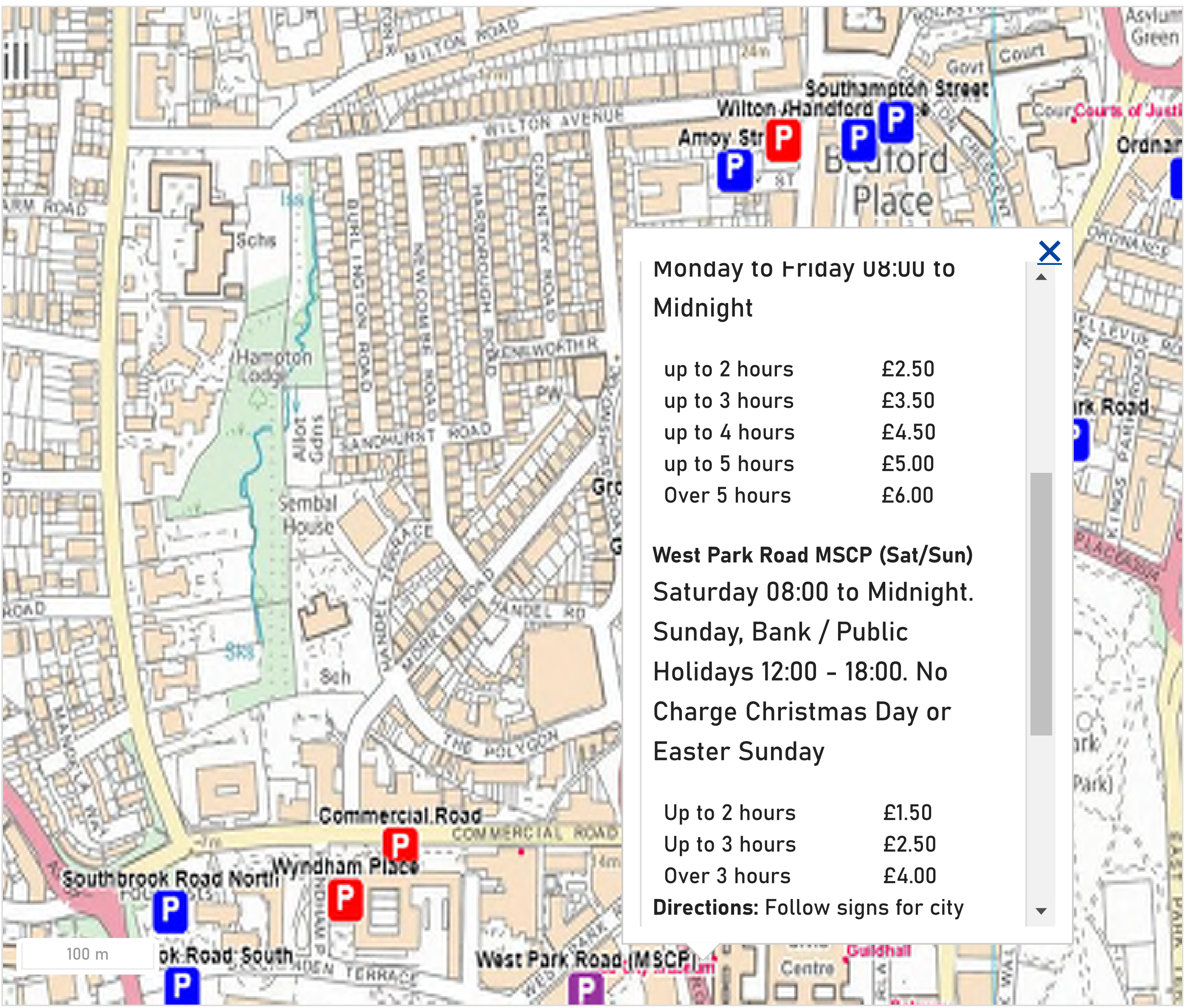
The City Centre Pay and Display Zone operates Monday to Saturday 8am to 8pm, and Sundays and Bank Holidays, 1pm to 6pm. These times also apply to all single yellow line No Waiting restrictions within the City Centre Pay and Display Zone unless otherwise stated by the on-street signing.

Click on the symbols on the interactive map to view more information, such as the postcode, opening hours and charges.

To add parking for motorcycles, blue badge holders, coaches or residents' zones, please select the relevant legend item below the map.

Find a road...

Find me using my smartphone



On Street City Pay & Display

- Inner Tariff - Max Stay 2 hours
- Outer Green Tariff - Max Stay 4 hours
- Yellow Tariff - Max Stay 4 hours
- Outer Grey Tariff - Max Stay 10 hours

Car Parks

- P Long Stay
- P Short Stay
- P Multi-storey (Long Stay)
- P Suburban Long Stay
- P Suburban Short Stay

Residents' Zone Parking

- Permit and Limited Waiting
- Permit Parking only
- Residents Parking Zones

Motorcycle Parking

- Motorcycle Bays

Coaches

- Long Stay Parking
- Short Stay Parking

Disabled Bays

- Disabled Bays

Somerset West and Taunton

My SWT Account

MENU

What are you looking for today?

Parking > Car parks in Taunton > *Orchard multi storey car park*

Coronavirus (COVID-19) information and advice

Christmas office opening hours

Orchard multi storey car park

Orchard multi storey car park

Open

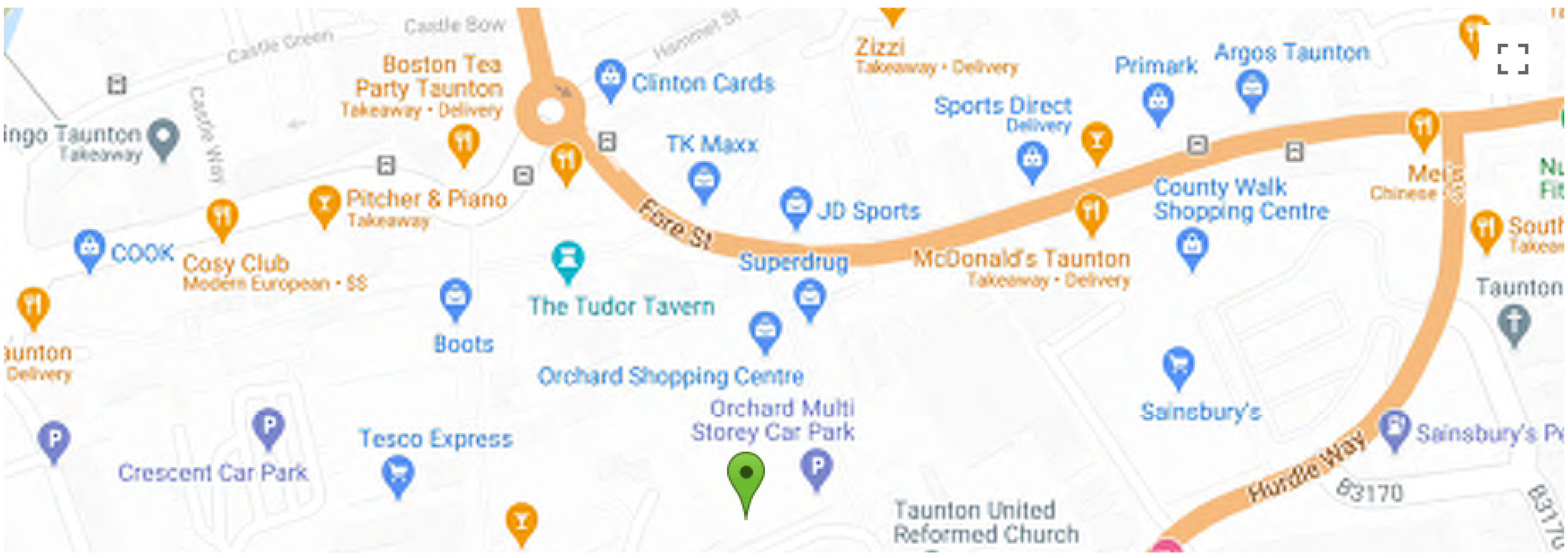
Orchard multi storey car park, Paul Street, Taunton, Somerset, TA1 3PF

Charges

Up to 1 hour	**£1.20**
Up to 2 hours	**£2.40**
Up to 3 hours	**£3.60**
Up to 4 hours	**£4.80**
Up to 5 hours	**£6.00**
Up to 6 hours	**£7.30**
Up to 7 hours	**£7.70**
Up to 10 hours	**£8.20**

Parking Bays

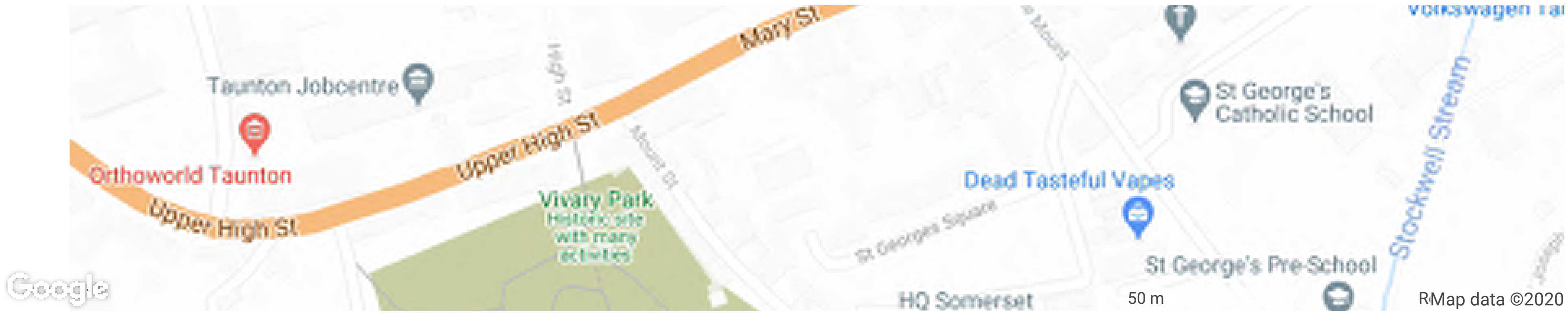
Standard bays	**553**
Disabled bays	**20**



Somerset West and Taunton

My SWT Account

MENU



Opening times

Sunday	10:30:00 - 16:30:00
Monday	08:00:00 - 18:00:00
Tuesday	08:00:00 - 18:00:00
Wednesday	08:00:00 - 18:00:00
Thursday	08:00:00 - 18:00:00
Friday	08:00:00 - 18:00:00
Saturday	08:00:00 - 18:00:00

General Information

Parking charges start at 8am and end at 6pm Monday to Saturday (including public/bank holidays).

Long stay pay on foot car park.

1.90m (6.2") maximum vehicle height barrier.

Safer Parking Scheme

The Orchard shoppers car park has been awarded a 'Park Mark'. The Safer Parking Scheme is a national standard for UK car parks that have low crime and measures in place to ensure the safety of people and vehicles. A Park Mark is awarded to each car park that achieves the challenging standards. The distinctive Park Mark signage helps drivers find car parks where they can confidently leave their vehicle, knowing the environment is safer. See the Park Mark website for more details.

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Somerset West and Taunton

Information about Covid19:
Please read our information on how we are supporting residents and businesses, as well as information on affected services.

Read our Coronavirus information

Moorfield, Calenick Street, Truro, TR1 2QD

This is now a Pay On Exit car park. More details on how to use this car park can be found on the pay on exit car parks page.

Long stay multi-storey car park

This car park includes an outdoor parking area (Deck 1) and indoor parking decks (Decks 2 - 9).

The indoor decks (Decks 2 – 9) are locked from 8pm - 7am Monday to Saturday and from 5.30pm - 7am on Sunday. There is a £30 release fee for vehicles that need to exit during the locked periods.

Customers who have purchased long stay parking on the internal decks (2-9) and who wish to continue their parking session purchased may choose to move their vehicles to the non multi storey section outside from 5pm to avoid being locked in. Please ensure that the original pay and display ticket purchased is still clearly displayed.

This car park has some reserved spaces for permit holders only.

View location map

Permitted vehicles

Cars, invalid carriages and motorcycles

Weight restriction: 3500kgs for outdoor deck, 2500 kg for indoor decks

Height restriction: None for outdoor deck, 1.9m (6'2") for indoor decks

Charges Decks 1 (outdoor area), 2 - 9

All days 9am - 4pm

- Up to 1 hour - £1.50
- 1 to 2 hours - £3.10
- 2 to 3 hours - £4.60
- 3 to 4 hours - £6.20
- 24 hours - £8.20

All days 4pm - 9am

- No charge

Payment

- Pay Station (all coins 10p to £2, bank notes £5 and £10, Chip and Pin, contactless, Apple Pay and Google Pay)
- Exit Barrier terminals (Chip and Pin, contactless, Apple Pay and Google Pay)
- Pay by mobile phone
  - the location code for this car park is **8436**

How do I get help if I am having difficulties?

There is an intercom button on the machine, please press this and you will be connected to an operator who will be able to assist you. The intercom is manned between 7am and 7pm daily.

Season and rover tickets

Season and rover tickets aren't available for this car park.

Reserved parking

There are various reserved permits available (basement area only)

- 1 registration number - £1,013.36 a year
- 2 registration numbers - £1,140.03 a year
- 5 registration numbers - £1,266.70 a year
- unlimited registration numbers - £1,350.00 a year

To apply for a reserved parking permit, use the contact details on this page or fill out our parking tickets and permits enquiry form online. We'll tell you whether reserved spaces are available and if there are any conditions that apply.

Disabled parking policy for this car park

The additional hour for blue badge holders does not apply in our Pay on Exit car parks.

Blue badge holders must pay the normal parking fee unless:

- The vehicle is registered under Cornwall Council's exemption scheme

  or

- The vehicle is especially adapted for a disabled person - How to register if you have an adapted vehicle for a disabled person

All blue badge holders must display a valid blue badge with time clock set at time of arrival.

Blue badge holders paying a parking fee in a Pay and Display car park automatically get one extra hour of free parking. For example, if you correctly display a blue badge and pay for 2 hours, you can park for 3 hours.

Motorcycle parking policy for this car park

Motorcycles can park for free in a designated motorcycle parking space and in other areas of the car park where it doesn't cause an obstruction. If you park your motorcycle in a car parking space, you must pay the normal fee for a car.

Motorcycles must not park in disabled or reserved spaces.

Facilities	Details
Number of spaces	681
Surface	Tarmac
Secure car park	No
Car park opening hours	24 hours outdoor deck. Decks 2-9 are closed 8pm - 7am Monday to Saturday and 5.30pm - 7am on Sunday
Height restriction	Outdoor deck - none Indoor decks - 1.9m (6'2")
Weight restriction	Outdoor deck - 3500kg Indoor decks - 2500kg
Lorries over 3500kg	No
Motorhome facilities or spaces	No
Suitable for touring caravans/trailers	No
Overnight sleeping	No sleeping or overnight camping

Visit Cornwall

See the Visit Cornwall website for things to do and places to stay in Cornwall.

This is now a Pay On Exit car park. More details on how to use this car park can be found on the pay on exit car parks page.

Long stay multi-storey car park

- Permitted vehicles
- Charges Decks 1 (outdoor area), 2 - 9
- Payment
- How do I get help if I am having difficulties?
- Season and rover tickets
- Reserved parking
- Disabled parking policy for this car park
- Visit Cornwall

Appendix J
EXISTING REVENUE AND OPERATING PERFORMANCE

Parking Services Finance Report

Period: 6 Sep-19

SUMMARY

INCOME	SEP MONTH 18/19	SEP MONTH 19/20	SEP MONTH INC / (DEC)		SEP CUMULATIVE (Excl Accruals) 18/19	SEP CUMULATIVE 19/20	SEP CUMULATIVE INC / (DEC)		WHOLE FINANCIAL YEAR (Including Accrual adjustments) BUDGET 2019-20	FORECAST 2019-20	FCST YEAR END POSITION		FY 2018/19 ACTUAL
OFF-STREET INCOME	208,200	224,858	16,658	8%	1,474,886	1,530,402	55,516	4%	2,368,041	2,370,912	2,871	SURPLUS	*2,366,107*
ON-STREET INCOME	116,059	118,303	2,244	2%	761,114	770,887	9,773	1%	1,205,156	1,220,079	14,923	SURPLUS	*1,227,203*
LONG STAY PERMITS	21,355	16,730	(4,625)	(22%)	143,215	152,274	9,058	6%	292,800	257,000	(35,800)	SHORTFALL	*265,000*
PENALTY CHARGES	52,103	61,002	8,898	17%	342,481	353,290	10,809	3%	753,929	651,100	(102,829)	SHORTFALL	*647,600*
TOURIST PERMITS	13,687	16,355	2,668	19%	85,959	105,972	20,013	23%	122,500	156,275	33,775	SURPLUS	*157,000*
STAFF PERMITS	7,956	9,650	1,693	21%	45,214	57,607	12,393	27%	91,700	119,000	27,300	SURPLUS	*119,000*
RESIDENTIAL PERMITS	8,414	9,239	825	10%	60,582	66,056	5,474	9%	109,600	128,000	18,400	SURPLUS	*127,000*
MISC. INCOME									53,203	37,634	(15,569)	SHORTFALL	*34,807*
TOTAL INCOME	**427,775**	**456,136**	**28,362**	**7%**	**2,913,451**	**3,036,487**	**123,036**	**4%**	**4,996,929**	**4,940,000**	**(56,929)**	**SHORTFALL**	***4,943,717***

EXPENDITURE	SEP MONTH 18/19	SEP MONTH 19/20	SEP MONTH INC / (DEC)		SEP CUMULATIVE (Excl Accruals) 18/19	SEP CUMULATIVE 19/20	SEP CUMULATIVE INC / (DEC)		BUDGET 2019-20	FORECAST 2019-20	YEAR END POSITION		FY 2018/19 ACTUAL
SALARIES-(Incl Man)	40,103	52,498	12,395	31%	260,797	317,022	56,226	22%	626,408	630,782	(4,374)	OVER SPEND	*537,415*
EXPENDITURE OTHER									297,394	312,807	(15,413)	OVER SPEND	*319,920*
TOTAL EXPENDITURE									**923,802**	**943,589**	**(19,787)**	**OVER SPEND**	***857,335***

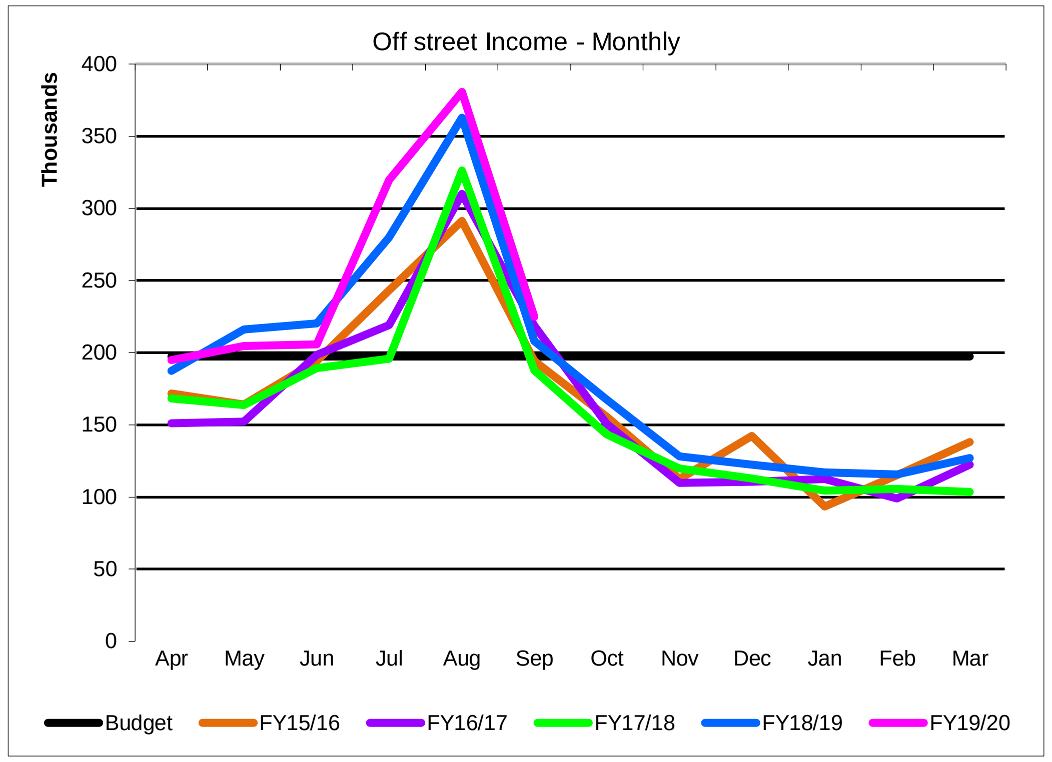
	BUDGET 2019-20	FORECAST 2019-20	YEAR END POSITION		FY 2018/19 ACTUAL
NET INCOME	**4,073,127**	**3,996,412**	**(76,715)**	**SHORTFALL**	***4,086,381***

DETAIL

OFF-STREET INCOME

		Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
MONTH	Budget	197,337	197,337	197,337	197,337	197,337	197,337	197,337	197,337	197,337	197,337	197,337	197,337
	FY15/16	171,612	164,246	194,113	243,127	291,309	194,254	155,795	112,562	142,152	93,409	115,152	138,167
	FY16/17	151,259	152,302	198,618	219,026	310,027	218,603	150,623	109,902	110,626	112,355	98,973	122,415
	FY17/18	168,132	163,726	189,291	195,918	326,248	187,647	143,602	119,830	112,690	104,572	105,634	103,501
	FY18/19	187,299	216,218	220,408	279,959	362,802	208,200	167,556	128,267	122,351	117,167	115,651	126,799
	FY19/20	194,893	204,462	205,718	319,755	380,716	224,858						
	Inc/(Dec)	7,594	(11,757)	(14,689)	39,796	17,914	16,658						
		4%	(5%)	(7%)	14%	5%	8%						
CUMM.	Budget	197,337	394,674	592,010	789,347	986,684	1,184,021	1,381,357	1,578,694	1,776,031	1,973,368	2,170,704	2,368,041
	FY15/16	171,612	335,858	529,972	773,098	1,064,407	1,258,661	1,414,456	1,527,018	1,669,170	1,762,579	1,877,731	2,015,898
	FY16/17	151,259	303,561	502,180	721,206	1,031,233	1,249,836	1,400,459	1,510,361	1,620,987	1,733,342	1,832,315	1,954,729
	FY17/18	168,132	331,858	521,150	717,068	1,043,317	1,230,964	1,374,566	1,494,396	1,607,086	1,711,658	1,817,292	1,920,793
	FY18/19	187,299	403,518	623,925	903,884	1,266,686	1,474,886	1,642,442	1,770,709	1,893,060	2,010,227	2,125,878	2,252,677
	FY19/20	194,893	399,355	605,073	924,828	1,305,544	1,530,402	1,530,402	1,530,402	1,530,402	1,530,402	1,530,402	1,530,402
	Inc/(Dec)	7,594	(4,163)	(18,852)	20,944	38,857	55,516						
		4%	(1%)	(3%)	2%	3%	4%						

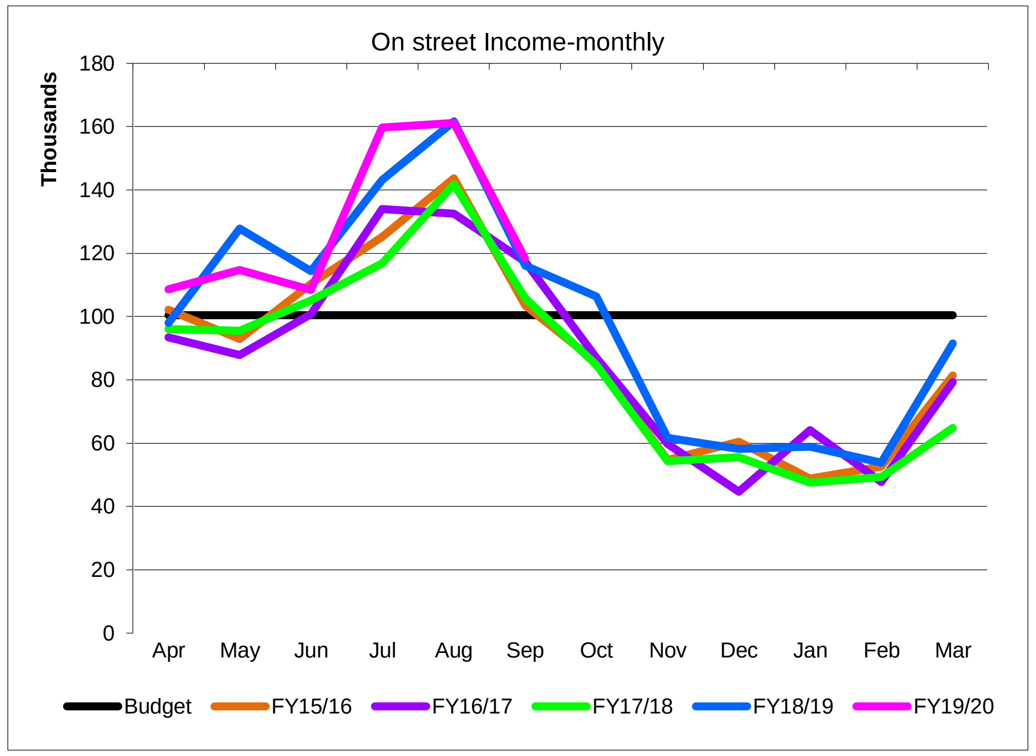
BUDGET	2,368,041	FORECAST	2,370,912	SURPLUS	2,871



ON-STREET INCOME

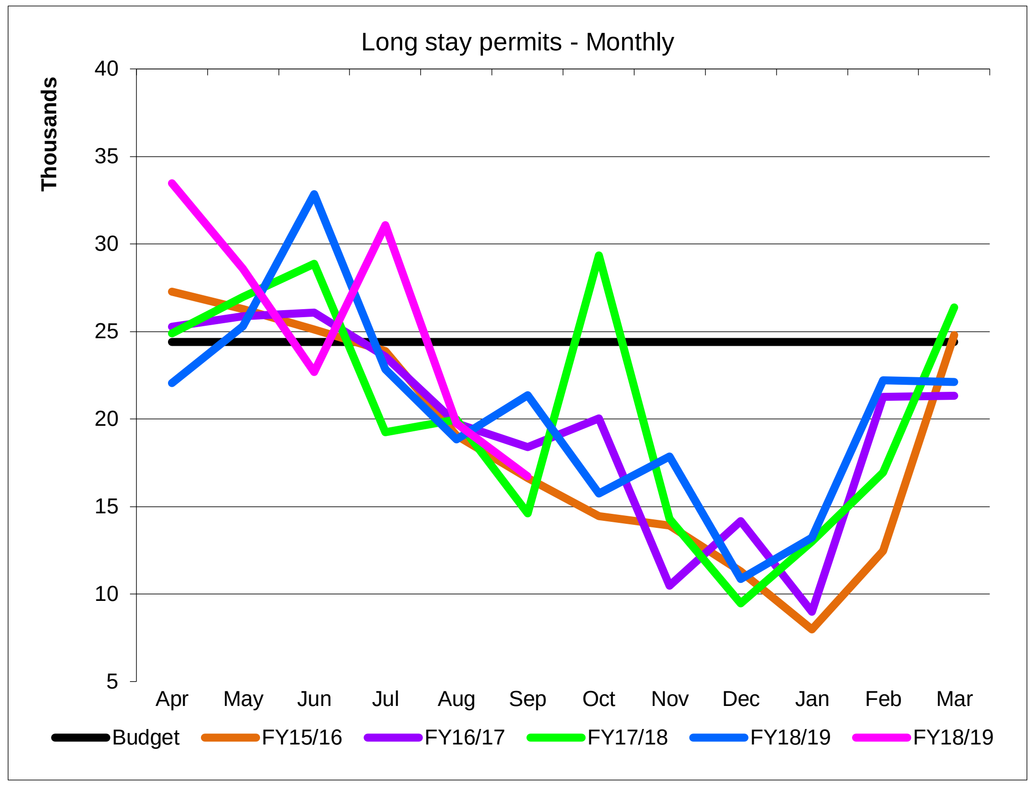
		Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
MONTH	Budget	100,430	100,430	100,430	100,430	100,430	100,430	100,430	100,430	100,430	100,430	100,430	100,430
	FY15/16	102,100	92,888	110,336	125,146	143,682	103,614	85,585	54,730	60,500	48,816	52,592	81,386
	FY16/17	93,397	87,870	100,740	133,964	132,516	117,344	86,952	59,787	44,667	64,112	47,772	79,366
	FY17/18	96,027	95,527	105,163	116,726	141,779	105,891	84,713	54,383	55,526	47,548	49,311	64,889
	FY18/19	97,921	127,852	114,426	143,182	161,674	116,059	106,320	61,607	58,199	58,972	53,856	91,593
	FY19/20	108,537	114,740	108,432	159,717	161,158	118,303						
	Inc/(Dec)	10,617	(13,112)	(5,995)	16,535	(516)	2,244						
		11%	(10%)	(5%)	12%	(0%)	2%						
CUMM.	Budget	100,430	200,859	301,289	401,719	502,148	602,578	703,008	803,437	903,867	1,004,297	1,104,726	1,205,156
	FY15/16	102,100	194,988	305,324	430,471	574,153	677,766	763,351	818,080	878,581	927,396	979,988	1,061,374
	FY16/17	93,397	181,267	282,007	415,971	548,487	665,831	752,783	812,571	857,238	921,349	969,121	1,048,487
	FY17/18	96,027	191,554	296,717	413,443	555,222	661,113	745,826	800,209	855,736	903,284	952,595	1,017,484
	FY18/19	97,921	225,772	340,199	483,381	645,055	761,114	867,434	929,041	987,240	1,046,212	1,100,068	1,191,662
	FY19/20	108,537	223,277	331,709	491,426	652,584	770,887	770,887	770,887	770,887	770,887	770,887	770,887
	Inc/(Dec)	10,617	(2,495)	(8,490)	8,045	7,529	9,773						
		11%	(1%)	(2%)	2%	1%	1%						

BUDGET	1,205,156	FORECAST	1,220,079	SURPLUS	14,923



LONG STAY PERMITS **CASH COLLECTION ONLY BASIS**

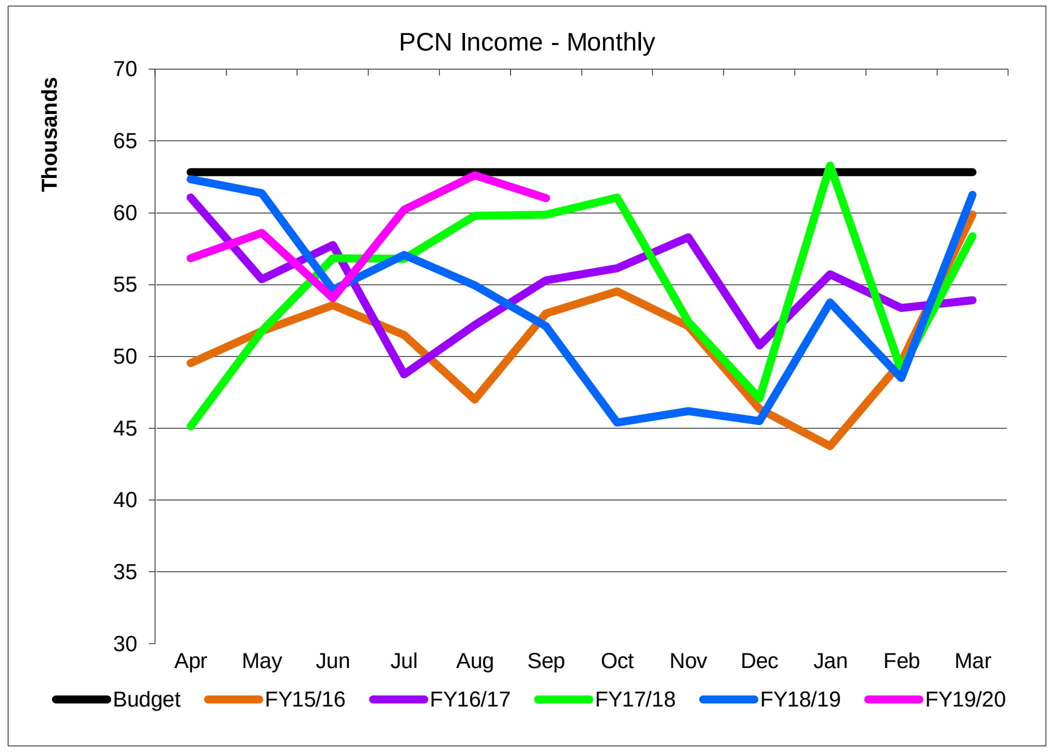
		Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
MONTH	Budget	24,400	24,400	24,400	24,400	24,400	24,400	24,400	24,400	24,400	24,400	24,400	24,400
	FY15/16	27,273	26,274	25,110	23,868	19,062	16,640	14,442	13,919	11,304	7,980	12,456	24,799
	FY16/17	25,257	25,862	26,078	23,571	19,758	18,408	20,021	10,477	14,169	8,988	21,268	21,339
	FY17/18	24,887	26,989	28,880	19,240	19,961	14,616	29,345	14,293	9,467	13,004	16,939	26,358
	FY18/19	22,045	25,316	32,844	22,831	18,826	21,355	15,755	17,851	10,860	13,230	22,200	22,111
	FY19/20	33,467	28,569	22,673	31,078	19,757	16,730						
	Inc/(Dec)	11,422	3,253	(10,170)	8,248	931	(4,625)						
		52%	13%	(31%)	36%	5%	(22%)						
CUMM.	Budget	24,400	48,800	73,200	97,600	122,000	146,400	170,800	195,200	219,600	244,000	268,400	292,800
	FY15/16	27,273	53,547	78,657	102,525	121,587	138,226	152,669	166,587	177,891	185,871	198,327	223,126
	FY16/17	25,257	51,119	77,198	100,769	120,527	138,935	158,957	169,434	183,602	192,590	213,858	235,196
	FY17/18	24,887	51,876	80,756	99,995	119,956	134,573	163,917	178,210	187,677	200,681	217,620	243,978
	FY18/19	22,045	47,361	80,205	103,035	121,861	143,215	158,970	176,821	187,681	200,912	223,112	245,223
	FY19/20	33,467	62,036	84,709	115,787	135,544	152,274	152,274	152,274	152,274	152,274	152,274	152,274
	Inc/(Dec)	11,422	14,675	4,505	12,752	13,683	9,058						
		52%	31%	6%	12%	11%	6%						



BUDGET	292,800	FORECAST	257,000	SHORTFALL	(35,800)

PENALTY CHARGES

		Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
MONTH	Budget	62,827	62,827	62,827	62,827	62,827	62,827	62,827	62,827	62,827	62,827	62,827	62,827
	FY15/16	49,533	51,759	53,568	51,476	46,986	52,995	54,508	52,107	46,348	43,755	49,608	59,879
	FY16/17	61,062	55,363	57,763	48,746	52,166	55,290	56,127	58,302	50,780	55,719	53,366	53,897
	FY17/18	45,122	51,776	56,834	56,804	59,777	59,882	61,058	52,421	47,066	63,288	49,048	58,386
	FY18/19	62,336	61,369	54,653	57,054	54,965	52,103	45,392	46,188	45,502	53,768	48,511	61,254
	FY19/20	56,834	58,581	54,057	60,206	62,612	61,002						
	Inc/(Dec)	(5,503)	(2,788)	(596)	3,152	7,647	8,898						
		(9%)	(5%)	(1%)	6%	14%	17%						
CUMM.	Budget	62,827	125,655	188,482	251,310	314,137	376,965	439,792	502,619	565,447	628,274	691,102	753,929
	FY15/16	49,533	101,292	154,860	206,336	253,322	306,317	360,825	412,932	459,280	503,035	552,643	612,522
	FY16/17	61,062	116,426	174,188	222,935	275,100	330,390	386,518	444,819	495,599	551,318	604,684	658,581
	FY17/18	45,122	96,897	153,731	210,536	270,313	330,195	391,253	443,674	490,740	554,027	603,075	661,462
	FY18/19	62,336	123,705	178,359	235,413	290,378	342,481	387,873	434,061	479,563	533,331	581,842	643,096
	FY19/20	56,834	115,414	169,471	229,677	292,289	353,290	353,290	353,290	353,290	353,290	353,290	353,290
	Inc/(Dec)	(5,503)	(8,291)	(8,887)	(5,736)	1,911	10,809						
		(9%)	(7%)	(5%)	(2%)	1%	3%						



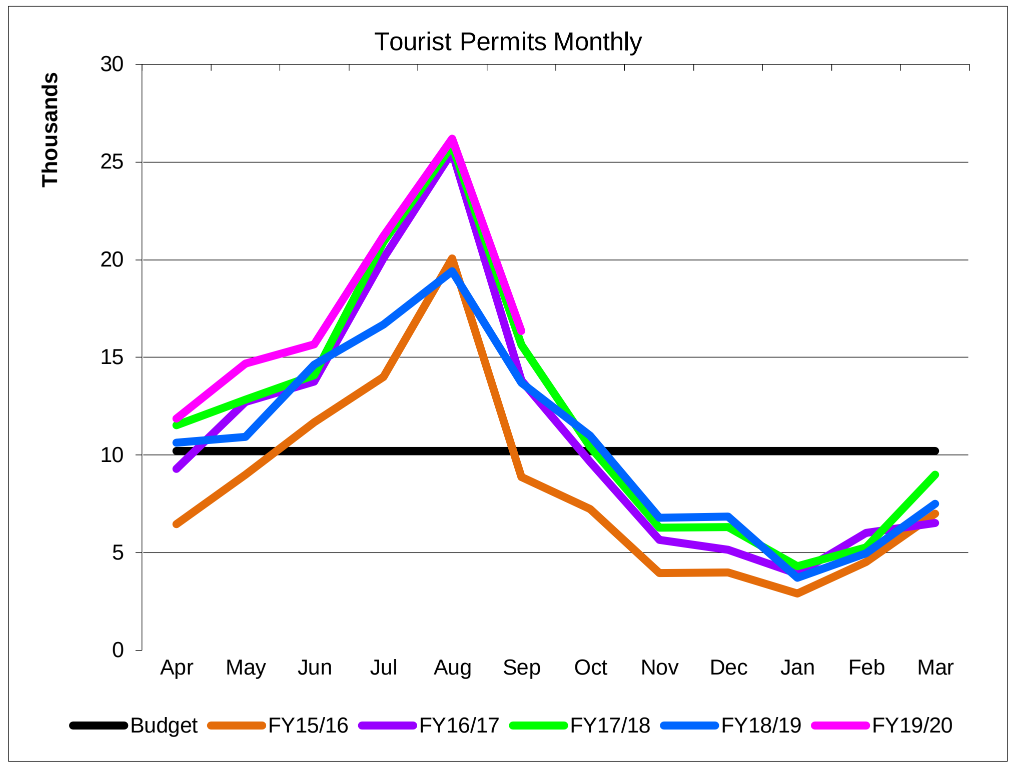
BUDGET	753,929	FORECAST	651,100	SHORTFALL	(102,829)

Parking Services Finance Report - continued Period: 6 Sep-19

TOURIST PERMITS

	ourist	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
MONTH	Budget	10,208	10,208	10,208	10,208	10,208	10,208	10,208	10,208	10,208	10,208	10,208	10,208
	FY15/16	6,457	8,984	11,689	14,012	20,065	8,882	7,242	3,959	3,980	2,909	4,529	7,008
	FY16/17	9,276	12,722	13,769	20,070	25,527	13,828	9,641	5,644	5,150	3,921	6,002	6,532
	FY17/18	11,531	12,832	14,093	20,897	25,857	15,632	10,429	6,296	6,319	4,307	5,277	9,004
	FY18/19	10,624	10,932	14,625	16,680	19,411	13,687	10,983	6,785	6,861	3,716	4,957	7,501
	FY19/20	11,865	14,671	15,677	21,209	26,194	16,355						
	Inc/(Dec)	1,241	3,739	1,052	4,529	6,783	2,668						
		12%	34%	7%	27%	35%	19%						
CUMM.	Budget	5,762	12,985	20,734	33,557	44,558	52,472	60,885	66,835	66,052	66,833	66,843	70,000
	FY15/16	6,457	15,441	27,130	41,142	61,207	70,088	77,330	81,289	85,269	88,178	92,707	99,715
	FY16/17	9,276	21,998	35,768	55,837	81,364	95,192	104,834	110,477	115,627	119,549	125,550	132,082
	FY17/18	11,531	24,363	38,456	59,353	85,210	100,842	111,271	117,567	123,886	128,193	133,470	142,473
	FY18/19	10,624	21,556	36,181	52,861	72,272	85,959	96,942	103,728	110,588	114,304	119,262	126,763
	FY19/20	11,865	26,537	42,214	63,423	89,617	105,972	105,972	105,972	105,972	105,972	105,972	105,972
	Inc/(Dec)	1,241	4,981	6,033	10,562	17,345	20,013						
		12%	23%	17%	20%	24%	23%						

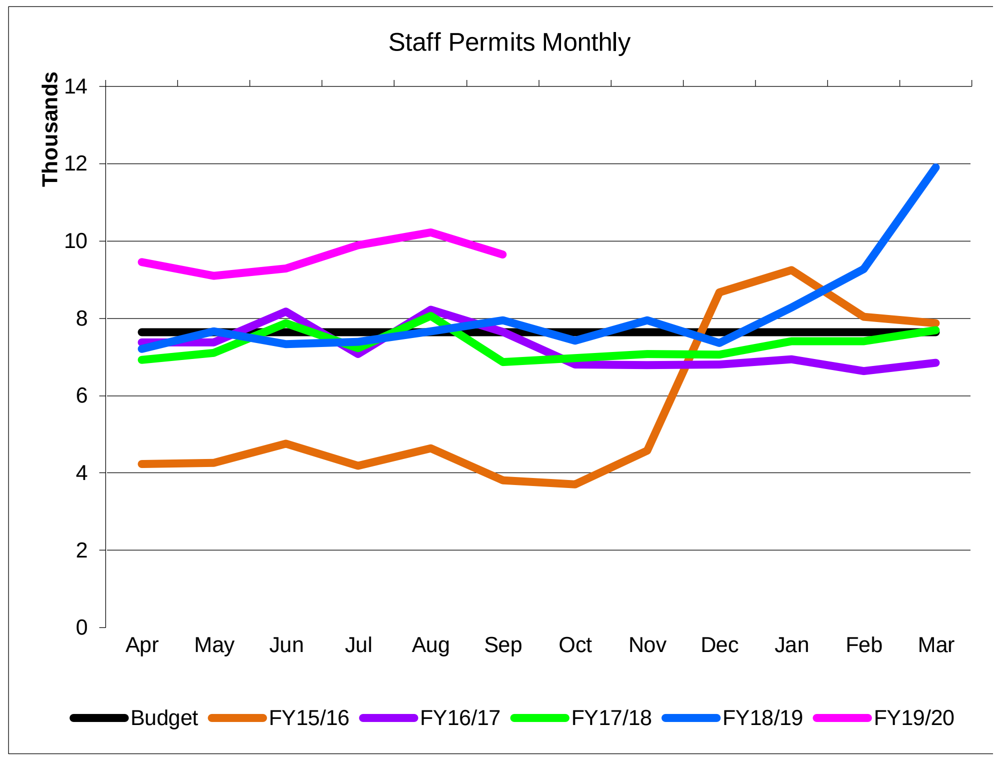
BUDGET	122,500	FORECAST	156,275	SURPLUS	33,775



STAFF PERMITS

	taff	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
MONTH	Budget	7,642	7,642	7,642	7,642	7,642	7,642	7,642	7,642	7,642	7,642	7,642	7,642
	FY15/16	4,229	4,259	4,752	4,193	4,640	3,816	3,706	4,577	8,676	9,248	8,037	7,877
	FY16/17	7,385	7,380	8,175	7,078	8,224	7,655	6,803	6,793	6,804	6,936	6,637	6,849
	FY17/18	6,929	7,102	7,877	7,227	8,064	6,870	6,974	7,078	7,061	7,416	7,415	7,700
	FY18/19	7,210	7,665	7,331	7,394	7,658	7,956	7,429	7,956	7,356	8,279	9,270	11,905
	FY19/20	9,453	9,100	9,289	9,893	10,223	9,650						
	Inc/(Dec)	2,243	1,435	1,957	2,499	2,565	1,693						
		31%	19%	27%	34%	34%	21%						
CUMM.	Budget	7,642	15,283	22,925	30,567	38,208	45,850	53,492	61,133	68,775	76,417	84,058	91,700
	FY15/16	4,229	8,489	13,241	17,434	22,074	25,889	29,595	34,172	42,848	52,097	60,133	68,010
	FY16/17	7,385	14,765	22,940	30,018	38,242	45,897	52,700	59,493	66,298	73,234	79,870	86,719
	FY17/18	6,929	14,031	21,908	29,135	37,199	44,069	51,043	58,121	65,182	72,597	80,013	87,712
	FY18/19	7,210	14,875	22,206	29,600	37,258	45,214	52,643	60,599	67,955	76,233	85,503	97,408
	FY19/20	9,453	18,553	27,841	37,734	47,957	57,607	57,607	57,607	57,607	57,607	57,607	57,607
	Inc/(Dec)	2,243	3,678	5,635	8,134	10,700	12,393						
		31%	25%	25%	27%	29%	27%						

BUDGET	91,700	FORECAST	119,000	SURPLUS	27,300

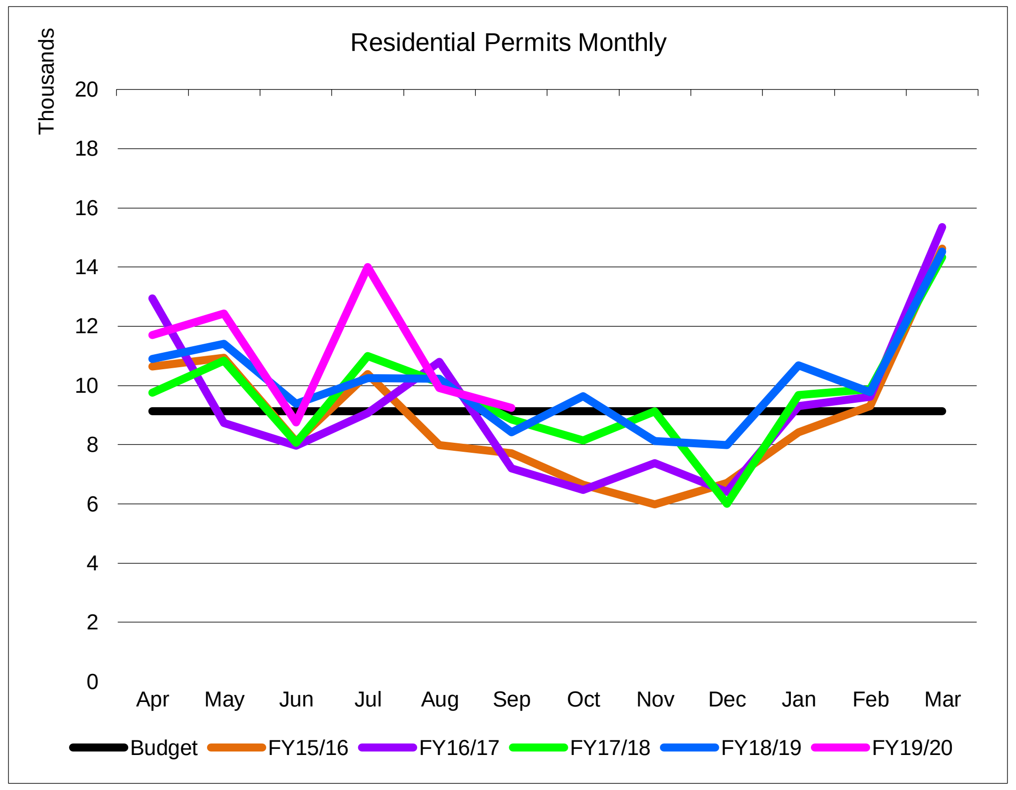


RESIDENTIAL PERMITS

CASH COLLECTION ONLY BASIS

	esident	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
MONTH	Budget	9,133	9,133	9,133	9,133	9,133	9,133	9,133	9,133	9,133	9,133	9,133	9,133
	FY15/16	10,652	10,933	8,111	10,387	7,994	7,713	6,642	5,986	6,707	8,430	9,304	14,625
	FY16/17	12,935	8,744	7,978	9,062	10,800	7,195	6,475	7,376	6,410	9,307	9,615	15,351
	FY17/18	9,766	10,842	8,074	10,993	10,100	8,857	8,154	9,137	6,007	9,675	9,877	14,334
	FY18/19	10,903	11,400	9,385	10,248	10,231	8,414	9,645	8,125	7,988	10,676	9,778	14,523
	FY19/20	11,705	12,432	8,754	14,002	9,924	9,239						
	Inc/(Dec)	802	1,032	(631)	3,754	(307)	825						
		7%	9%	(7%)	37%	(3%)	10%						
CUMM.	Budget	9,133	18,267	27,400	36,533	45,667	54,800	63,933	73,067	82,200	91,333	100,467	109,600
	FY15/16	10,652	21,585	29,696	40,083	48,077	55,790	62,432	68,418	75,125	83,555	92,859	107,484
	FY16/17	12,935	21,679	29,657	38,718	49,518	56,713	63,188	70,564	76,974	86,281	95,896	111,247
	FY17/18	9,766	20,608	28,682	39,676	49,775	58,633	66,786	75,924	81,931	91,606	101,483	115,818
	FY18/19	10,903	22,303	31,689	41,936	52,168	60,582	70,227	78,352	86,340	97,016	106,794	121,318
	FY19/20	11,705	24,137	32,891	46,893	56,817	66,056	66,056	66,056	66,056	66,056	66,056	66,056
	Inc/(Dec)	802	1,834	1,203	4,956	4,649	5,474						
		7%	8%	4%	12%	9%	9%						

BUDGET	109,600	FORECAST	128,000	SURPLUS	18,400



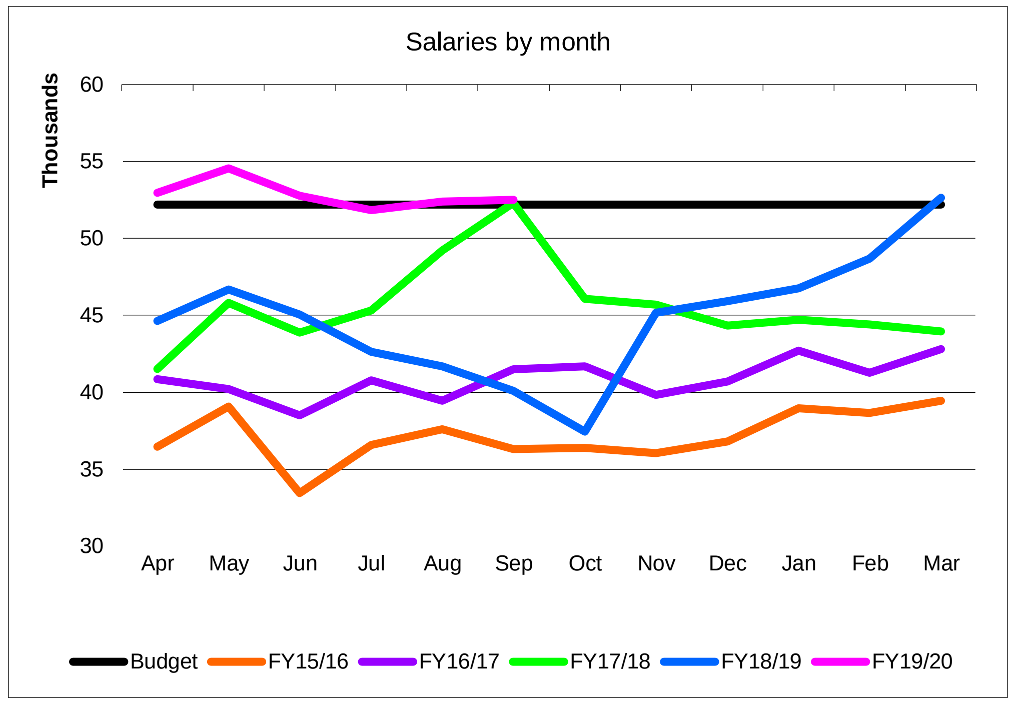
MISC. INCOME

FY18/19 Actual	FY19/20 Budget	YTD @ SEP	Fcst Income 2019-20	Under/Over Spend Fcst	Previous Month Fcst	In month Change
34,807	53,203	14,755	37,634	(15,569)	37,178	456

SHORTFALL	15,569

SALARIES-Inc Man

		Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
MONTH	Budget	52,201	52,201	52,201	52,201	52,201	52,201	52,201	52,201	52,201	52,201	52,201	52,201
	FY15/16	36,460	39,069	33,452	36,561	37,584	36,318	36,380	36,036	36,805	38,978	38,656	39,449
	FY16/17	40,844	40,198	38,507	40,773	39,470	41,508	41,676	39,833	40,707	42,699	41,275	42,810
	FY17/18	41,517	45,805	43,890	45,308	49,223	52,308	46,062	45,701	44,330	44,720	44,430	43,940
	FY18/19	44,643	46,692	45,040	42,635	41,684	40,103	37,448	45,162	45,924	46,740	48,701	52,644
	FY19/20	52,955	54,555	52,767	51,839	52,408	52,498						
	Inc/(Dec)	8,312	7,863	7,728	9,204	10,724	12,395						
		19%	17%	17%	22%	26%	31%						
CUMM.	Budget	52,201	104,401	156,602	208,803	261,003	313,204	365,405	417,605	469,806	522,007	574,207	626,408
	FY15/16	36,460	75,529	108,981	145,542	183,126	219,444	255,825	291,860	328,665	367,643	406,299	445,748
	FY16/17	40,844	81,042	119,549	160,322	199,792	241,300	282,976	322,808	363,515	406,214	447,489	490,299
	FY17/18	41,517	87,323	131,212	176,520	225,743	278,052	324,113	369,814	414,144	458,864	503,294	547,233
	FY18/19	44,643	91,335	136,375	179,010	220,694	260,797	298,244	343,406	389,330	436,070	484,771	537,415
	FY19/20	52,955	107,510	160,277	212,116	264,524	317,022	317,022	317,022	317,022	317,022	317,022	317,022
	Inc/(Dec)	8,312	16,175	23,902	33,106	43,830	56,226						
		19%	18%	18%	18%	20%	22%						



BUDGET	626,408	FORECAST	630,782	OVER SPEND	(4,374)

EXPENDITURE - EXCLUDING SALARIES

TOP 15 AREAS OF EXPENDITURE

	Subj	Description	FY18/19 Actual	FY19/20 Budget	SEP 20 YTD Actual+Com	FY Forecast @ SEP 20	Under/Over Spend Fcst
1	222001	Rates	195,756	197,630	197,630	197,630	0
2	409102	Operational Equipment	40,305	26,222	40,354	46,500	(20,278)
3	501601	Pay to Private Contractor	8,132	20,125	15,248	19,146	979
4	331002	Staff Vehicle Mileag	11,073	10,637	7,328	14,390	(3,753)
5	221001	Building & Room Rental	9,935	10,682	9,936	9,936	746
6	301001	Vehicle Maint Costs	5,154	9,800	3,689	9,800	0
7	302001	Vehicle Fuel Costs	7,410	9,222	4,656	11,000	(1,778)
8	433001	Insurance Premiums	6,738	9,500	0	6,738	2,762
9	427001	Clothing & Laundry	6,736	6,000	2,165	6,000	0
10	439001	Professional Service	5,645	5,890	0	2,945	2,945
11	421001	Printing Costs	4,753	4,200	(147)	3,500	700
12	341001	Transport Insurance	2,800	2,275	3,258	3,258	(983)
13	591007	Fleet Man - Int Rech	1,039	3,246	0	1,500	1,746
14	428001	Advertising & Publicity	527	1,500	0	1,500	0
15	211001	Electricity	1,021	1,250	438	763	487
			307,024	318,179	284,555	334,605	(16,426)
		OTHER AREAS OF EXPENDITURE	12,896	(20,785)	(19,586)	(21,799)	1,014
			319,920	297,394	264,968	312,807	(15,413)

OVER SPEND	(15,413)

<u>**Parking Services - Off Street Ticket Machine Income Analysis by Location**</u>

Period: 6

Newport	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Cumm. to Mar
FY15/16	48,872	47,528	50,497	54,710	55,805	51,185	50,093	51,956	69,927	42,299	46,674	45,855	615,400
FY16/17	49,554	43,578	53,667	46,233	46,721	47,965	47,460	43,953	50,220	42,805	35,425	43,288	550,868
FY17/18	39,639	40,193	42,664	46,981	47,772	46,903	44,992	44,970	54,721	43,840	40,425	39,692	532,791
FY18/19	48,698	44,405	49,274	49,860	60,285	44,356	50,777	49,869	55,536	42,805	39,308	42,976	578,148
FY19/20	43,943	49,412	41,796	50,679	55,352	53,030	0	0	0	0	0	0	294,213
Inc/(Dec)	(4,755)	5,007	(7,478)	820	(4,933)	8,674	(50,777)	(49,869)	(55,536)	(42,805)	(39,308)	(42,976)	(283,935)
%	(10%)	11%	(15%)	2%	(8%)	20%	(100%)	(100%)	(100%)	(100%)	(100%)	(100%)	(49%)

Ryde	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Cumm. to Mar
FY15/16	33,576	30,793	37,115	49,532	55,336	45,107	31,214	22,780	24,941	19,014	24,406	28,257	402,072
FY16/17	30,684	29,187	37,602	40,721	58,515	51,398	31,257	26,709	25,373	24,250	22,919	27,837	406,450
FY17/18	32,973	34,201	36,462	41,543	60,261	39,744	30,470	26,378	24,072	20,320	23,148	23,516	393,089
FY18/19	31,634	40,910	45,257	53,150	69,458	41,414	34,667	25,109	22,713	24,959	23,920	27,144	440,335
FY19/20	36,990	39,183	39,310	63,022	68,342	41,891	0	0	0	0	0	0	288,738
Inc/(Dec)	5,356	(1,727)	(5,947)	9,873	(1,116)	478	(34,667)	(25,109)	(22,713)	(24,959)	(23,920)	(27,144)	(151,596)
%	17%	(4%)	(13%)	19%	(2%)	1%	(100%)	(100%)	(100%)	(100%)	(100%)	(100%)	(34%)

Cowes	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Cumm. to Mar
FY15/16	5,382	4,887	6,942	8,052	9,856	6,576	5,095	4,190	6,308	3,801	3,622	6,090	70,801
FY16/17	5,494	5,408	5,454	7,758	7,630	6,594	4,881	5,671	4,127	5,558	4,740	4,424	67,736
FY17/18	7,069	5,946	5,586	7,886	8,898	5,353	6,687	5,073	5,800	4,934	4,585	3,778	71,594
FY18/19	6,451	6,648	5,684	8,436	9,956	5,894	5,589	5,813	5,615	4,843	3,978	5,991	74,896
FY19/20	5,594	5,331	4,777	7,081	10,101	5,574	0	0	0	0	0	0	38,458
Inc/(Dec)	(857)	(1,317)	(907)	(1,355)	145	(320)	(5,589)	(5,813)	(5,615)	(4,843)	(3,978)	(5,991)	(36,438)
%	(13%)	(20%)	(16%)	(16%)	1%	(5%)	(100%)	(100%)	(100%)	(100%)	(100%)	(100%)	(49%)

Sandown	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Cumm. to Mar
FY15/16	12,372	11,366	13,386	22,234	35,719	11,771	8,710	3,703	3,653	3,791	4,384	5,256	136,344
FY16/17	9,794	8,852	15,007	23,461	38,826	18,905	7,985	3,853	2,628	4,483	3,718	5,502	143,013
FY17/18	16,357	11,257	14,914	20,957	33,957	12,554	9,090	4,880	3,250	3,065	3,830	4,441	138,552
FY18/19	10,630	23,946	18,241	32,890	39,732	19,021	10,585	4,919	4,106	5,543	5,974	6,731	182,319
FY19/20	18,116	16,188	14,450	42,614	55,497	17,926	0	0	0	0	0	0	164,790
Inc/(Dec)	7,486	(7,759)	(3,791)	9,724	15,764	(1,095)	(10,585)	(4,919)	(4,106)	(5,543)	(5,974)	(6,731)	(17,528)
%	70%	(32%)	(21%)	30%	40%	(6%)	(100%)	(100%)	(100%)	(100%)	(100%)	(100%)	(10%)

Shanklin	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Cumm. to Mar
FY15/16	27,500	29,367	34,367	45,657	53,443	27,866	22,038	12,015	15,896	9,703	13,868	21,149	312,869
FY16/17	23,381	23,456	37,662	44,484	72,535	36,279	26,782	10,712	11,375	15,028	11,886	17,129	330,709
FY17/18	31,580	30,242	34,715	45,327	66,462	32,157	26,001	12,584	12,016	11,469	11,299	14,288	328,140
FY18/19	29,465	37,593	41,399	57,658	77,844	39,525	27,823	13,172	12,560	12,661	13,416	25,478	388,593
FY19/20	35,508	35,687	29,559	63,688	81,959	44,362	0	0	0	0	0	0	290,763
Inc/(Dec)	6,043	(1,906)	(11,840)	6,030	4,115	4,837	(27,823)	(13,172)	(12,560)	(12,661)	(13,416)	(25,478)	(97,830)
%	21%	(5%)	(29%)	10%	5%	12%	(100%)	(100%)	(100%)	(100%)	(100%)	(100%)	(25%)

Ventnor	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Cumm. to Mar
FY15/16	17,388	14,603	18,613	22,188	31,227	20,003	13,130	10,055	10,133	7,272	10,043	13,868	188,523
FY16/17	13,275	15,137	18,758	19,006	32,867	19,258	12,151	8,150	6,409	8,928	7,000	9,050	169,989
FY17/18	13,777	14,730	16,450	19,509	28,282	16,055	12,721	9,331	6,208	7,641	8,278	8,897	161,878
FY18/19	31,496	20,500	18,168	26,216	36,174	20,052	17,391	11,568	8,988	10,879	12,575	11,298	225,307
FY19/20	20,962	19,627	32,996	28,461	36,633	24,328	0	0	0	0	0	0	163,007
Inc/(Dec)	(10,534)	(872)	14,827	2,245	459	4,277	(17,391)	(11,568)	(8,988)	(10,879)	(12,575)	(11,298)	(62,299)
%	(33%)	(4%)	82%	9%	1%	21%	(100%)	(100%)	(100%)	(100%)	(100%)	(100%)	(28%)

West Wight	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Cumm. to Mar
FY15/16	21,386	21,331	26,304	30,103	36,596	26,404	20,305	5,955	10,341	5,509	10,149	14,622	**229,004**
FY16/17	16,500	20,405	25,816	29,886	40,841	28,020	16,768	7,445	9,339	9,761	11,436	11,334	**227,553**
FY17/18	21,511	24,460	28,154	31,843	46,221	26,761	9,806	13,977	5,722	11,651	11,618	6,851	**238,574**
FY18/19	20,558	34,333	31,899	37,956	50,326	31,011	15,478	15,327	11,414	13,159	13,491	4,919	**279,869**
FY19/20	28,349	29,458	28,675	42,222	54,870	26,056	0	0	0	0	0	0	**209,630**
Inc/(Dec)	7,791	(4,875)	(3,224)	4,266	4,544	(4,955)	(15,478)	(15,327)	(11,414)	(13,159)	(13,491)	(4,919)	**(70,239)**
%	38%	(14%)	(10%)	11%	9%	(16%)	(100%)	(100%)	(100%)	(100%)	(100%)	(100%)	**(25%)**

Other	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Cumm. to Mar
FY15/16	5,121	4,361	6,877	10,012	13,256	6,072	5,207	1,904	919	2,004	1,936	3,214	**60,884**
FY16/17	2,573	6,273	4,641	7,512	12,086	10,184	3,329	3,339	1,153	1,392	2,077	3,852	**58,411**
FY17/18	5,226	2,692	10,352	5,960	10,297	8,108	3,854	2,617	901	1,653	1,959	2,989	**56,609**
FY18/19	8,357	7,923	10,498	13,653	19,147	6,927	5,247	2,320	1,414	2,469	2,820	2,437	**83,212**
FY19/20	5,431	6,873	14,009	19,031	17,969	11,689	0	0	0	0	0	0	**75,004**
Inc/(Dec)	(2,926)	(1,050)	3,512	5,378	(1,178)	4,762	(5,247)	(2,320)	(1,414)	(2,469)	(2,820)	(2,437)	**(8,209)**
%	(35%)	(13%)	33%	39%	(6%)	69%	(100%)	(100%)	(100%)	(100%)	(100%)	(100%)	**(10%)**

On Street	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Cumm. to Mar
FY15/16	14	11	13	638	68	(728)	4	3	34	18	68	(141)	**0**
FY16/17	4	7	17	(32)	3	2	4	8	4	(17)	0	0	**(0)**
FY17/18	0	5	(5)	0	10	12	(17)	(5)	2	29	410	(440)	**0**
FY18/19	10	(40)	2	148	(120)	0	0	171	6	(171)	169	(175)	**0**
FY19/20	0	2,714	24	3,087	3	0	0	0	0	0	0	0	**5,829**
Inc/(Dec)	(10)	2,754	23	2,939	123	0	0	(171)	(6)	171	(169)	175	**5,829**
%	(100%)	(6885%)	1517%	1985%	(103%)	#DIV/0!	#DIV/0!	(100%)	(100%)	(100%)	(100%)	(100%)	#DIV/0!

Ops	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Cumm. to Mar
FY15/16	0	(0)	0	0	1	(1)	0	0	0	0	2	(2)	**0**
FY16/17	0	0	(6)	0	0	0	6	0	0	228	(228)	0	**0**
FY17/18	0	(0)	0	(24,088)	24,088	0	0	0	0	(5)	0	(995)	**(1,000)**
FY18/19	0	0	(16)	(4)	0	0	0	0	0	20	0	0	**0**
FY19/20	0	(12)	(15)	7	(10)	0	0	0	0	0	0	0	**(30)**
Inc/(Dec)	0	(12)	1	11	(10)	0	0	0	0	(20)	0	0	**(30)**
%	#DIV/0!	#DIV/0!	(6%)	(275%)	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	(100%)	#DIV/0!	#DIV/0!	**#DIV/0!**

Permits	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Cumm. to Mar
FY15/16	0	0	0	0	0	0	0	0	0	0	0	0	**0**
FY16/17	0	0	0	(2)	2	0	0	63	0	(63)	0	0	**0**
FY17/18	0	0	0	0	0	0	0	25	0	(25)	83	483	**566**
FY18/19	0	0	2	(2)	0	0	0	0	0	0	0	0	**0**
FY19/20	0	0	138	(138)	0	0	0	0	0	0	0	0	**0**
Inc/(Dec)	0	0	135	(135)	0	0	0	0	0	0	0	0	**0**
%	#DIV/0!	#DIV/0!	5629%	5629%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0%

All Areas	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Cumm. to Mar
FY15/16	171,612	164,246	194,113	243,127	291,309	194,254	155,795	112,562	142,152	93,409	115,152	138,167	**2,015,898**
FY16/17	151,259	152,302	198,618	219,026	310,027	218,603	150,623	109,902	110,626	112,355	98,973	122,415	**1,954,729**
FY17/18	168,132	163,726	189,291	195,918	326,248	187,647	143,602	119,830	112,690	104,572	105,634	103,501	**1,920,793**
FY18/19	187,299	216,218	220,408	279,959	362,802	208,200	167,556	128,267	122,351	117,167	115,651	126,799	**2,252,677**
FY19/20	194,893	204,462	205,718	319,755	380,716	224,858	0	0	0	0	0	0	**1,530,402**
Inc/(Dec)	7,594	(11,757)	(14,689)	39,796	17,914	16,658	(167,556)	(128,267)	(122,351)	(117,167)	(115,651)	(126,799)	**(722,276)**
%	4%	(5%)	(7%)	14%	5%	8%	(100%)	(100%)	(100%)	(100%)	(100%)	(100%)	**(32%)**

Parking Services - Off Street Ticket Machine Cumulative Income against Budget profile (last year)

	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	
Budget	196,891	424,182	655,877	950,174	1,331,556	1,550,417	1,726,555	1,861,391	1,990,007	2,113,174	2,234,748	2,368,041	**Profiled**
FY15/16	171,612	335,858	529,972	773,098	1,064,407	1,258,661	1,414,456	1,527,018	1,669,170	1,762,579	1,877,731	2,015,898	
FY16/17	151,259	303,561	502,180	721,206	1,031,233	1,249,836	1,400,459	1,510,361	1,620,987	1,733,342	1,832,315	1,954,729	
FY17/18	168,132	331,858	521,150	717,068	1,043,317	1,230,964	1,374,566	1,494,396	1,607,086	1,711,658	1,817,292	1,920,793	
FY18/19	187,299	403,518	623,925	903,884	1,266,686	1,474,886	1,642,442	1,770,709	1,893,060	2,010,227	2,125,878	2,252,677	
FY19/20	194,893	399,355	605,073	924,828	1,305,544	1,530,402	1,530,402	1,530,402	1,530,402	1,530,402	1,530,402	1,530,402	
Profiled F/c													

Parking Services - Off Street Ticket Machine Income Analysis by Car Park

Period: 6

	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	FYR
NEWPORT													
62024 - Car park - Medina Campus, Newport													
FY15/16	1,702	1,140	35	102	185	68	42	89	82	40	59	64	**3,607**
FY16/17	128	25	71	121	174	177	222	206	256	0	(1,379)	0	**0**
FY17/18	0	0	0	0	0	0	0	0	0	0	0	0	**0**
FY18/19	0	0	0	0	0	0	0	0	0	0	0	0	**0**
FY19/20	0	0	0	0	0	0	0	0	0	0	0	0	**0**
62037 - Car Park - Medina Avenue, Newport													
FY15/16	1,357	537	1,399	1,194	1,639	1,282	1,491	995	2,115	1,054	1,038	823	**14,925**
FY16/17	1,785	1,114	1,193	1,748	1,510	930	1,868	1,058	1,491	1,445	1,287	1,085	**16,513**
FY17/18	930	946	843	1,107	1,310	936	576	1,390	955	1,560	382	1,610	**12,545**
FY18/19	201	1,410	761	1,681	1,612	982	946	796	1,502	856	310	602	**11,659**
FY19/20	327	919	1,333	1,162	1,231	2,524	0	0	0	0	0	0	**7,495**
62038 - Car Park - New St, Newport													
FY15/16	4,744	4,390	4,539	7,101	2,730	5,018	4,696	5,183	8,210	6,052	6,681	6,309	**65,654**
FY16/17	6,359	7,516	5,132	4,763	3,843	4,134	2,704	3,949	5,467	3,717	2,950	4,490	**55,027**
FY17/18	3,975	4,265	4,406	4,372	4,759	4,885	4,551	4,280	5,283	4,133	4,251	3,890	**53,048**
FY18/19	5,154	4,888	4,944	5,007	5,432	4,720	4,926	5,297	5,193	4,430	4,383	4,904	**59,279**
FY19/20	4,878	4,801	4,490	5,164	4,691	4,726	0	0	0	0	0	0	**28,750**
62039 - Car Park - Chapel Street, Newport													
FY15/16	7,804	8,488	8,648	8,749	13,418	10,004	9,797	10,438	12,028	5,193	5,900	6,639	**107,106**
FY16/17	7,098	5,797	9,420	8,468	8,235	10,699	10,852	9,358	9,952	8,729	7,155	8,610	**104,373**
FY17/18	7,678	7,928	9,782	9,548	10,637	9,779	9,930	9,679	13,904	8,765	8,703	8,758	**115,089**
FY18/19	10,700	9,335	10,104	10,144	12,689	9,968	10,381	10,542	13,798	8,741	7,936	9,573	**123,911**
FY19/20	9,676	9,931	8,177	12,175	12,409	11,658	0	0	0	0	0	0	**64,026**
62040 - Car Park - Lugley Street, Newport													
FY15/16	9,762	9,857	9,869	11,459	11,074	11,632	11,862	12,963	18,416	9,266	9,834	10,257	**136,251**
FY16/17	11,161	9,959	12,262	11,684	10,509	13,022	12,829	12,254	14,469	8,346	8,384	11,093	**135,972**
FY17/18	10,399	10,845	9,928	11,711	11,585	11,504	11,385	12,305	14,990	10,165	10,386	10,086	**135,289**
FY18/19	12,324	10,957	11,187	11,411	13,543	11,362	12,880	12,889	15,626	10,098	10,004	10,405	**142,687**
FY19/20	9,551	10,840	9,492	11,782	12,169	11,198	0	0	0	0	0	0	**65,032**
62041 - Car Park - Church Litten, Newport													
FY15/16	7,125	7,396	7,702	8,063	8,166	7,422	6,152	6,226	6,272	6,034	6,773	6,745	**84,076**
FY16/17	6,979	7,388	6,224	7,582	7,428	7,926	7,687	6,653	7,110	6,480	5,963	6,958	**84,378**
FY17/18	6,645	7,225	7,536	8,068	8,080	6,668	7,590	6,980	7,618	6,463	6,582	6,264	**85,719**
FY18/19	7,676	7,998	8,472	9,019	10,044	7,654	8,428	8,099	7,813	7,111	6,758	7,342	**96,413**
FY19/20	7,895	8,484	7,347	8,677	9,370	9,134	0	0	0	0	0	0	**50,907**
62042 - Car Park - Coppins Bridge, Newport													
FY15/16	6,288	6,085	7,511	7,948	8,771	4,790	6,858	9,393	10,581	6,274	7,089	4,614	**86,202**
FY16/17	5,810	4,864	6,918	5,941	8,437	5,877	5,223	5,384	7,756	6,645	6,684	6,193	**75,734**
FY17/18	5,038	3,849	6,290	7,042	7,115	7,280	5,825	5,848	7,244	8,832	6,010	4,603	**74,975**
FY18/19	7,502	4,555	7,399	6,431	11,369	4,088	6,714	6,567	5,987	6,844	4,709	4,530	**76,697**
FY19/20	6,422	6,860	6,353	5,760	7,207	6,202	0	0	0	0	0	0	**38,804**
62043 - Car Park - Little London,Newport													
FY15/16	3,297	3,282	4,509	3,708	4,204	3,318	3,166	909	3,801	3,499	3,434	3,504	**40,630**
FY16/17	3,574	3,291	4,987	1,096	0	315	0	0	0	0	0	0	**13,262**
FY17/18	0	0	0	0	0	0	0	0	0	0	0	0	**0**
FY18/19	0	0	0	0	0	0	0	0	0	0	0	0	**0**
FY19/20	0	0	0	0	0	0	0	0	0	0	0	0	**0**
62044 - Car Park - Sea Street, Newport													
FY15/16	4,200	4,815	5,073	5,209	4,360	4,962	5,310	5,218	6,401	4,331	4,809	3,948	**58,636**
FY16/17	4,908	3,189	5,925	4,754	3,449	3,755	3,645	3,858	3,642	4,104	3,200	3,498	**47,926**
FY17/18	3,238	3,519	3,631	3,885	3,252	4,216	3,790	3,553	4,202	3,376	3,317	3,504	**43,482**
FY18/19	4,215	3,645	3,847	4,484	4,154	4,100	4,576	4,384	4,363	3,641	3,456	3,743	**48,609**
FY19/20	3,250	4,116	3,861	4,150	4,407	4,664	0	0	0	0	0	0	**24,447**
62045 - Car Park - Newport Harbour													
FY15/16	517	2	551	679	63	885	619	521	607	85	1,044	704	**6,275**
FY16/17	289	425	159	27	1,248	541	465	433	37	804	505	672	**5,604**
FY17/18	810	668	216	34	53	353	137	445	41	253	92	534	**3,635**
FY18/19	84	925	389	708	282	356	498	495	404	168	513	694	**5,516**
FY19/20	120	1,340	340	168	616	556	0	0	0	0	0	0	**3,141**

62078 - Car Park - Seaclose,Newport

FY15/16	2,077	1,535	661	498	1,196	1,804	99	22	1,414	472	11	2,249	**12,038**
FY16/17	1,462	11	1,376	48	1,888	589	1,965	800	38	2,536	677	689	**12,080**
FY17/18	925	948	32	1,215	981	1,283	1,208	492	484	293	703	444	**9,008**
FY18/19	842	691	2,170	974	1,159	1,126	1,428	799	850	918	1,238	1,166	**13,361**
FY19/20	1,746	2,061	328	1,593	3,134	2,277	0	0	0	0	0	0	**11,139**

62140 - Car Park - Riverway,Newport

FY15/16	0	0	0	0	0	0	0	0	0	0	0	0	**0**
FY16/17	0	0	0	0	0	0	0	0	0	0	0	0	**0**
FY17/18	0	0	0	0	0	0	0	0	0	0	0	0	**0**
FY18/19	0	0	0	0	0	0	0	0	0	0	0	0	**0**
FY19/20	78	61	75	49	119	90	0	0	0	0	0	0	**471**

RYDE

62031 - Car Park - Green Street, Ryde

FY15/16	725	890	636	943	831	749	907	546	887	468	623	1,236	**9,441**
FY16/17	550	709	161	1,611	633	640	1,027	1,632	645	660	554	800	**9,621**
FY17/18	1,055	521	1,033	1,093	1,356	732	735	995	821	619	1,435	600	**10,994**
FY18/19	1,336	837	978	609	1,539	1,070	622	1,048	832	1,479	905	878	**12,133**
FY19/20	873	796	924	1,340	925	911	0	0	0	0	0	0	**5,770**

62032 - Car Park - St Thomas Street, Ryde

FY15/16	6,962	6,393	7,260	11,885	12,731	12,386	6,177	4,569	5,507	2,782	4,368	5,802	**86,823**
FY16/17	6,255	6,820	9,611	8,855	11,852	14,861	7,274	5,310	6,997	4,661	4,598	6,316	**93,409**
FY17/18	7,012	7,976	8,345	10,247	16,064	10,636	5,963	6,205	5,251	4,404	4,646	5,265	**92,014**
FY18/19	7,268	9,315	10,764	12,013	17,445	10,802	7,622	5,813	6,177	4,834	5,244	5,742	**103,039**
FY19/20	7,772	9,464	9,942	14,335	16,654	12,040	0	0	0	0	0	0	**70,206**

62033 - Car Park - Garfield Road, Ryde

FY15/16	1,027	1,463	1,374	1,317	86	2,765	1,116	1,012	1,698	945	1,124	1,291	**15,219**
FY16/17	1,018	712	1,561	869	1,968	1,195	1,342	1,605	1,302	1,072	1,075	1,397	**15,116**
FY17/18	1,094	1,118	1,423	1,158	1,495	1,094	1,575	1,372	1,269	1,023	498	1,198	**14,316**
FY18/19	896	1,438	1,416	891	1,569	1,141	1,317	1,211	774	867	945	1,370	**13,834**
FY19/20	1,059	1,229	1,266	1,468	739	1,265	0	0	0	0	0	0	**7,026**

62034 - Car Park - Lind Place, Ryde

FY15/16	835	642	681	1,270	626	1,187	1,154	743	1,305	437	1,541	1,240	**11,661**
FY16/17	1,110	1,030	859	1,227	1,206	1,720	1,083	1,342	1,408	997	1,385	1,339	**14,705**
FY17/18	1,079	1,281	1,071	1,473	1,746	1,294	1,301	1,412	1,060	1,198	1,175	1,144	**15,235**
FY18/19	1,322	1,681	1,449	1,730	1,959	1,749	1,433	1,147	1,177	944	1,108	1,363	**17,062**
FY19/20	1,418	998	985	1,621	1,902	960	0	0	0	0	0	0	**7,883**

62035 - Car Park - Victoria Street, Ryde

FY15/16	3,025	3,544	3,739	4,065	4,045	3,770	3,693	2,998	3,440	2,697	2,906	3,357	**41,277**
FY16/17	3,253	2,507	3,734	3,304	3,537	3,310	3,853	3,303	4,313	2,523	2,336	3,366	**39,337**
FY17/18	2,729	2,644	3,591	3,618	3,375	3,364	2,886	2,950	3,774	2,291	2,654	3,040	**36,915**
FY18/19	2,813	3,185	3,679	2,755	4,581	3,648	3,831	3,749	3,227	2,930	2,792	3,594	**40,785**
FY19/20	2,836	3,318	2,841	4,046	4,139	3,737	0	0	0	0	0	0	**20,919**

62036 - Car Park - Quay Road, Ryde

FY15/16	14,011	13,382	14,936	18,643	22,273	18,579	14,964	11,133	9,939	9,006	10,417	12,040	**169,324**
FY16/17	13,848	12,095	14,726	16,397	21,521	21,735	13,650	10,742	9,078	10,864	9,777	10,843	**165,276**
FY17/18	12,616	14,973	13,419	16,005	22,826	17,075	14,993	12,320	9,951	8,894	10,435	9,815	**163,322**
FY18/19	13,797	15,440	16,519	17,615	25,751	15,252	15,169	10,433	9,073	10,330	10,446	10,998	**170,821**
FY19/20	14,362	16,328	14,453	20,181	23,240	15,628	0	0	0	0	0	0	**104,193**

62080 - Car Park - Appley Park, Ryde

FY15/16	3,811	2,854	5,663	6,609	8,690	3,256	1,718	1,297	1,493	1,451	2,565	1,947	**41,354**
FY16/17	2,184	2,884	5,135	6,393	12,065	4,705	2,063	1,137	1,079	2,294	2,193	2,368	**44,500**
FY17/18	4,042	3,421	5,522	6,418	9,060	3,519	2,409	1,034	626	1,799	1,002	1,173	**40,025**
FY18/19	3,805	4,946	6,157	12,018	8,678	4,581	2,987	1,074	978	2,475	1,723	1,896	**51,319**
FY19/20	4,761	3,573	5,348	12,897	12,545	3,903	0	0	0	0	0	0	**43,027**

62090 - Car Park - Puckpool Park,Ryde

FY15/16	3,180	1,626	2,826	4,799	6,054	2,415	1,485	482	674	1,228	863	1,343	**26,974**
FY16/17	2,465	2,429	1,816	2,064	5,733	3,232	966	1,639	551	1,180	1,002	1,409	**24,486**
FY17/18	3,346	2,268	2,058	1,532	4,338	2,032	608	92	1,320	93	1,302	1,281	**20,269**
FY18/19	397	4,068	4,295	5,519	7,936	3,171	1,687	634	475	1,099	757	1,304	**31,342**
FY19/20	3,908	3,477	3,551	7,134	8,198	3,447	0	0	0	0	0	0	**29,715**

COWES

62027 - Car Park - Cross Street, Cowes

FY15/16	4,156	3,872	5,481	6,108	6,921	5,423	4,359	3,361	5,365	3,192	2,958	4,944	**56,140**
FY16/17	4,278	4,169	4,295	5,951	5,933	5,204	4,124	4,449	3,353	4,934	3,954	3,609	**54,253**
FY17/18	6,234	4,493	3,980	5,687	6,593	3,491	5,443	4,261	5,217	4,164	3,685	3,249	**56,497**
FY18/19	4,858	5,129	4,340	6,433	7,160	4,728	4,769	4,692	4,976	3,947	3,359	5,290	**59,679**
FY19/20	4,929	4,334	3,683	5,675	7,262	4,560	0	0	0	0	0	0	**30,443**

62073 - Car Park - Mornington Road, Cowes

FY15/16	37	7	12	202	907	50	(16)	0	6	0	10	22	**1,236**
FY16/17	278	3	9	7	345	7	0	16	1	0	2	5	**672**
FY17/18	15	21	736	199	465	343	55	3	9	5	3	17	**1,871**
FY18/19	618	43	20	73	740	24	49	0	2	10	4	30	**1,612**
FY19/20	22	20	97	591	135	32	0	0	0	0	0	0	**897**

62077 - Car Park - Brunswick Road, Cowes

FY15/16	1,189	1,008	1,449	1,743	2,029	1,103	752	829	937	609	654	1,123	**13,425**
FY16/17	937	1,236	1,150	1,801	1,352	1,383	757	1,206	773	624	784	809	**12,812**
FY17/18	820	1,432	870	2,000	1,840	1,519	1,188	810	573	765	897	511	**13,226**
FY18/19	975	1,476	1,323	1,930	2,056	1,142	771	1,120	637	886	615	672	**13,605**
FY19/20	643	977	998	815	2,704	982	0	0	0	0	0	0	**7,118**

SANDOWN

62047 - Car Park - St Johns Rd, Sandown

FY15/16	1,314	911	1,263	2,719	3,342	856	1,159	285	918	862	783	1,062	**15,474**
FY16/17	1,046	905	1,380	2,281	3,805	1,991	652	1,032	466	1,055	404	824	**15,842**
FY17/18	1,236	766	1,530	2,111	3,911	1,491	877	953	780	534	560	835	**15,584**
FY18/19	1,378	1,482	1,301	3,263	5,653	3,693	1,322	1,050	862	577	803	828	**22,212**
FY19/20	1,386	1,608	672	3,145	7,346	1,736	0	0	0	0	0	0	**15,894**

62051 - Car Park - Station Ave, Sandown

FY15/16	1,276	936	1,321	3,302	4,125	1,742	1,369	564	705	605	527	893	**17,364**
FY16/17	1,119	1,097	1,848	2,615	3,909	2,217	750	1,059	407	711	376	1,141	**17,248**
FY17/18	4,961	1,074	1,422	1,406	3,129	1,804	1,279	1,265	747	506	312	799	**18,702**
FY18/19	1,181	8,298	2,394	2,429	4,074	2,676	1,168	1,042	777	517	891	1,295	**26,741**
FY19/20	1,966	1,521	1,098	10,075	6,252	1,522	0	0	0	0	0	0	**22,434**

62062 - Car Park - Fort St, Sandown

FY15/16	3,564	3,312	5,871	6,052	14,400	4,561	3,453	970	968	702	1,078	1,057	**45,988**
FY16/17	3,554	3,369	4,644	7,025	15,024	5,649	2,877	790	599	753	955	1,165	**46,405**
FY17/18	5,506	5,507	3,995	8,345	12,498	4,785	2,642	1,016	395	795	660	1,039	**47,183**
FY18/19	2,997	5,880	4,936	9,195	13,442	5,496	2,979	946	786	1,278	1,168	1,440	**50,542**
FY19/20	7,351	6,415	5,841	12,804	20,680	6,232	0	0	0	0	0	0	**59,322**

62063 - Car Park - The Heights, Sandown

FY15/16	2,380	1,857	58	167	277	68	58	111	52	94	108	108	**5,338**
FY16/17	128	94	101	99	248	125	112	72	74	97	105	124	**1,378**
FY17/18	157	133	206	180	303	165	198	132	155	213	149	180	**2,170**
FY18/19	302	445	496	523	861	582	470	446	414	665	572	577	**6,353**
FY19/20	715	770	710	914	1,322	788	0	0	0	0	0	0	**5,218**

62064 - Car Park - Yaverland, Sandown

FY15/16	3,725	4,288	7,004	11,657	11,585	6,423	2,800	1,629	1,003	1,152	1,140	1,920	**54,325**
FY16/17	3,838	4,348	4,873	9,995	13,575	4,545	2,671	1,773	1,010	1,528	1,889	2,135	**52,180**
FY17/18	3,947	3,387	7,034	11,441	15,839	8,923	3,593	900	1,082	1,868	1,879	2,248	**62,139**
FY18/19	4,498	3,778	7,760	8,915	14,116	4,310	4,094	1,514	1,172	1,017	2,149	1,588	**54,912**
FY19/20	6,699	5,874	6,129	15,675	19,897	7,648	0	0	0	0	0	0	**61,922**

SHANKLIN

62048 - Car Park - Landguard Rd, Shanklin

FY15/16	6,020	5,227	5,915	7,109	6,424	5,736	6,051	5,167	6,812	3,945	5,590	5,119	**69,114**
FY16/17	4,993	4,078	8,295	5,468	6,783	5,914	5,561	4,184	5,147	5,225	4,530	4,155	**64,333**
FY17/18	4,863	5,048	5,018	5,056	5,612	4,709	5,394	4,846	5,719	4,228	3,992	4,182	**58,667**
FY18/19	5,237	4,761	5,245	5,462	6,368	4,683	5,580	4,200	4,515	3,753	3,218	4,175	**57,196**
FY19/20	4,793	4,685	4,011	5,980	6,384	5,367	0	0	0	0	0	0	**31,219**

62052 - Car Park - Hope Rd, Shanklin

FY15/16	3,517	3,901	4,772	4,242	4,591	2,761	858	90	103	535	20	2,276	**27,666**
FY16/17	3,091	3,326	4,740	7,048	10,238	3,340	4,099	22	22	1,116	636	1,771	**39,449**
FY17/18	5,366	4,842	5,349	7,581	9,133	3,990	3,161	579	196	856	818	1,300	**43,171**
FY18/19	4,405	6,236	7,458	10,012	11,143	6,521	4,680	1,020	771	1,292	1,784	2,046	**57,368**
FY19/20	6,729	6,467	5,119	11,179	12,394	6,928	0	0	0	0	0	0	**48,817**

62053 - Car Park - Orchardleigh Rd, Shanklin

FY15/16	2,898	2,741	3,867	4,381	5,125	3,338	3,014	2,523	4,040	2,270	2,724	3,805	**40,726**
FY16/17	3,384	2,943	4,728	4,131	5,295	4,407	3,028	2,903	3,919	2,618	2,480	3,655	**43,491**
FY17/18	3,480	2,743	3,620	3,509	5,350	3,142	3,039	3,060	2,848	2,490	2,220	3,041	**38,544**
FY18/19	2,741	3,923	3,628	3,926	6,418	3,975	3,628	3,287	3,329	3,179	2,613	3,280	**43,928**
FY19/20	3,712	3,364	3,017	4,773	5,692	4,188	0	0	0	0	0	0	**24,747**

62065 - Car Park - Atherley Rd, Shanklin

FY15/16	566	769	159	671	1,492	187	887	356	28	343	167	338	**5,961**
FY16/17	17	443	102	147	1,836	844	634	1	4	464	4	535	**5,032**
FY17/18	185	226	621	91	1,030	1,276	355	150	188	192	236	165	**4,715**
FY18/19	324	502	198	373	866	730	27	169	43	145	7	240	**3,623**
FY19/20	65	38	461	585	1,011	715	0	0	0	0	0	0	**2,874**

62066 - Car Park - Esplanade Gdns, Shanklin

FY15/16	3,172	4,614	5,887	8,117	7,825	716	685	437	118	466	1,483	2,869	**36,388**
FY16/17	3,229	3,592	4,794	7,958	14,388	5,068	3,436	187	56	538	972	1,851	**46,069**
FY17/18	6,231	4,330	5,485	8,382	13,520	4,665	4,321	538	37	482	1,115	1,212	**50,317**
FY18/19	6,162	6,615	7,216	12,041	17,570	6,130	4,718	803	451	1,134	2,321	2,133	**67,293**
FY19/20	7,702	6,430	5,023	12,772	17,449	6,644	0	0	0	0	0	0	**56,020**

62067 - Car Park - Spa Site, Shanklin

FY15/16	1,268	1,554	689	4,126	6,159	1,911	1,134	256	796	85	202	737	**18,916**
FY16/17	1,126	1,126	1,809	5,531	10,866	2,575	821	1	3	236	120	424	**24,638**
FY17/18	1,706	2,244	2,156	4,777	10,202	2,052	724	23	409	158	444	310	**25,203**
FY18/19	1,123	3,026	2,657	7,180	9,273	2,383	373	33	35	73	422	696	**27,275**
FY19/20	1,054	2,934	2,094	7,352	11,532	2,551	0	0	0	0	0	0	**27,517**

62068 - Car Park - Vernon Meadow, Shanklin

FY15/16	9,593	10,159	12,688	16,309	20,311	13,208	8,711	3,187	3,919	2,056	3,680	4,881	**108,699**
FY16/17	6,453	7,940	13,194	13,011	21,275	13,238	9,197	3,413	2,220	4,257	3,007	4,528	**101,732**
FY17/18	9,456	10,754	11,303	15,392	18,899	11,820	8,747	3,223	2,600	2,806	2,451	3,655	**101,107**
FY18/19	9,006	11,846	13,582	17,493	24,384	14,103	8,814	3,651	3,218	3,012	3,042	4,086	**116,236**
FY19/20	11,292	11,735	9,802	20,296	25,059	17,508	0	0	0	0	0	0	**95,693**

62069 - Car Park - Winchester Hse, Shanklin

FY15/16	467	402	391	703	1,518	9	699	0	80	4	2	1,124	**5,399**
FY16/17	1,087	9	1	1,190	1,854	892	6	2	5	575	137	209	**5,965**
FY17/18	293	55	1,162	540	2,716	502	262	165	18	257	23	422	**6,416**
FY18/19	469	683	1,415	1,172	1,821	999	3	9	197	73	10	8,823	**15,674**
FY19/20	162	34	30	751	2,437	462	0	0	0	0	0	0	**3,876**

VENTNOR

62049 - Car Park - Central, Ventnor

FY15/16	6,534	6,106	7,396	7,413	9,657	7,621	6,318	5,381	5,306	3,457	4,948	5,810	**75,948**
FY16/17	5,627	6,512	6,960	6,822	9,912	6,252	5,148	3,636	4,513	4,069	4,455	5,272	**69,178**
FY17/18	6,076	6,324	5,972	9,729	9,331	7,526	7,041	5,002	4,115	5,597	4,613	4,741	**76,067**
FY18/19	6,921	8,330	8,122	9,840	13,619	8,781	8,700	6,546	5,251	5,992	5,781	6,107	**93,990**
FY19/20	8,860	8,631	7,909	11,157	13,090	9,775	0	0	0	0	0	0	**59,423**

62054 - Car Park - Market St, Ventnor

FY15/16	498	253	516	162	676	327	345	406	270	244	402	526	**4,625**
FY16/17	322	404	425	400	357	886	186	572	324	225	45	74	**4,219**
FY17/18	147	41	1,348	46	24	15	15	14	29	10	9	41	**1,738**
FY18/19	4,589	49	1,969	63	47	33	152	68	25	30	22	77	**7,125**
FY19/20	132	104	4,900	73	121	123	0	0	0	0	0	0	**5,453**

62055 - Car Park - Pound Lane, Ventnor

FY15/16	587	642	632	355	874	412	468	728	1,363	523	641	696	**7,921**
FY16/17	462	285	675	440	383	648	467	900	351	32	47	114	**4,803**
FY17/18	173	104	302	117	98	53	42	32	61	82	103	108	**1,274**
FY18/19	5,674	89	(1,040)	235	76	143	115	89	92	148	122	125	**5,868**
FY19/20	184	127	4,243	280	315	695	0	0	0	0	0	0	**5,844**

62056 - Car Park - The Grove, Ventnor

FY15/16	1,509	1,136	1,628	2,281	2,152	1,738	1,038	819	38	847	930	800	**14,915**
FY16/17	1,183	1,386	1,410	1,714	2,229	1,946	1,148	1,036	939	908	660	447	**15,005**
FY17/18	419	1,326	1,440	1,518	2,307	1,193	1,180	1,151	558	1,222	983	955	**14,253**
FY18/19	1,325	2,009	1,654	1,306	3,060	1,643	856	1,551	1,162	1,246	1,497	1,291	**18,599**
FY19/20	1,951	2,300	2,016	2,426	3,369	1,625	0	0	0	0	0	0	**13,688**

62070 - Car Park - Dudley Rd, Ventnor

FY15/16	703	830	480	1,279	1,322	870	446	360	454	317	474	645	**8,180**
FY16/17	342	869	813	748	2,419	959	381	703	174	23	35	48	**7,513**
FY17/18	115	91	52	18	1,315	17	59	40	91	(1,247)	10	9	**569**
FY18/19	6,245	120	(1,318)	251	462	101	93	78	55	39	68	125	**6,320**
FY19/20	198	145	5,848	293	500	2,145	0	0	0	0	0	0	**9,129**

62071 - Car Park - La Falaise, Ventnor

FY15/16	3,707	2,936	3,804	5,034	9,106	4,370	2,022	1,008	1,298	746	1,218	2,761	**38,012**
FY16/17	2,087	2,585	4,677	4,935	11,067	4,493	2,702	536	79	1,549	547	1,234	**36,490**
FY17/18	3,379	3,564	3,607	5,040	9,851	3,642	2,253	1,478	785	1,107	1,448	1,347	**37,501**
FY18/19	3,419	5,422	3,993	7,951	10,346	4,787	3,644	1,657	1,390	1,858	2,514	1,728	**48,710**
FY19/20	5,132	4,219	3,988	7,237	11,393	5,368	0	0	0	0	0	0	**37,337**

62072 - Car Park - Ventnor Eastern Esplanade

FY15/16	3,850	2,700	4,156	5,664	7,440	4,665	2,493	1,352	1,405	1,138	1,430	2,630	**38,922**
FY16/17	3,252	3,096	3,799	3,946	6,501	4,074	2,120	769	30	2,122	1,210	1,862	**32,780**
FY17/18	3,469	3,279	3,728	3,042	5,356	3,609	2,131	1,615	569	870	1,112	1,697	**30,475**
FY18/19	3,322	4,480	4,788	6,569	8,566	4,565	3,831	1,579	1,013	1,567	2,571	1,825	**44,675**
FY19/20	4,343	4,003	4,008	6,914	7,693	4,512	0	0	0	0	0	0	**31,473**

62139 - Car Park - Smugglers Haven, Ventnor

FY15/16	0	0	0	0	0	0	0	0	0	0	0	0	**0**
FY16/17	0	0	0	0	0	0	0	0	0	0	0	0	**0**
FY17/18	0	0	0	0	0	0	0	0	0	0	0	0	**0**
FY18/19	0	0	0	0	0	0	0	0	0	0	0	0	**0**
FY19/20	161	99	83	80	153	84	0	0	0	0	0	0	**660**

WEST WIGHT

62046 - Car Park - Avenue Rd, Freshwater

FY15/16	781	945	348	1,411	757	1,068	972	441	1,244	460	960	859	**10,245**
FY16/17	958	713	723	1,054	728	705	639	510	15	915	326	1,128	**8,414**
FY17/18	578	683	41	1,628	1,061	686	180	3	290	446	713	682	**6,992**
FY18/19	602	880	707	619	1,195	725	387	1,108	535	557	712	535	**8,563**
FY19/20	692	738	620	738	621	1,057	0	0	0	0	0	0	**4,466**

62050 - Car Park - Moa Place, Freshwater

FY15/16	4,416	5,192	4,306	5,982	7,089	5,785	6,947	(504)	3,620	420	4,023	3,117	**50,394**
FY16/17	4,706	1,852	6,866	5,382	5,859	1,576	4,131	55	4,722	2,455	5,666	1,803	**45,074**
FY17/18	4,188	6,100	5,863	5,762	7,580	5,792	(2,649)	7,305	552	4,725	5,484	(456)	**50,247**
FY18/19	5,419	6,528	6,843	1,804	7,953	6,806	1,038	7,242	6,007	6,556	6,010	(3,025)	**59,181**
FY19/20	7,227	6,645	6,767	7,050	8,790	417	0	0	0	0	0	0	**36,896**

62057 - Car Park - River Rd, Yarmouth

FY15/16	11,206	10,596	15,471	13,777	21,933	13,814	8,754	4,945	4,962	3,690	4,295	7,896	**121,340**
FY16/17	7,579	12,146	11,747	14,184	22,503	18,170	9,179	5,979	4,191	5,282	4,667	7,078	**122,707**
FY17/18	11,312	12,774	14,218	14,301	24,254	14,795	9,445	5,897	4,642	4,402	4,734	5,348	**126,121**
FY18/19	10,439	18,114	15,338	18,694	26,202	15,618	11,081	5,896	4,473	5,251	5,474	6,309	**142,888**
FY19/20	13,776	14,817	13,859	21,591	28,021	15,490	0	0	0	0	0	0	**107,553**

62060 - Car Park - Freshwater Bay

FY15/16	3,243	2,836	3,902	5,176	5,003	4,345	2,263	382	148	750	609	1,756	**30,414**
FY16/17	1,555	3,539	3,158	5,016	7,199	5,567	2,054	599	408	804	533	932	**31,363**
FY17/18	3,082	2,972	3,346	5,320	7,418	3,243	2,336	562	199	609	647	781	**30,515**
FY18/19	2,302	4,859	4,439	8,390	7,741	4,321	1,640	742	308	585	1,013	913	**37,253**
FY19/20	3,436	3,698	3,339	6,670	8,847	4,929	0	0	0	0	0	0	**30,920**

62061 - Car Park - Colwell Bay, Freshwater

FY15/16	1,533	1,703	2,269	3,750	1,814	1,391	963	689	365	94	249	751	**15,573**
FY16/17	1,678	2,150	3,303	4,243	4,278	2,002	746	299	2	324	238	390	**19,651**
FY17/18	2,344	1,925	4,683	4,826	5,891	2,234	488	198	27	37	24	483	**23,158**
FY18/19	1,795	3,945	4,561	8,431	7,228	3,538	1,330	335	88	210	282	187	**31,928**
FY19/20	2,974	3,558	4,090	6,154	8,587	4,161	0	0	0	0	0	0	**29,524**

62085 - Car Park - Broadway, Totland

FY15/16	206	59	8	8	0	0	405	2	2	94	13	242	**1,038**
FY16/17	3	5	19	7	273	0	19	3	2	2	7	3	**343**
FY17/18	7	5	3	6	17	11	6	12	12	1,433	16	13	**1,540**
FY18/19	2	6	10	19	8	2	3	3	3	0	0	(1)	**56**
FY19/20	244	2	0	19	3	2	0	0	0	0	0	0	**271**

62096 - Car Park - Warnes Lane, Brightstone

FY15/16	0	0	0	0	0	0	0	0	0	0	0	0	**0**
FY16/17	21	0	0	0	0	0	0	0	0	(21)	0	0	**0**
FY17/18	0	0	0	0	0	0	0	0	0	0	0	0	**0**
FY18/19	0	0	0	0	0	0	0	0	0	0	0	0	**0**
FY19/20	0	0	0	0	0	0	0	0	0	0	0	0	**0**

OTHER

62030 - Car park - Maresfield Rd, East Cowes

FY15/16	0	0	0	0	0	2	3	3	0	0	0	(7)	0
FY16/17	0	0	0	0	0	0	2	0	0	(2)	0	0	0
FY17/18	1	0	0	(1)	0	0	0	0	0	0	6	(6)	0
FY18/19	0	2	0	26	(20)	(8)	0	0	0	0	0	0	0
FY19/20	0	0	0	0	0	0	0	0	0	0	0	0	0

62058 - Car Park - Lane End, Bembridge

FY15/16	1,783	1,757	3,017	3,820	5,001	2,948	845	609	81	280	358	563	21,061
FY16/17	1,138	1,678	1,655	3,197	4,168	2,800	561	969	1	225	6	701	17,097
FY17/18	1,625	258	2,017	1,432	506	3,748	1,392	741	85	263	364	531	12,962
FY18/19	1,565	2,859	3,288	4,909	6,810	3,031	1,649	303	197	319	714	569	26,213
FY19/20	1,915	1,848	1,238	7,901	5,519	3,201	0	0	0	0	0	0	21,621

62059 - Car Park - Shore Rd, Bonchurch

FY15/16	307	445	387	660	928	0	989	77	51	162	198	396	4,600
FY16/17	6	644	374	3	963	847	834	2	185	5	3	3	3,869
FY17/18	0	7	2,613	5	9	7	7	0	3	0	0	1	2,652
FY18/19	4,362	40	740	33	58	27	35	13	45	27	18	25	5,422
FY19/20	39	28	6,148	43	99	36	0	0	0	0	0	0	6,393

62074 - Car Park - New Rd, Lake

FY15/16	246	125	116	35	307	2	190	14	6	18	30	15	1,105
FY16/17	114	7	9	2	6	2	11	2	904	63	27	305	1,450
FY17/18	160	24	345	13	368	167	52	187	23	263	23	173	1,798
FY18/19	35	324	205	58	435	193	32	47	47	111	127	198	1,811
FY19/20	158	35	473	100	61	596	0	0	0	0	0	0	1,423

62075 - Car Park - Seaview Duver

FY15/16	180	2	2	646	788	188	363	129	0	4	1	4	2,305
FY16/17	2	6	1	676	230	1,210	3	2	3	5	0	807	2,945
FY17/18	123	62	234	245	628	421	138	2	269	5	3	443	2,572
FY18/19	134	288	253	526	1,016	35	351	6	16	356	17	90	3,088
FY19/20	66	319	327	497	721	1,034	0	0	0	0	0	0	2,963

62076 - Car Park - St Helens Duver

FY15/16	2,604	2,027	3,356	3,532	4,220	1,902	1,224	357	205	468	626	1,005	21,527
FY16/17	1,314	1,542	2,562	1,502	3,313	2,861	1,448	604	10	334	204	708	16,401
FY17/18	2,323	1,704	3,677	3,016	5,747	2,970	1,229	941	134	219	497	677	23,132
FY18/19	1,205	2,495	4,324	6,045	6,182	2,324	2,368	516	116	775	768	453	27,572
FY19/20	1,587	3,077	3,683	6,402	6,793	3,466	0	0	0	0	0	0	25,007

62086 - Car Park - Carisbrooke High Street

FY15/16	0	0	0	663	4	77	2	576	0	467	0	0	1,788
FY16/17	0	752	5	23	1,143	458	36	472	41	759	286	274	4,248
FY17/18	0	0	0	0	42	7	0	58	294	491	212	425	1,527
FY18/19	77	927	465	717	748	90	107	594	295	165	367	474	5,025
FY19/20	496	476	947	1,463	1,488	897	0	0	0	0	0	0	5,767

62087 - Car Park - Brannon Way, Wootton

FY15/16	0	0	0	0	3	954	740	140	576	604	724	1,040	4,781
FY16/17	0	1,240	0	1,050	10	967	11	1,287	10	5	1,552	906	7,038
FY17/18	703	384	711	708	719	518	555	687	94	411	854	676	7,020
FY18/19	791	538	218	370	711	504	527	742	696	716	807	475	7,095
FY19/20	908	472	511	960	659	1,771	0	0	0	0	0	0	5,281

62088 - Car Park - Pier Rd, Seaview

FY15/16	0	6	0	656	2,005	0	851	0	0	0	0	199	3,717
FY16/17	0	403	35	1,060	2,252	1,039	423	3	0	0	0	148	5,363
FY17/18	292	253	756	542	2,278	270	482	2	0	0	2	69	4,945
FY18/19	189	451	1,003	969	3,209	730	178	100	2	0	2	154	6,987
FY19/20	262	619	683	1,664	2,628	690	0	0	0	0	0	0	6,546

TOTAL

BUDGET	196,891	227,291	231,695	294,296	381,382	218,862	176,137	134,836	128,616	123,167	121,574	133,293	2,368,041
FY15/16	171,484	164,176	196,232	244,151	289,250	196,861	155,920	112,415	142,110	93,016	114,334	138,095	2,018,043
FY16/17	151,146	153,257	196,446	217,614	307,757	214,223	149,692	110,705	110,551	111,867	99,211	122,303	1,944,770
FY17/18	167,581	163,330	188,569	222,533	303,873	192,248	143,118	119,195	112,598	105,424	104,871	105,113	1,928,454
FY18/19	187,015	212,196	219,066	271,253	361,335	205,935	167,004	128,175	122,250	115,830	115,089	125,934	2,231,083
FY19/20	194,893	201,760	205,572	316,798	380,723	224,858	0	0	0	0	0	0	1,524,603

Parking Services - On-Street Ticket Machine Income - All Year

Period: 6

Financial Year 2015/16

		Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	FYR
62103	New Street	37	490	394	37	296	44	268	67	24	550	41	584	2,829
62101	St Marys	245	21	1,712	544	769	89	411	151	110	207	373	25	4,656
62102	Cowes Parade	9,174	8,260	9,220	9,834	3,635	9,011	6,877	5,111	6,764	3,434	8,167	6,870	86,359
62104	Quay Street	4,099	4,068	5,384	4,859	5,479	5,426	5,370	4,976	8,892	3,958	5,553	4,703	62,764
62105	Holyrood Street	3,756	3,381	3,335	4,449	3,663	3,570	3,782	3,548	4,902	2,931	3,324	4,110	44,750
62106	Lugley Street	5,586	4,435	4,458	5,652	5,794	5,632	4,470	5,467	6,070	5,911	6,243	6,129	65,848
62107	High Street	12,111	15,398	12,001	16,104	12,216	12,287	15,365	12,542	15,170	13,697	11,753	12,016	160,658
62108	Orchard Street	2,464	1,850	1,544	3,538	3,009	3,016	1,838	1,768	2,149	1,971	1,366	2,069	26,582
62109	Pyle Street	9,208	8,340	8,235	10,035	10,530	9,249	11,484	9,686	10,131	11,157	9,296	11,277	118,627
62110	The Common, Yar.	1,016	1,021	1,405	1,355	1,413	504	1,196	16	231	9	9	843	9,016
		47,696	**47,263**	**47,687**	**56,406**	**46,802**	**48,827**	**51,060**	**43,331**	**54,442**	**43,824**	**46,123**	**48,625**	**582,088**

Financial Year 2016/17

		Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	FYR
62103	New Street	259	30	27	422	9	1,191	23	1,396	47	790	437	933	5,561
62101	St Marys	249	22	21	573	356	213	236	25	51	352	78	161	2,335
62102	Cowes Parade	7,646	7,354	8,267	11,875	4,223	10,680	6,730	5,988	6,142	4,749	5,259	7,082	85,995
62104	Quay Street	4,136	3,719	6,855	4,978	4,075	6,396	5,897	5,326	5,266	6,419	5,441	5,342	63,850
62105	Holyrood Street	3,401	3,296	4,203	3,815	3,275	4,553	3,297	4,072	2,935	4,183	3,547	3,902	44,479
62106	Lugley Street	4,730	4,688	3,230	4,477	6,353	7,014	3,534	8,562	4,568	9,249	4,903	9,046	70,356
62107	High Street	15,112	12,013	13,066	17,095	12,073	14,944	13,806	12,836	12,051	14,774	11,804	14,557	164,131
62108	Orchard Street	2,138	2,044	1,656	2,547	3,932	2,827	2,153	2,188	2,783	3,275	1,123	2,960	29,625
62109	Pyle Street	9,680	9,302	8,334	8,512	9,973	8,668	8,748	9,284	8,408	10,664	8,430	11,373	111,375
62110	The Common, Yar.	935	542	826	1,461	1,292	1,290	51	25	26	572	171	541	7,731
		48,285	**43,008**	**46,483**	**55,753**	**45,561**	**57,777**	**44,476**	**49,701**	**42,277**	**55,026**	**41,193**	**55,897**	**585,439**

Financial Year 2017/18

		Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	FYR
62103	New Street	45	84	94	82	1,581	60	841	76	833	74	836	522	5,126
62101	St Marys	129	185	126	233	25	503	328	88	174	165	21	91	2,065
62102	Cowes Parade	12,114	9,371	8,086	8,985	7,070	8,935	8,748	6,152	6,192	5,052	5,231	5,880	91,817
62104	Quay Street	4,184	4,903	5,245	5,500	4,293	6,532	6,808	5,642	7,111	4,733	4,061	4,139	63,150
62105	Holyrood Street	2,979	2,579	4,107	2,723	4,455	3,728	3,362	3,986	4,026	2,704	4,085	3,149	41,885
62106	Lugley Street	4,556	4,510	6,590	5,246	5,861	4,814	5,374	6,120	5,743	4,380	5,412	3,983	62,591
62107	High Street	11,393	11,701	14,285	11,102	13,214	14,212	10,548	11,593	15,268	11,823	11,512	13,967	150,618
62108	Orchard Street	1,455	2,533	2,155	3,980	3,806	3,119	2,581	2,955	3,141	2,159	2,174	2,144	32,201
62109	Pyle Street	8,812	8,386	9,004	8,902	10,127	9,676	8,956	9,190	8,772	9,608	8,398	10,152	109,985
62110	The Common, Yar.	426	1,195	978	1,028	2,210	1,562	460	902	153	431	56	575	9,975
		46,093	**45,447**	**50,670**	**47,782**	**52,642**	**53,141**	**48,007**	**46,704**	**51,413**	**41,128**	**41,786**	**44,602**	**569,415**

Financial Year 2018/19

		Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	FYR
62103	New Street	118	1,578	181	476	1,774	188	1,217	200	1,687	109	1,206	737	9,469
62101	St Marys	40	239	201	274	366	267	267	269	104	364	99	406	2,895
62102	Cowes Parade	7,268	16,177	9,859	11,802	5,776	9,353	9,358	7,188	6,419	5,288	5,251	6,494	100,234
62104	Quay Street	5,320	5,024	4,302	6,411	4,284	6,823	4,193	7,664	7,043	4,893	4,853	4,960	65,770
62105	Holyrood Street	3,391	4,401	3,916	3,910	4,542	3,517	4,117	3,181	3,968	3,980	2,993	3,156	45,072
62106	Lugley Street	5,234	6,411	2,743	6,575	6,828	5,234	6,301	5,585	5,249	4,607	5,652	4,265	64,682
62107	High Street	13,815	16,426	13,254	10,617	19,619	13,767	15,271	12,419	13,245	14,579	12,887	12,835	168,734
62108	Orchard Street	2,432	3,126	4,726	1,952	4,148	3,209	3,430	2,859	3,064	3,199	2,304	2,498	36,947
62109	Pyle Street	9,542	11,519	9,368	9,623	11,892	8,818	10,840	11,222	10,563	11,147	8,027	9,694	122,255
62110	The Common, Yar.	671	1,852	310	1,810	2,605	426	1,013	688	80	507	320	351	10,633
		47,830	**66,753**	**48,860**	**53,451**	**61,833**	**51,603**	**56,006**	**51,274**	**51,421**	**48,671**	**43,592**	**45,395**	**626,690**

Financial Year 2019/20

		Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	FYR
62103	New Street	450	2,606	2,882	5,414	3,551	3,419	0	0	0	0	0	0	18,321
62101	St Marys	279	0	0	486	0	567	0	0	0	0	0	0	1,332
62102	Cowes Parade	9,291	7,217	7,019	9,110	5,882	8,216	0	0	0	0	0	0	46,736
62104	Quay Street	4,149	3,645	4,213	4,018	5,087	4,201	0	0	0	0	0	0	25,313
62105	Holyrood Street	3,481	3,603	2,247	4,348	2,874	2,213	0	0	0	0	0	0	18,766
62106	Lugley Street	5,655	4,836	4,659	6,419	4,936	5,219	0	0	0	0	0	0	31,724
62107	High Street	13,586	13,393	11,950	11,900	15,827	11,012	0	0	0	0	0	0	77,668
62108	Orchard Street	2,245	3,428	3,362	3,591	3,938	3,997	0	0	0	0	0	0	20,561
62109	Pyle Street	8,640	9,067	6,172	7,692	10,809	4,828	0	0	0	0	0	0	47,207
62110	The Common, Yar.	875	1,357	1,585	1,523	3,340	732	0	0	0	0	0	0	9,411
		48,650	**49,152**	**44,088**	**54,499**	**56,244**	**44,405**	**0**	**0**	**0**	**0**	**0**	**0**	**297,038**

Summary

	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	
Budget 19/20	56,780	56,780	56,780	56,780	56,780	56,780	56,780	56,780	56,780	56,780	56,780	56,780	681,363
FY 15/16	47,696	47,263	47,687	56,406	46,802	48,827	51,060	43,331	54,442	43,824	46,123	48,625	582,088
FY 16/17	48,285	43,008	46,483	55,753	45,561	57,777	44,476	49,701	42,277	55,026	41,193	55,897	585,439
FY 17/18	46,093	45,447	50,670	47,782	52,642	53,141	48,007	46,704	51,413	41,128	41,786	44,602	569,415
FY18/19	47,830	66,753	48,860	53,451	61,833	51,603	56,006	51,274	51,421	48,671	43,592	45,395	626,690
FY19/20	48,650	49,152	44,088	54,499	56,244	44,405	0	0	0	0	0	0	297,038

Parking Services - On-Street Ticket Machine Income - Seasonal

FY	Code	Location	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	FYR
FY 2015/16	62117	Canoe Lake	7,928	5,110	12,271	12,476	21,396	7,092	3,569	3,082	2,951	2,293	3,182	5,603	86,952
	62112	Culver Parade	3,245	3,669	3,878	6,385	6,427	2,430	1,130	1,106	1	0	8	1,563	29,842
	62113	Ryde Esplanade	7,501	7,707	8,133	11,595	13,943	9,312	7,117	3,075	3,095	2,476	3,273	6,030	83,255
	62114	Sandown Esplanade	15,815	13,565	16,340	16,302	17,125	15,816	12,344	2,097	0	0	1	9,510	118,915
	62115	Shanklin Esplanade	13,617	10,518	15,588	16,176	28,540	14,188	5,400	2,028	0	1	2	5,330	111,387
	62116	Ventnor Esplanade	5,659	4,108	5,380	5,052	5,833	4,938	3,901	3	4	213	3	4,373	39,468
	62111	Cowes Esplanade	638	949	1,059	756	3,616	1,011	1,064	7	7	9	0	351	9,466
			54,404	**45,625**	**62,649**	**68,741**	**96,880**	**54,786**	**34,525**	**11,398**	**6,058**	**4,991**	**6,469**	**32,761**	**479,286**
FY 2016/17	62117	Canoe Lake	4,966	6,718	8,650	10,225	18,998	12,408	4,761	2,196	763	4,471	3,537	3,399	81,091
	62112	Culver Parade	2,168	2,563	1,815	4,691	7,230	3,953	3,974	2	1	0	16	1,899	28,311
	62113	Ryde Esplanade	5,132	7,525	7,122	19,722	13,519	9,176	5,215	7,857	1,564	4,567	2,965	3,811	88,174
	62114	Sandown Esplanade	14,507	12,906	15,886	19,662	17,304	18,166	10,937	16	58	41	58	6,341	115,881
	62115	Shanklin Esplanade	13,135	10,016	14,938	17,336	20,000	10,915	12,678	0	1	0	0	5,101	104,120
	62116	Ventnor Esplanade	4,965	4,019	5,451	6,483	5,798	4,261	4,235	7	2	0	0	2,314	37,534
	62111	Cowes Esplanade	239	1,116	395	93	4,106	689	677	9	0	6	3	605	7,937
			45,111	**44,863**	**54,257**	**78,211**	**86,955**	**59,567**	**42,476**	**10,086**	**2,390**	**9,085**	**6,579**	**23,469**	**463,048**
FY 2017/18	62117	Canoe Lake	8,794	6,326	10,691	13,331	17,302	9,303	5,697	2,718	1,136	3,320	4,005	2,718	85,338
	62112	Culver Parade	3,587	3,599	4,628	4,897	7,283	3,561	3,582	1	1	0	0	1,242	32,381
	62113	Ryde Esplanade	6,243	6,962	5,727	9,613	18,843	7,100	3,545	4,953	2,939	3,089	3,501	3,323	75,838
	62114	Sandown Esplanade	14,742	12,710	17,237	16,602	19,044	16,447	8,541	2	13	8	0	5,351	110,697
	62115	Shanklin Esplanade	12,983	14,850	12,803	18,878	17,978	13,509	11,944	0	3	1	0	4,492	107,440
	62116	Ventnor Esplanade	3,250	4,962	2,973	4,342	5,353	2,237	2,664	4	0	2	8	2,312	28,108
	62111	Cowes Esplanade	336	672	435	1,282	3,334	593	734	1	21	0	12	850	8,268
			49,934	**50,081**	**54,493**	**68,944**	**89,137**	**52,750**	**36,706**	**7,679**	**4,113**	**6,420**	**7,525**	**20,287**	**448,069**
FY 2018/19	62117	Canoe Lake	8,086	10,600	11,750	20,689	18,606	9,781	6,935	2,756	2,217	4,458	5,648	4,464	105,991
	62112	Culver Parade	3,234	4,858	4,991	6,805	8,151	3,788	3,636	7	7	0	2	1,927	37,406
	62113	Ryde Esplanade	6,168	8,363	9,191	11,434	18,851	9,596	7,970	2,958	4,519	5,664	4,564	3,854	93,132
	62114	Sandown Esplanade	15,128	16,519	18,584	19,420	23,599	18,479	15,351	38	6	171	2	25,449	152,742
	62115	Shanklin Esplanade	13,467	14,355	15,146	22,941	20,438	16,543	11,175	3,953	5	3	6	6,639	124,671
	62116	Ventnor Esplanade	3,572	5,410	5,386	6,927	7,140	5,349	4,545	615	3	4	6	3,627	42,583
	62111	Cowes Esplanade	435	995	518	1,515	3,056	920	700	7	22	2	38	239	8,447
			50,090	**61,099**	**65,566**	**89,731**	**99,841**	**64,456**	**50,314**	**10,333**	**6,778**	**10,301**	**10,264**	**46,198**	**564,971**
FY 2019/20	62117	Canoe Lake	10,447	7,303	11,490	18,353	22,220	12,086	0	0	0	0	0	0	81,898
	62112	Culver Parade	5,259	8,201	7,505	14,413	13,864	7,381	0	0	0	0	0	0	56,624
	62113	Ryde Esplanade	6,562	12,584	10,289	16,159	19,162	10,232	0	0	0	0	0	0	74,988
	62114	Sandown Esplanade	17,317	13,401	11,964	20,058	17,885	16,664	0	0	0	0	0	0	97,290
	62115	Shanklin Esplanade	14,398	11,270	11,615	19,500	17,995	16,332	0	0	0	0	0	0	91,111
	62116	Ventnor Esplanade	5,195	8,517	7,325	9,750	6,797	6,605	0	0	0	0	0	0	44,189
	62111	Cowes Esplanade	710	4,312	4,155	6,985	6,991	4,597	0	0	0	0	0	0	27,750
			59,887	**65,588**	**64,344**	**105,218**	**104,914**	**73,898**	**0**	**0**	**0**	**0**	**0**	**0**	**473,849**

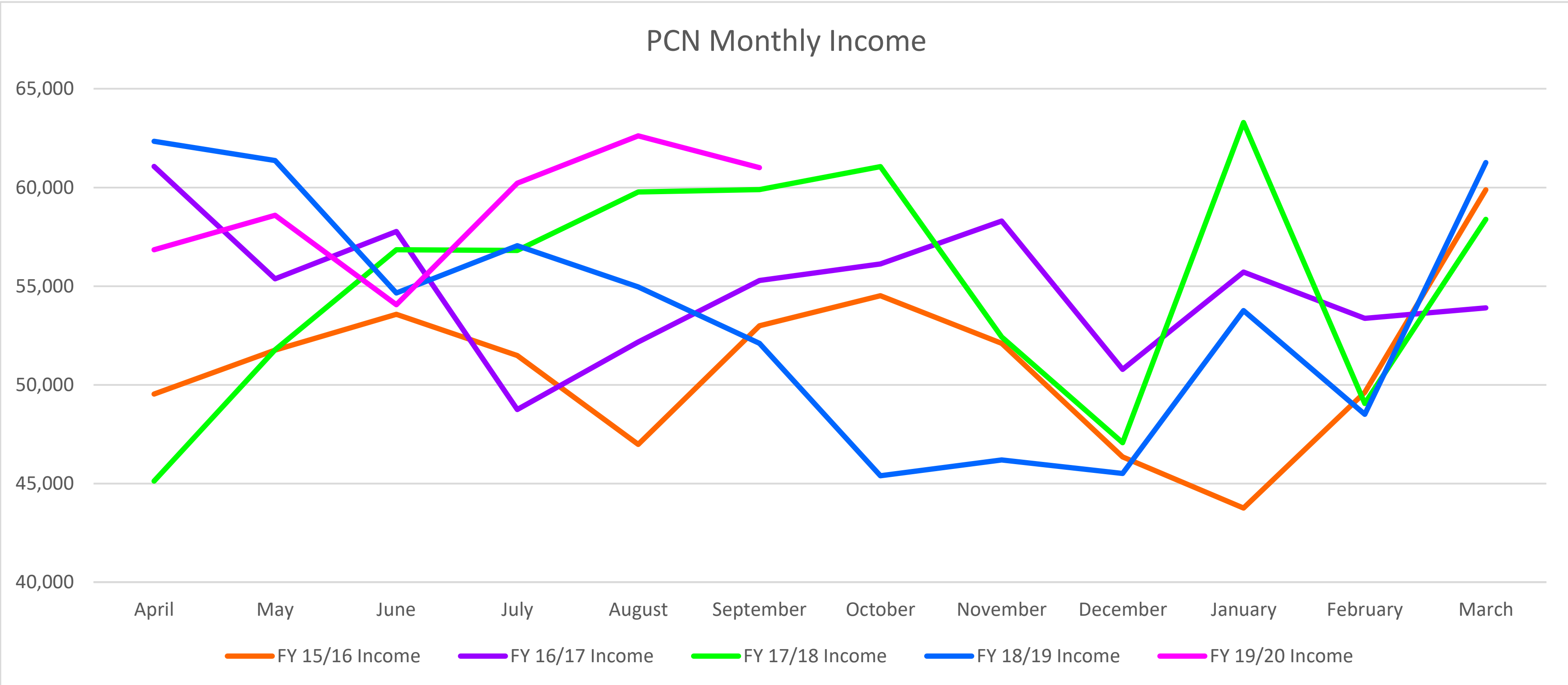
	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	
Budget 19/20	43,649	43,649	43,649	43,649	43,649	43,649	43,649	43,649	43,649	43,649	43,649	43,649	523,793
FY 15/16	54,404	45,625	62,649	68,741	96,880	54,786	34,525	11,398	6,058	4,991	6,469	32,761	479,286
FY 16/17	45,111	44,863	54,257	78,211	86,955	59,567	42,476	10,086	2,390	9,085	6,579	23,469	463,048
FY 17/18	49,934	50,081	54,493	68,944	89,137	52,750	36,706	7,679	4,113	6,420	7,525	20,287	448,069
FY18/19	50,090	61,099	65,566	89,731	99,841	64,456	50,314	10,333	6,778	10,301	10,264	46,198	564,971
FY19/20	59,887	65,588	64,344	105,218	104,914	73,898	0	0	0	0	0	0	473,849

Parking Services - On-Street Ticket Machine Income - Cummulative Income against Budget Profile (last year)

	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Budget 19/20	100,430	200,859	301,289	401,719	502,148	602,578	703,008	803,437	903,867	1,004,297	1,104,726	1,205,156
FY 15/16	102,100	194,988	305,324	430,471	574,153	677,766	763,351	818,080	878,581	927,396	979,988	1,061,374
FY 16/17	93,397	181,267	282,007	415,971	548,487	665,831	752,783	812,571	857,238	921,349	969,121	1,048,487
FY 17/18	96,027	191,554	296,717	413,443	555,222	661,113	745,826	800,209	855,736	903,284	952,595	1,017,484
FY18/19	97,921	225,772	340,199	483,381	645,055	761,114	867,434	929,041	987,240	1,046,212	1,100,068	1,191,662
FY19/20	108,537	223,277	331,709	491,426	652,584	770,887	770,887	770,887	770,887	770,887	770,887	770,887

Parking PCN Monthly Income FY 15/16 to FY 19/20

	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
					2020
	Income	Income	Income	Income	Income
April	49,533	61,062	45,122	62,336	56,834
May	51,759	55,363	51,776	61,369	58,581
June	53,568	57,763	56,834	54,653	54,057
July	51,476	48,746	56,804	57,054	60,206
August	46,986	52,166	59,777	54,965	62,612
September	52,995	55,290	59,882	52,103	61,002
October	54,508	56,127	61,058	45,392	
November	52,107	58,302	52,421	46,188	
December	46,348	50,780	47,066	45,502	
January	43,755	55,719	63,288	53,768	
February	49,608	53,366	49,048	48,511	
March	59,879	53,897	58,386	61,254	
	612,522	**658,581**	**661,462**	**643,096**	**353,290**



Appendix K

CAR PARK DISPOSALS STUDY

Town/Village	Car Park	Location	Long/Short Stay Pay & Display	Income & Income/space	Physical Constraints	Planning Designations (see attached Definitions page for explanation)	Legal Constraints	Regeneration Comments	Regeneration Recommendation No/Yes & priority (1-3)
Newport	Chapel Street	Newport town centre, with vehicular access off Chapel Street and pedestrian access from Scarrotts Lane. It was combined with the adjacent New Street pay and display car park in late 2019 to create a single, large car park.	SS	£183,190 £889.27/space	Chapel Street and New Street car parks interlink thus affording vehicular access from two points. It is surrounded by 2 & 3 storey residential and commercial buildings.	Within the primary settlement boundary of Newport. Within the Conservation Area. It is within the SPA Buffer Zone.	IWC owns the freehold. This is subject to rights over parts of the land, albeit those rights are contained in documents which have not been seen. At least 2 vehicle accesses exist through the car park to neighbouring properties, plus many pedestrian accesses - it is assumed that these have become 'established' over time, and cannot be terminated.	This is a large town centre car park with clear residential development potential either on its own or jointly with the adjacent New Street car park and/or the 2 smaller Scarrotts Lane car parks. Investigate whether a pedestrian access to Upper St James Street can be created, to improve the benefits of this car park. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	YES (2)
Newport	New Street	Newport town centre, with vehicular access off New Street and pedestrian access from Scarrotts Lane. It was combined with the adjacent Chapel Street pay and display car park in late 2019 to create a single, large car park.	SS	see above, as the incomes are combined	Chapel Street and New Street car parks interlink thus affording vehicular access from two points. It is surrounded by 2 & 3 storey residential and commercial buildings.	Within the primary settlement boundary of Newport. Within the Conservation Area .It is within the SPA Buffer Zone.	IWC owns the freehold. This is subject to rights over parts of the land, albeit those rights are contained in documents which have not been seen. A pedestrian access is 'claimed' in favour of 47 Scarrotts Lane	This is a large town centre car park with clear residential development potential either on its own or jointly with the adjacent Chapel Street car park. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	YES (2)
Newport	New Street	Newport town centre. Let on parking licences to local residents. Vehicular access from New Street	N/A	£870	Located between 36 and 42 New Street, and set behind a fence, this car park in unsurfaced	Within the primary settlement boundary of Newport. Within the Conservation Area. It is within the SPA Buffer Zone.	IWC owns the freehold. Parking licences have been granted to local residents, and the site currently generates an annual income of £870, with 2 unlet spaces	There is scope to increase the rental income through the letting of vacant spaces and undertaking of rent reviews. This small site has clear residential potential and has been considered previously for such. The viability of any such scheme is likely to depend upon the rental income that can be achieved for parking in relation to the value of any regeneration. Ensure a consistent approach to charging rents for parking licences within such residential areas. If the rents achievable are of sufficient value then regeneration of this site is likely to be unviable.	YES (2)
Newport	Coppins Bridge	Newport town centre, with vehicular and pedestrian access from Coppins Bridge. Also pedestrian access via bridge link through cinema complex.	LS	£76,697 £451.16/space	Located in an elevated position overlooking St George's Way, with a single vehicular access via a steeply sloping access road.	Within the primary settlement boundary of Newport. It is within the SPA Buffer Zone.	IWC owns the freehold, but has granted a 150 years lease from 1/9/2000 at a peppercorn to the owners of the adjacent cinema complex. In turn, the owners have granted a Licence to IWC to operate the car park. Many pedestrian access rights exist, along with 3 vehicular ones. It is unclear at present whether these have all become 'established' over time	Whilst IWC owns the freehold of this site, unless it can negotiate a position with the long leasehold owners (which is unlikely given that the car park serves their adjacent leisure and retail complex) then this is not a site that the Council can develop. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	NO
Newport	Lugley Street	Newport town centre, with vehicular and pedestrian access from Lugley Street and Crocker Street	SS	£142,687 £1,179.23/space	Situated between Lugley Street and Crocker Street with vehicular access to both, the site slopes downwards from the former to the latter. The car park is predominantly surrounded by walls, and the neighbouring properties are mainly commercial and 2 to 3 storey	Within the primary settlement boundary of Newport. Within the Conservation Area. Some adjoining buildings are Listed. It is within the SPA Buffer Zone.	IWC owns the freehold. This is subject to rights over parts of the land, albeit those rights are contained in documents which have not been seen. A vehicular right of way has been granted to Carpets Etc on Crocker Street for which a Licence fee is payable (until end March 2022)	A large town centre car park with residential/leisure/commercial potential, albeit the topography of the site would need to be overcome. Also, covenants within the title would need to be checked to ensure development is possible. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	YES (2)
Newport	Town Quay (Newport Harbour)	Edge of Newport town Centre, within Newport Harbour, at the foot of Hillside. Currently, vehicular access is restricted and only available over the bridge leading from Sea Street. There is also access from Seaclose, but this is currently subject to restrictions. Note that all income is paid into the Newport Harbour account.	LS	£5,516	Situated at the foot of Hillside, adjacent to allotments, and comprising part of Newport Harbour. Subject to flood risk. It is believed that there may be mains sewers and other utilities running beneath part of the site.	Within the primary settlement boundary of Newport. Allocated within the emerging Island Plan as a housing regeneration opportunity. Adjacent land allocated as Open Space. It is within the SPA Buffer Zone. Within tidal flood zones 2 & 3, flood zones 2 & 3, and SFRA flood zones 2 & 3.	IWC owns the freehold. Any rights pertaining to the suspected mains sewers or other utilities need to be investigated. Newport Harbour is subject to harbour specific legislation including the 1847 Harbours, Docks & Piers Clauses Act, section 23 of which prevents disposal of property for more than a 3 year term. A Harbour Revision Order is currently being sought which will remove this legal constraint	Newport Harbour is already designated as a major regeneration opportunity, and this car park forms part of that and is allocated as a residential opportunity. Clearly any existing legal constraints will have to be removed, and any physical constraints, particularly flooding, will have to be addressed. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	YES (1)
Newport	Seaclose	Non-town centre location, serving Seaclose offices and Seaclose Park. Vehicular access from Fairlee Road	LS	£13,361 £87.90/space	Forming the car parking serving Seaclose Park, and the Council's Seaclose Office, the latter being a 2 storey building. The only other nearby building is the single storey pavilion.	Outside the primary settlement boundary of Newport. The land is allocated as Open Space (2010 Audit). It is within the SPA Buffer Zone.	IWC owns the freehold. For the last 10 years the Isle of Wight Festival has taken over the car park for 3 weeks each year as part of the festival site. A one year agreement is currently being negotiated for 2020 which is likely to replicate the terms of the last 10 years. Going forward, to reflect the Newport Harbour regeneration proposals, the terms may change.	Unlikely to have much regeneration potential due to its importance in relation to the open space/playing fields use. Any development opportunities are likely to be influenced by the playing pitch & open space assessment and built facilities audit, commissioned by IWC, which will identify the need for and provision of such facilities, which may lead to the identification of regeneration opportunities. The car park may, however, assists with the regeneration of the adjacent Newport Harbour, in providing parking capacity. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	NO
Newport	Sea Street	Newport town centre, between Quay Street and Holyrood Street,with vehicular access from Sea Street	SS	£48,609 £810.15/space	This car park slopes significantly upwards from the street frontage (north) to the southern boundary. It is surrounded on 3 sides by 2 & 3 storey residential and commercial properties.	Within the primary settlement boundary of Newport. Within the Conservation Area. Allocated within the emerging Island Plan as a housing regeneration opportunity. It is within the SPA Buffer Zone. Front section is within tidal flood zones 2 & 3. Within flood zones 2 & 3, and SFRA flood zones 2 & 3.	IWC owns the freehold. Southern Water has rights over part. Vehicle and pedestrian rights of access have been granted to the Probation Service over part. Other pedestrian rights appear to exist - it is assumed that these have become 'established' over time, and cannot be terminated.	Sea Street car park forms part of Newport Harbour which is already designated as a major regeneration opportunity, and is allocated as a residential opportunity. Clearly any existing legal constraints will have to be removed, and any physical constraints, particularly flooding, will have to be addressed. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	YES (1)
Newport	South Street (Church Litten)	Newport town centre, at junction of Church Litten, South Street, and Orchard Street, with vehicular access from the latter	SS	£96,413 £3,110.10/space	Bounded by roads to 3 sides (Church Litten, South Street & Orchard Street), and Litten Park to the fourth. The South Street public conveniences and Shopmobility office are located to the South Street frontage, limiting visibility.	Within the primary settlement boundary of Newport. Adjacent to Open Space. It is within the SPA Buffer Zone.	IWC owns the freehold, but title deeds have been lost so the Council has no record of any covenants or restrictions. Newport and Carisbrooke Parish Council occupy the WC's under a Tenancy at Will, albeit they have been offered a lease for a term of 3 years. Terms have been agreed with Shopmobility for a new lease of 3 years and solicitors are instructed	Whilst this is a heavily used short stay car park, it lends itself to commercial or mixed use development, either on its own or in conjunction with adjacent IWC owned buildings including Lord Louis Library. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	YES (2)
Newport	Medina Avenue	Edge of Newport town centre, close to junction of Medina Avenue and St George's Approach, backing onto the River Medina, with vehicular access from Medina Ave	LS	£11,659 £306.82/space	The site fronts Medina Avenue, with a relatively modern 3 storey residential block to the north west, and 2 storey residential opposite. To the rear, and within the same legal tiitle, the land slopes down significantly to the River Medina (no surveys have been undertaken regarding land stability).	Within the primary settlement boundary of Newport. Adjacent to land allocated for Local Green Space within the emerging Island Plan; land allocated for housing (PSP on the former Driving Test Centre); land allocated as Open Space; and a SINC. It is within the SPA Buffer Zone. The site is marginally within SFRA flood zones 2 & 3, and flood zones 2 & 3	IWC owns the freehold. The title includes the adjacent former Driving Test Centre, and PSP Isle of Wight LLP holds a development option over the entire site	The adjacent former driving test centre site has planning consent for residential redevelopment. The car park has potential for the same. The PSP option which appears to have been registered against both sites would need to be clarified/removed. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	YES (2)
Newport	Sea Street (County Hall)	Newport town centre, between Quay Street and High Street, backing onto the River Medina	LS (IWC only during working hours)		The main car park for County Hall, bounded by Sea Street and the River Medina. The adjacent Medina Way, and bridge over the river, form the northern and eastern boundaries, and will influence any development. Sections of the harbour wall are medieval and may constrain development.	Within the primary settlement boundary of Newport. Parts of the harbour walls are Listed. Adjacent to the Conservation Area. Allocated within the emerging Island Plan as a housing regeneration opportunity. It is within the SPA Buffer Zone. Within tidal flood zones 2 & 3, flood zones 2 & 3, and SFRA flood zones 2 & 3.	IWC owns the freehold. This is subject to rights over parts of the land, albeit those rights are contained in documents which have not been seen. There is an indenture on part of the land, but no copy is available.	Sea Street car park forms part of Newport Harbour which is already designated as a major regeneration opportunity, and is allocated as a residential opportunity. Clearly any existing legal constraints will have to be removed, and any physical constraints, particularly flooding, will have to be addressed. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	YES (1)
Newport	County Hall	Newport town centre, immediately to the rear of County Hall	N/A (IWC only during working hours)		The secure car park immediately to the rear of County Hall, enclosed by the walls of Hazards Terrace, County Hall, 46 Sea Street, and the Courts building. The adjacent buildings are up to 6 stories in height	Within the primary settlement boundary of Newport. Adjacent to the Conservation Area (NB only the old part of County Hall is within the Conservation Area). It is within the SPA Buffer Zone. The site is partly within SFRA flood zones 2 & 3, is marginally within tidal flood zones 2 & 3, and within flood zones 2 & 3	IWC owns the freehold. There are rights granted in relation to the adjacent Courts buildings.	Whilst there may be potential to develop this land, it forms the parking immediately to the rear of County Hall and any scheme would clearly impact adversely on light and access to County Hall. It is unlikely, therefore, that this would be separately developed. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	NO
Newport	Harvey Road	Non-town centre location, at junction of Harvey Road and Halberry Lane, close to Fairlee Road, with vehicular access from Harvey Road. Serves the local residential area. Not a pay & display car park.	N/A		Shale surfaced, and comprising former railway land. There are 2 storey residential properties on Harvey Road. There are several mature trees surrounding the car park, which may constrain any development	Within the primary settlement boundary of Newport. The land is allocated as Open Space (2010 Audit). It is within the SPA Buffer Zone.	IWC owns the freehold. This forms part of a much larger title comprising former railway land	The surrounding area is residential so the site has potential for the same, albeit legal constraints in the form of any restrictive covenants would have to be checked. The viability of any such scheme is likely to depend upon the rental income that might be achieved (no rents are currently charged) in relation to the value of any regeneration. Ensure a consistent approach to charging rents for parking licences within such residential areas. If the rents achievable are of sufficient value then regeneration of this site is likely to be unviable.	YES (3)
Newport	Royal Exchange	Non-town centre location, at junction of Barton Road and Royal Exchange, opposite junction with School Lane, with vehicular access from Royal Exchange. Serves the local residential area. Not a pay & display car park.	LS		A triangular shaped site sloping downwards towards Royal Exchange. The surrounding properties are 2 storey residential, save for the adjacent former Barton School site.	Within the primary settlement boundary of Newport. The adjacent school site is allocated for housing. It is within the SPA Buffer Zone.	IWC holds a 500 years (from October 1822) lease of this land, albeit no details are registered. PSP has an option to develop the adjacent school site, which includes the Royal Exchange car park.	The size, topography and shape of the site do not suggest an obvious residential scheme, despite the surrounding residential properties, and the adjacent former Barton School site which is allocated for housing. Unless Royal Exchange is brought forward in conjunction with the former school site it has very limited potential. PSP has an option which appears to have been registered against both sites, and would need to be clarified/removed. No rents are currently charged for parking on this site. Ensure a consistent approach to charging rents for parking licences within such residential areas. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	YES (3)
Newport	Scarrotts Lane East	Newport town centre, fronting Scarrotts Lane, and backing onto Chapel Street car park. Vehicular access from Scarrotts Lane. Not a pay & display car park. Rented on single lease.	N/A		The car park fronts Scarrotts Lane, and backs onto Chapel Street car park (there is no access between these at present). Nearby properties are commercial and are 2 storey	Within the primary settlement boundary of Newport. Within the Conservation Area. It is within the SPA Buffer Zone.	IWC owns the freehold. The car park is leased out HOW?	This is adjacent to the large Chapel Street car park, which has residential development potential either on its own or jointly with the adjacent the 2 smaller Scarrotts Lane car parks. This car park, on its own, is probably too small to merit redevelopment. The viability of any such individual scheme is likely to depend upon the rental income that can be achieved in relation to the value of any regeneration. Review the rents being achieved to establish if these can be improved. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	YES (2)
Newport	Scarrotts Lane West	Newport town centre, fronting Scarrotts Lane, and backing onto Chapel Street car park. Vehicular access from Scarrotts Lane. Not a pay & display car park. Rented on parking licences.	N/A		The car park fronts Scarrotts Lane, and backs onto Chapel Street car park (there is no access between these at present). Nearby properties are commercial and are 2 storey	Within the primary settlement boundary of Newport. Within the Conservation Area. It is within the SPA Buffer Zone.	IWC owns the freehold. The car park is let out by the Council on individual parking licences. It currently generates £6,500 per annum with the potential for an additional £3,500 per annum	This is adjacent to the large Chapel Street car park, which has residential development potential either on its own or jointly with the adjacent the 2 smaller Scarrotts Lane car parks. This car park, on its own, is probably too small to merit redevelopment. The viability of any such individual scheme is likely to depend upon the rental income that can be achieved in relation to the value of any regeneration. Review the rents being achieved to establish if these can be improved. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	YES (2)
Newport	Victoria Road	Edge of town centre location, between Victoria Road and Fairlee, opposite St Paul's View Road. Not a pay & display car park. Rented as a whole to local resident's association	N/A		Shale surfaced, and comprising former railway land. There are 2 and 3 storey residential properties to the east and west. On street parking is extremely limited.	Within the primary settlement boundary of Newport. The land is allocated as Open Space (2010 Audit). It is within the SPA Buffer Zone.	IWC owns the freehold. This forms part of a larger title comprising former railway land. There are covenants to British Rail, and rights reserved to others. The car park is currently leased out for a term of 25 years from 11.3.1996 (expiring 2021) at a rent of £300 per annum.	The surrounding area is residential so the site has potential for the same, albeit legal constraints in the form of any restrictive covenants would have to be checked. The viability of any such scheme is likely to depend upon the rental income that can be achieved in relation to the value of any regeneration. Ensure a consistent approach to charging rents for parking licences within such residential areas. If the rents achievable are of sufficient value then regeneration of this site is likely to be unviable.	YES (3)
Newport	Carisbrooke High Street	Located in the middle of the old village of Carisbrooke, with vehicular access from the High Street	LS	£5,025 £100.50/space	An enclosed (walls & fences) car park with single point of access from Carisbrooke High Street. Adjacent, to the street frontage, is the village hall, and retail/residential properties. Gardens surround the large part of the site. Public conveniences, 'owned' by the Parish Council, are situated in the middle of the site constraining development	Within the primary settlement boundary of Newport. Within the Conservation Area. It is within the SPA Buffer Zone.	IWC owns the freehold with the exception of the WC's which were transferred freehold to Newport Parish Council subject to an option to reaquire, expiring 5/01/2038. There are various covenants relating to the land, but only limited details are given. A pedestrian access exists in favour of the Wayfarers Chapel - it is assumed that this has become 'established' over time, and cannot be terminated.	The site is physically constrained, and provides the only public parking for Carisbrooke Village. It may offer limited scope for residential development, perhaps toward the rear of the site, but the only access would be through the car park. Regeneration potential, therefore, appears very limited. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	NO
Cowes	Brunswick Road	Cowes town centre, between Brunswick Road and St Andrew's Street, close to the floating bridge. Vehicular access from Brunswick Road. A commuter car park.	LS	£13,605 £340.13/space	Bounded by roads to 3 sides (Brunswick Road, St Andrew's Street, and Langley Road) with housing to the fourth. The residential properties are 2 & 3 storey. Opposite, are industrial premises. If the 'claimed' vehicle right can be proven this would restrict redevelopment	Within the primary settlement boundary of Cowes. It is within the SPA Buffer Zone. Within tidal flood zones 2 & 3, flood zones 2 & 3, and SFRA flood zones 2 & 3.	IWC owns the freehold. There is reference to an Instrument dated 1966 but nothing is registered. There is a 'claimed' vehicle right to the rear of a property fronting St Andrew's Street, plus a number of pedestrian rights.	Although the location is mixed commercial and residential, the site lends itself to a continuation of the housing on St Andrew's Street. However, any existing legal constraints will have to be removed, and any physical constraints, particularly flooding, will have to be addressed. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	YES (3)
Cowes	Cross Street/St Mary's Road	Cowes town centre with frontages to Cross Street and St Mary's Road. Principal vehicular access from St Mary's Road, with secondary access from Cross Street. Main short stay shoppers car park.	SS	£59,679 £864.91/space	South eastern boundary comprises retaining wall to rear of residential properties on Bedford Road (considerably higher). Otherwise, surrounding properties include commercial to Cross Street, industrial (Spencer Rigging) to the south west on St Mary's Road, and residential on the opposite side of St Mary's Road. There is a Southern Water underground flood alleviation tank under part of the site together with associated sewers.	Within the primary settlement boundary of Cowes. Within the Conservation Area. It is within the SPA Buffer Zone. Within tidal flood zones 2 & 3, and partly within flood zones 2 & 3 and SFRA flood zones 2 & 3.	IWC owns the freehold. There are pedestrian rights of access in favour of 55 Cross Street, and vehicular rights in favour of Spencer Rigging. Rights are reserved to Southern Water for a pumping station, together with further rights from 2012 (believed to relate to the underground tank)	This site has previously been considered as a regeneration opportunity for a multi storey car park with residential wrapped partially around it. This was not, however, viable notwithstanding the physical constraints relating to the site in the form of underground Southern Water holding tanks that 'sterilise' much of the site. This, and flood risks, suggest that there is very limited regeneration potential. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	NO
Cowes	The Parade	Cowes town centre, fronting The Solent. Not really a car park, but a substantial on-street parking area, located between Bath Road and Castle Hill.	N/A		A car parking area which comprises marked on-street parking, running parallel to the sea front.	Within the primary settlement boundary of Cowes. Within the Conservation Area. The sea walls are Listed. It is within the SPA Buffer Zone. Within tidal flood zones 2 & 3, and within flood zones 2 & 3 and SFRA flood zones 2 & 3.	IWC has claimed freehold title under a statutory caution	This is, essentially, highway land and is not suitable for regeneration.	NO
Cowes	Mornington Road	Non-town centre location, situated within woodland between Queens Road and Baring Road, with vehicular access off Mornington Road	LS	£1,616 £52.00/space	A shale surfaced car park set within Jenny's Wood. Adjacent mature trees likely to restrict development	Within the primary settlement boundary of Cowes. Within the Conservation Area. It is within the SPA Buffer Zone. The woods to either side are registered as a Town & Village Green, but this designation excludes the car park.	IWC owns the freehold. There are rights in favour of Southern Electric. There are rights for drains etc in favour of neighbouring properties.	The car park is situated between 2 areas of woodland registered as a Town & Village Green. It is poorly utilised and might be suitable for residential development, accessed off Mornington Road. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	YES (2)
Cowes	Somerton Park 'n' Ride	Non-town centre location at junction of the A3020 Newport Road and entrance to Somerton Industrial Estate, adjacent to the former reservoir. A long stay car park providing park 'n' ride facilities for Cowes. Not a pay & display car park.	LS		A roughly triangular shaped site bounded by Somerton Industrial Estate, Somerton Reservoir, and Newport Road, incorporating the park and ride bus stop. As the parking is free it is understood that much of it is used by occupiers of the industrial estate.	Within the primary settlement boundary of Cowes. Within an Employment Opportunity Area on the Island Plan. It is understood that there are proposals for a residential development on the adjacent reservoir site. It is within the SPA Buffer Zone.	IWC owns the freehold (the title includes parts of the adjacent industrial estate). Covenants exist (believed to be in favour of Southern Water) but are filed under a different title, which has not been reviewed.	Notwithstanding the proposed residential scheme on the adjacent reservoir site, the high profile corner location on a traffic island suggests some form of commercial development such as a drive-thru. However, the park 'n' ride would need to be relocated, and this may not justify any redevelopment. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	YES (3)

Yarmouth	Bouldnor Viewpoint	Situated between the A3054 Bouldnor Road and The Solent, on the outskirts of Yarmouth, between Port La Salle and Thorley Road. Not a pay & display car park. Serving tourists. Vehicular access is from Bouldnor Road.	Maximum stay 5 hours		The car park is on the outskirts of Yarmouth, with a good road frontage. It comprises part of a wooded larger site including the coastal slope to the side and rear, running downwards toward the sea.	The property is adjacent to an area allocated for the search for a new garden community. It is surrounded by Open Space (2010 Audit), and is within the AONB. The adjacent site is subject to a Group TPO. It is within the SPA Buffer Zone.	IWC owns the freehold. There are references to covenants, but nothing has been registered. The car park comprises part of an area of land managed by Gift to Nature under a Partnership Agreement with IWC.	This is a relatively small car park, but with coastal slope to the rear. The site may suit a residential development of, say, 2 houses with terraced rear gardens. Any legal constraints would have to be removed. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	YES (2)
Yarmouth	The Common	Edge of Yarmouth town between A3054 Tennyson Road and The Solent. Not really a car park, rather on street parking. Vehicular access is from High Street	N/A		This is more on street parking than an actual car park, and is situated at the 'dead-end' of a section of public highway adjacent to The Common.	The property is on the edge of the Rural Service Centre boundary of Yarmouth. It is allocated as Open Space (2010 Audit) and within the AONB. It is within a Group TPO area. It is within the SPA Buffer Zone.	Not owned by IWC	This is highway land, rather than a car park, and is not in the Council's ownership. It is not suitable for regeneration.	NO
Yarmouth	River Road	Principal car park on the edge of Yarmouth town centre, between the outer bend of the A3054 Tennyson Road/River Road and the River Yar.	LS	£142,888 £569.27/space	Comprising the main car park for Yarmouth, with access from the corner of Tennyson Road. The car park is low lying and close to the height of the adjacent River Yar. The surrounding land is marshy and subject to a variety of ecological designations	The property is within the Rural Service Centre boundary of Yarmouth.The property is adjacent to a Local Ecological Network; adjacent to Open Space (2010 Audit); adjacent to a RAMSAR; adjacent to a SSSI; and within the AONB. It is within the SPA Buffer Zone. It is partly within SFRA flood zones 2 & 3, and is within flood zones 3 & 3 and tidal flood risk zones 2 & 3	The car park is covered within three separate titles and IWC owns the freehold. The titles include adjacent land much of which is let to Yarmouth Harbour. There are covenants in favour of The Crown relating to parts of the land. One of the title deeds has been lost. There are vehicular rights over the car park in connection with the leases granted on adjacent land, and to the Primary School	The land is low lying, and subject to flooding. The adjacent marshes are covered by a variety of ecological designations. It is unlikely that any viable residential (or other) scheme could be delivered given the constraints applicable. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	NO
Totland	Broadway	Centre of Totland Village fronting the B3322 Broadway, close to the traffic island junction with Church Hill, with vehicular access from Broadway, and immediately adjacent to the village hall.	LS	£56 £2.33/space	The site rises significantly in height from the street frontage toward the rear of the site (west to east). The village hall occupies the adjacent plot to the north. Other surrounding properties are predominantly residential, some with ground floor retail, and are of 2 and 3 storey in height	It is within the Secondary Settlement boundary of Freshwater & Totland. The property is within the Conservation Area. It is within the SPA Buffer Zone.	IWC owns the freehold. There are covenants in favour of Southern Electric, and covenants not to cut trees without the consent of the original owner. Further covenants are filed under a separate title which has not been viewed. There appear to be pedestrian rights in favour of adjoining properties - it is assumed that these have become 'established' over time, and cannot be terminated.	There is plenty of on street parking within the village centre, suggesting that the car park might be released for a residential scheme, possibly apartments. Any legal constraints would have to be removed. The Parish Council has approached IWC regarding taking over the car park, however, this is likely to preclude IWC from any regeneration. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	YES (2)
Freshwater	Colwell Bay	Situated at the Colwell Bay end of Colwell Chine Road, which runs off the A3054 Colwell Road close to Colwell Common. Vehicular access is from Colwell Chine Road. A tourist car park and the only public car park serving Colwell Bay	LS	£31,928 £694.09/space	The main public car park for Colwell Beach. It slopes upwards from the road toward the rear of the site. The surrounding properties are 1 and 2 storey, mainly holiday chalets. The public conveniences sit within the car park.	The site is not within the settlement boundary for Freshwater and Totland. The property is partly within the Coastal Change Management Area. It is within the SPA Buffer Zone.	IWC owns the freehold. A 999 years lease has been granted on the WC's. There are personal covenants relating to the land, with a copy filed but not seen. There appear to be pedestrian rights in favour of the adjacent Sunset Bungalows - it is assumed that these have become 'established' over time, and cannot be terminated.	The surrounding properties are relatively low value holiday accommodation buildings. This is the only public car park serving Colwell beach, and on street parking is very limited. Given the demand for parking and the low value of the adjacent properties, it is unlikely that this represents a regeneration opportunity. At best, a small parcel of land might be released at the front of the site for retail kiosk purposes. However, the viability of this against the loss of income and cost of any scheme may be questionable. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	NO
Freshwater	Solent Gardens	Situated in the heart of Freshwater to the north of the A3055 The Avenue, on a housing association estate, where the houses have been transferred to the RSL but the roads have been retained by IWC. The car park provides limited off street free parking and serves the Solent Gardens estate. Not a pay & display car park.	N/A		This is a small parcel of land located between 2 terraces of 2 storey Housing Association housing, on an estate of similar housing. An electricity sub station adjoins the southern boundary.	The site is within the Secondary Settlement boundary of Freshwater & Totland. It is within the SPA Buffer Zone.	IWC owns the freehold of the car park and roads on the estate (these did not pass with the houses when the stock transfer took place). There is a covenant not to use any land as a holiday camp, hotel, holiday centre, caravan site, or for holiday catering. There are rights in favour of the electricity sub station	The site may be suitable for a pair of semi-detached RSL houses, subject to overcoming any constraints relating to the adjacent electricity sub-station. If any physical relocation of sub-station equipment or cabling is required the site is likely to be unviable.	YES (3)
Freshwater	Avenue Road	In the middle of Freshwater village fronting the A3055 Avenue Road between its junctions with Princes Road and High Street, and backing onto Richmond Meade (a private road). Vehicular access is from Avenue Road	LS	£8,563 £190.29/space	The car park is in two sections, the smaller front part having a limited frontage to Avenue Road and only a handful of parking spaces. This is 'divided' from the main rear parking area by Avenue House, which is in separate ownership. The width of the access between the two sections will restrict any development. There are clear vehicular and pedestrian rights over the car park	The site is within the Secondary Settlement boundary of Freshwater & Totland. It is within the SPA Buffer Zone.	The car park is covered within two separate titles, one for the front section and one for the rear. IWC owns the freehold. There are rights in favour of Southern Housing relating to Willow Lodge. There appear to be vehicular rights in favour of adjacent properties - it is assumed that these have become 'established' over time, and cannot be terminated.	As the front part of the car park provides access to the rear and to those neighbouring properties with access rights this cannot be developed. Subject to facilitating access rights over the rear section there may be scope for a limited residential development (especially as there is plenty of on street parking and the car park itself is poorly utilised), but this would be accessed through the car park unless access could be negotiated over the private road, Richmond Meade, beyond the rear boundary fence. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	YES (2)
Freshwater	Moa Place	On the edge of the village centre, on Moa Place, at the junction of the A3055 School Green Road and Brookside Road. Vehicular access is from Moa Place. This car park serves West Wight Sports Centre and the adjacent playing field.	LS	£59,181 £704.54/space	The car park sits to the road frontage of West Wight Sports Centre, and gives access to its adjacent car park. The land slopes upwards from the road toward the sports centre (north to south), and crosses a brook immediately adjacent to the road.	The site is within the Secondary Settlement boundary of Freshwater & Totland. The property is adjacent to a proposed Local Green Space, and is within Open Space (2010 Audit). It is within the SPA Buffer Zone. It is partly within SFRA flood zones 2 & 3, the Western Yar SFRA flood zones 2 & 3, and flood zones 2 & 3.	IWC occupies under a 99 years lease from 27 April 1979. The lease retains rights to the sports centre and recreation ground land	IWC does not own the car park, which comprises the main access to West Wight Sports Centre. It is highly unlikely that there is any IWC regeneration potential. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	NO
Freshwater	Freshwater Bay	In the heart of Freshwater Bay at the junction of the A3055 Afton Road and Gate Lane, facing Freshwater Bay. Vehicular access is from Gate Lane. A tourist car park and the only public car park serving Freshwater Bay	LS	£37,253 £404.92/space	The property occupies a low lying site between Afton Marsh and the coastal defences at Freshwater Bay, and has frontages to two roads. There are clear rights of access over the land in favour of the former Sandpipers Hotel and adjacent watersports centre, which would restrict any development.	The site is just within the Secondary Settlement boundary of Freshwater & Totland. The land is within an Open Space (2010 Audit) allocation, and within the AONB. It is adjacent to the Heritage Coast and a Conservation Area. It is within the SPA Buffer Zone. It sits within SFRA flood zones 2 & 3, flood zones 2 & 3, and tidal flood zones 2 & 3	IWC owns the freehold. There are covenants to maintain a road to the west of the land, and not to build to the west of the building line. There is a covenant (1922) not to build on another part of the site without personal consent. There appear to be vehicular and pedestrian rights in favour of adjacent properties - it is assumed that these have become 'established' over time, and cannot be terminated.	Given the physical constraints of the site (low lying and associated flood risks), its importance in relation to tourism, and the legal constraints contained within the title, it is unlikely that this site could be redeveloped. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	NO
Brighstone	Warnes Lane	In the centre of Brighstone Village, at the end of Warnes Lane, a private road over which there is a right of way (from Main Road) to the car park. Not a pay & display car park.	LS		The car park has no road frontage and is set behind commercial and residential properties. It is accessed via a narrow driveway under access rights (Warnes Lane, which appears to be adopted highway). It adjoins the recreation ground and public conveniences.	The site is within the Brighstone Rural Service Centre boundary. The property is within the AONB and the Conservation Area, and adjacent to Open Space (2010 Audit)	IWC owns the freehold. The land benefits from rights over Warnes Lane. There are vehicular rights in favour of The Cottage (Elmlea)	Access to this site is extremely limited and, irrespective of this being adopted, it is likely to severely constrain any redevelopment. If a scheme was possible, then residential might be considered. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	NO
Chale	Blackgang Viewpoint	On the A3055 Blackgang Road, beneath Niton Down and above Blackgang, with vehicular access from Blackgang Road. Not a pay & display car park. A tourist car park	Maximum stay 24 hours		The car park is in an area shown as being at potential risk of future ground instability. It is unsurfaced and overlooks Blackgang Chine theme park	The site is within a Local Ecological Network, within the AONB, within the Heritage Coast area, and within a SSSI.	The property forms part of a much wider freehold title owned by IWC. There are rights of way in favour of the adjoining residence. The car park comprises part of an area of land managed by Gift to Nature under a Partnership Agreement with IWC.	This site has been considered previously for limited development in conjunction with Blackgang Chine. It did not proceed due to extremely challenging planning constraints (linked to ecological designations), and nothing is believed to have changed. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	NO
Chale	Chale Street (Newport Road)	To the side and rear of the Scout Hut off the B3399 Newport Road, in the heart of Chale, close to the Village Hall. Not a pay & display car park	Maximum stay 24 hours		The car park is situated to the side and rear of the scout hut, and is surrounded on 3 sides by open farmland. It has a limited frontage to the road	The site is within the AONB and is shown as Open Space (2010 Audit), with the latter being site specific, not including the adjacent farmland	IWC owns the freehold. There is a covenant relating to services running beneath the land. Rights were granted in 2011, with details filed under a separate (unseen) title.	This is the 'village car park' serving the scout hut and nearby village hall and, given the extremely difficult/impossible on street parking provision, any development proposals are likely to be strongly opposed. In any event, the site is physically restricted and, with legal constraints within the title, this site is likely to be unviable for any scheme. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	NO
Chale	Whale Chine	Road side parking area, rather than car park, on the coastal side of the A3055 Military Road. Not a pay & display car park	Maximum stay 24 hours		This is a parking area running along the side of the road, more a lay-by than a car park. Adjacent is scrubland and then cliff top farmland.	The site is within the AONB, within a Local Ecological Network, within a SAC, within the Heritage Coast area, and within a SSSI	This land is not currently registered	This is more a lay-by than a car park, and is not close to any housing or other development. It is highly unlikely to be an acceptable location, even for a housing exception site.	NO
Niton	Allotment Road	A corner plot at the junction of Allotment Road and Town End, within a residential area close to Niton Recreation Ground, and within a few minutes walk of the village centre (via Rectory Road). Not a pay & display car park	N/A		This site is surrounded by residential properties of 2 storey construction, and is opposite the entrance to the village's popular playing field and recreation ground. It has 2 road frontages	The property lies within the boundary of Niton Rural Service Centre. It is adjacent to/marginally within the AONB	IWC owns the freehold. There are restrictive covenants in favour of Southern Electric	Limited residential redevelopment has previously been considered and the Planning response has been 'no' given the limited on street parking and the parking requirement for the nearby recreation ground. Could this be challenged? Is the value of housing in this location sufficient to justify a scheme? The Parish Council has made an approach to 'acquire' the car park for parking in relation to the school and recreation ground, but this would preclude any IWC development scheme. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	YES (3)
Ventnor	Dudley Road	Town centre car park, within a residential area, at the junction of Dudley Road and Buona Vista Road, serving local residents and tourists . It is let to Ventnor Town Council.	LS	£6,320 £150.48/space	The site is surrounded on 3 sides by residential properties of 2 and 3 storey construction, with the remaining boundary being the coastal slope leading down to the sea.	The property lies within Ventnor secondary settlement boundary, and is adjacent to Open Space (2010 Audit). It is within the Conservation Area, and is shown as an Area of Land at Potential Risk from Future Ground Instability.	IWC owns the freehold. The car park is leased to Ventnor Town Council until 31/7/2038 (the lease contains a landlords development break clause). 3 flats in the adjacent Devonshire Terrace have claimed pedestrian rights of way.	The car park could be suitable for semi-development, subject to IWC serving a redevelopment break clause on the Town Council. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	YES (3)
Ventnor	Wheelers Bay	Edge of town centre location off Wheelers Bay Road, to the rear of residential properties on St Catherine Street, and overlooking Wheelers Bay. Not a pay & display car park, with maximum stay of 24 hours, serving the local residential and tourist markets	Maximum stay 24 hours		The site is situated on the edge of the 'built up' area, off Wheelers Bay Road, adjacent to the coastal slope leading down to the sea, and is bounded on 2 sides by scrubland. Nearby properties are a mixture of residential and tourist related	The property lies within Ventnor secondary settlement boundary, and is within Open Space (2010 Audit). It is on the edge of the Conservation Area, and is shown as an Area of Land at Potential Risk from Future Ground Instability.	IWC owns the freehold. There are vehicular rights of way in favour of the adjacent Bay Court (established by prescription through statutory declarations). Some of the properties in the adjacent St Catherine's View have claimed pedestrian and vehicle rights.	The car park could be suitable for residential development. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	YES (3)
Ventnor	Alexandra Gardens (Eastcliff)	Town centre car park at the junction of Dudley Road and Alexandra Gardens (private road) adjacent to Salisbury Gardens, overlooking the Winter Gardens building. Not a pay & display car park	Maximum stay 24 hours		The car park is accessed from Dudley Road, on a bend where it swings away from the entrance to Alexandra Gardens, a private road. The land to the other 3 sides is at differing levels from the car park - Salisbury Gardens being higher, Alexandra Gardens being lower, and the coastal slope dropping away.	The property lies within Ventnor secondary settlement boundary, and is within Open Space (2010 Audit). It is within the Conservation Area, and is shown as an Area of Land at Potential Risk from Future Ground Instability.	IWC owns the freehold, but the deed have been lost, so we have no knowledge of any restrictions.	The layout of the car park is unlikely to be conducive to development, and any legal constraints (currently unknown) would have to be overcome. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	NO
Ventnor	Eastern Esplanade	One of the main seafront tourist car parks, located to the east of Ventnor Haven with vehicular access from the foot of Shore Hill (adjacent to The Cascade)	LS	£44,675 £629.23/space	A long narrow site sitting at the base of the coastal slope between it and the sea wall, with the coast path running alongside. Access is restricted, being over a single width driveway shared with pedestrians.	The property lies within Ventnor secondary settlement boundary, and is within Open Space (2010 Audit). It is within the Conservation Area, and is shown as an Area of Land at Potential Risk from Future Ground Instability. It adjoins a SINC and is adjacent to flood risk zones.	The car park is owned freehold by IWC under 3 separate title. There are covenants in favour of Cheetah Marine, Blakes Fishery, The Crown and Southern Water. The skate park at the end of the car park (but not forming part of it) is let.	The car park is 'out of sight' from Ventnor, and might be suitable for residential and commercial development, albeit the site is exposed to the elements. Vague private sector interest has previously been expressed in regeneration in this location. Any legal constraints would have to be overcome. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	YES (3)
Ventnor	Market Street	Town centre car park surrounded by residential properties which front High Street, Victoria Street, Albert Street and Market Street. Vehicular access is from Market Street, with an ancillary pedestrian access from Victoria Street via steps along the side of the former Youth Club building. It is let to Ventnor Town Council	LS	£7,125 £229.84/space	This is a 'hidden' car park being bounded on 4 sides by residential properties of 4 storeys and more in height. It provides vehicular ramped access to the adjacent Knights Court flats car park.	The property lies within Ventnor secondary settlement boundary, and is within the Conservation Area, and is shown as an Area of Land at Potential Risk from Future Ground Instability. The adjacent former youth centre is allocated for housing.	IWC owns the freehold. The car park is leased to Ventnor Town Council until 31/7/2038 (the lease contains a landlords development break clause). In addition to the rights to Knights Court, there are rights in favour of a number of houses on Albert Street. There are also claimed rights in favour of the Clarendon Press flats. The car park provides access to the former youth club building. There are pedestrian rights from the steps down from Victoria Street over the car park. PSP Isle of Wight LLP holds a development option over the car park and adjacent former youth club building	Notwithstanding the lease to the Town Council, expiring in 2038, this site is unlikely to be developable as it provides vehicular and pedestrian access to so many properties. The option to PSP requires further investigation/clarification. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	NO
Ventnor	Pound Lane	Town centre car park accessed from Pound Lane, to the rear of shops fronting the High Street (including Tesco). It is let to Ventnor Town Council	LS	£5,868 £234.72/space	This is also a 'hidden' car park, albeit Pound Land is a through road, so there is some passing traffic, although this is mainly for accessing the rear of the properties on Albert Street and High Street. The surrounding properties are of 3 or 4 storey.	The property lies within Ventnor secondary settlement boundary, and is within the Conservation Area, and is shown as an Area of Land at Potential Risk from Future Ground Instability.	IWC owns the freehold. The car park is leased to Ventnor Town Council until 31/7/2038 (the lease contains a landlords development break clause). No restrictions are shown on the title. There are claimed vehicular and pedestrian rights in favour of 3 properties on High Street.	Notwithstanding the lease to the Town Council, expiring in 2038, this site is unlikely to be developable as it provides vehicular and pedestrian access to a number of properties. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	NO
Ventnor	High Street (Central)	The most visible town centre car park, located at the junction of Spring Hill and High Street, with a long frontage to the latter. Main shoppers car park.	LS	£93,990 £1,160.37/space	This is the main 'town centre' car park being highly visible to through traffic. The land to the rear (Spring Hill) rises steeply above the car park, with cliff-like retaining walls to the eastern end. Other properties on High Street include a mixture of retail and residential.	The property lies within Ventnor secondary settlement boundary, and is within the Conservation Area, and is shown as an Area of Land at Potential Risk from Future Ground Instability.	IWC owns the freehold. No buildings are to be erected on a part adjoining the cliff wall. The entire eastern end is subject to covenants in favour of Mew Langton relating to alcohol and associated matters.	The site has an extensive frontage to High Street and might be suitable for mixed development, especially to part only thus retaining some of the main town centre parking. The Town Council has requested a lease of this car park, in keeping with the others already held. This would preclude IWC development. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	YES (3)
Ventnor	The Grove	Edge of town centre car park on the corner of The Grove and Marlborough Road, close to the junction with the A3055 Alpine Road, the main road running through the town. Mainly serving surrounding residential area	LS	£18,599 £299.98/space	Semi hidden behind a belt of trees on Alpine Road, the main route leading into the town centre. The surrounding properties are mainly 2 storey residential, built at higher levels	The property lies within Ventnor secondary settlement boundary, and is within the Conservation Area, and is shown as an Area of Land at Potential Risk from Future Ground Instability.	IWC owns the freehold. Approximately 65% of the land, to the rear of the site, is subject to restrictive covenants in favour of Ventnor Sanitary Steam Laundry Ltd (copies filed)	This site could be suitable for residential development on part, if not the whole, as longs as the restrictive covenants do not prevent this. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	YES (3)
Ventnor	La Falaise	One of the main seafront tourist car parks, located to the west of the Esplanade and main Ventnor beach, in an elevated position off Bath Road, overlooking Ventnor Bay (and the Spyglass)	LS	£48,710 £518.19/space	This car park occupies an elevated cliff-top site, at the western end of Ventnor Esplanade, overlooking Ventnor Bay and the beach.The northern boundary comprises retaining 'cliffs' with residential properties. Otherwise, the site is open space	The property lies within Ventnor secondary settlement boundary, and is within the Conservation Area, and is shown as an Area of Land at Potential Risk from Future Ground Instability. It is within Open Space (2010 Audit), partly within a Local Ecological Network, and adjacent to a SINC.	IWC owns the freehold. The title is for a much wider area, including Ventnor Park, and there are restrictions relating to other land within the title.	This car park occupies an elevated site that might carry a premium for a residential scheme. Part only, or the entire site, might be suitable for development. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	YES (3)
Ventnor	Smugglers Haven	Situated on the eastern edge of Ventnor/Bonchurch, adjacent to the A3055 Leeson Road, on the route to Shanklin. A tourist car park overlooking and serving The Landslip	LS		The car park sits between the road and The Landslip, a major area of land instability, although the car park itself is not shown as being within an Area of Land at Potential Risk from Future Ground Instability. There is no nearby residential.	The property is outside Ventnor secondary settlement boundary. It is within the AONB, and a Local Ecological Network. It is adjacent to Open Space (2010 Audit), a SAC, and a SSSI.	IWC owns the freehold. The car park is a small part of a much wider title, including The Landslip. There is a covenant against building over most of the land, but this excludes the car park. There are rights of way over the car park. The car park comprises part of an area of land managed by Gift to Nature under a Partnership Agreement with IWC.	Subject to any rights of way, this site might have the potential for a single residential plot. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	YES (2)
Ventnor	Shore Road	The main Bonchurch shore car park, located in an elevated position on the cliffs overlooking Horsehoe Bay with access from Shore Road before it drops down the hill to the seafront.The car park in unmade, and adjoins the Village Green	LS	£5,422 £154.91/space	The car park is in an elevated position between Shore Road and the cliffs, overlooking Horseshoe Bay. Adjacent is land identified by local signage as a village green, albeit it is not formally registered as a Town & Village Green. Opposite are 2 storey residential properties.	The property is outside Ventnor secondary settlement boundary. It is partly within a Local Ecological Network, and adjacent to Open Space (2010 Audit) and a SINC. It is within an Area of Land at Potential Risk from Future Ground Instability	IWC owns the freehold, which includes the 'village green'. The car park is leased to Ventnor Town Council until 31/7/2038 (the lease contains a landlords development break clause). IWC has responsibilities for fencing the site. There is a covenant against any hotel or inn being erected. Other covenants are filed (copy HP1955) but these have not been viewed.	The elevated position of the site would make an attractive residential opportunity, as long as this is not prevented by any unseen covenants, and subject to IWC serving a redevelopment break clause on the Town Council in respect of the car park lease. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	YES (3)

Wroxall	St Martin's Road	In the heart of the village facing the community centre and close to the school, fronting St Martin's Road opposite the junction with Station Road, and close its junction with the B3327 High Street. Not a pay & display car park, with maximum stay of 24 hours, serving local residents and the community centre and school	Maximum stay 24 hours		The car park has a long road frontage and is irregular in shape. Nearby properties include residential to the south west and south east, with community buildings opposite.	The site lies within Wroxall Rural Service Centre boundary. It is within the AONB. There are TPO's on the adjoining site.	IWC owns the freehold. The car park forms a small part of a much wider area of former railway land, and is separate to the main part of the land. There are many covenants relating to the main part of the land, and from the title extract it is unclear whether any of these relate to the car park	The car park serves the residential estate and community buildings opposite. That said there may be potential to partially redevelop with some housing, albeit of relatively low value and, perhaps social/affordable in keeping with surrounding housing. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	YES (3)
Godshill	Main Road	In the heart of the old village opposite The Griffin and fronting the A3020 High Street. A relatively small non-pay & display car park which leads to a far larger free to use and privately owned parking area (the main tourist car and coach park for this tourist village)	Maximum stay 24 hours		A small car park, which acts more as the access to the much larger privately owned Old Smithy car park, the main daytime tourist parking for the village. Nearby properties are commercial and 2 storey residential.	The site sits within Godshill Rural Service Centre boundary. It is Open Space (2010 Audit), and within the Conservation Area. It is adjacent to the AONB and opposite an Area TPO. An adjacent site (part of Moor Farm) is allocated for housing. The site lies within an Area of Search for a New Garden Community.	IWC owns the car park. Part of the title (the undeveloped section and public conveniences) has been transferred to the Parish Council. There are rights in favour of the Old Smithy.	This is the only public parking available at night, and is relatively small in any event. It also serves as the main entrance to the Old Smithy car park. There is no development potential (indeed, the only section with any such potential has been transferred to the Parish Council along with the public conveniences). Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	NO
Winford	Alverstone Road	Fronting Alverstone Road on the edge of the residential village of Winford, less than 1km north of the A3056 Newport to Sandown road at Apse Heath. The car park serves and gives access to the National Trust Borthwood Copse. Not a pay & display car park. Is this managed by Newchurch Parish Council???	N/A		A very small car park sitting between residential properties, and providing a pedestrian access to the adjacent Borthwood Copse (albeit this is not a registered footpath). There are only circa 7 to 8 spaces.	The site lies within an Area of Search for a New Garden Community. The adjacent Borthwood Copse is Open Space (2010 Audit), Ancient Woodland, and a SINC.	IWC owns the freehold. No restrictions are shown. However, a sign suggests that the car park is managed by Newchurch Parish Council, so this needs checking	The site appears of sufficient size for a single dwelling, subject to confirmation that no legal constraints exist. Although the footpath is not registered as a right of way it is considered that any development would need to retain access to Borthwood Copse.	YES (3)
Shanklin	Chine Avenue (Vernon Meadow)	Main car park for Shanklin Old Village located at the junction of the A3055 High Street and Chine Avenue (leading to Shanklin Chine). Predominantly a tourist car park	SS	£116,236 £1,223.54/space	Situated in a prominent position within Shanklin Old Village on the corner of Chine Avenue and High Street. Nearby properties include retail, pubs, cafes and restaurants, hotels/guest houses and residential, generally of 2 storey construction.	The site sits within The Bay primary settlement boundary. It is Open Space (2010 Audit), and covered by a Group TPO. There are TPO's on adjacent land. It is within the Conservation Area.	The car park is held under 2 separate titles. IWC owns the freehold. There are resrictive covenants from the 1965 conveyance on one title, and covenants from a 1951 conveyance on the other. 2 adjoining commercial properties are claiming pedestrian rights of access.	This is a relatively large car park and consideration might be given to regenerating part. If to the rear, then possibly for residential. If to the front, then possibly commercial. However, any existing legal constraints will have to be removed. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	YES (2)
Shanklin	Orchardleigh	Main car park serving the restaurants and cafes on High Street (leading toward the Old Village) and serving Shanklin Theatre. Situated at the junction of Orchardleigh Road and St John's Road, with vehicular access from the latter.	LS	£43,928 £499.18/space	Situated at the junction of Orchardleigh Road (one way) and St John's Road, in a mainly residential area with surrounding properties being a mixture of 2, 3 & 4 storeys. Whilst the site is level it sits at a lower level than St John's Road, with ramped access close to the corner with Orchardleigh Road. An electricity substation is located in the centre of the car park.	The site sits within The Bay primary settlement boundary.	The car park is held under 3 separate titles. IWC owns the freehold under 2 of these. Under the third title IWC holds a 999 years lease from 6.4.1883 and an 800 years lease from 1.1.1882. There are a variety of restrictive covenants relating to the freehold land including vehicular and pedestrian access to adjacent flats, albeit 2 relatively large parcels are free from covenant. There are a variety of covenants on the long leasehold land.	The title is complex, but there are 2 freehold sections without any covenants towards the rear of the site that might suit residential development. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	YES (3)
Shanklin	Languard Road	Main town centre and shoppers car park serving the retail centre along Regent Street, to which it is linked via a pedestrian walkway. It is situated to the rear of shops fronting Regent Street, with vehicular access from Languard Road.	SS	£57,196 £1,021.36/space	A roughly rectangular site with good road frontage, and a pedestrian route to the main shopping street. Nearby properties are a mixture of residential and commercial, of 2 & 3 storey construction.	The site sits within The Bay primary settlement boundary.	IWC owns the freehold. The title does not include the pedestrian access to Regent Street (the main retail area) but the car park benefits from rights of way over this. There are rights of access retained over parts of the car park, plus rights benefitting an electricity substation. Pedestrian rights have been claimed by a number of flats (above shops) on Regent Street, and vehicular rights to 16 Regent Street	This is the main shoppers car park for Shanklin, albeit there is also on street parking. Consideration might be given to developing part of the site for residential purposes. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	YES (3)
Shanklin	Atherley Road	Non-town centre location and predominantly comprising coach parking for Shanklin. Vehicular access is from Atherley Road (close to its junction with the A3055 Arthurs Hill), with a secondary pedestrian access from Avenue Road. Surrounded by residential and tourist accommodation.	LS	£3,623 £258.79/space	The site is set back from the road, partly behind residential flats, and is surrounded on 4 sides by residential and hotels/guest houses, of 2 & 3 storey construction.	The site sits within The Bay primary settlement boundary. It is within the SPA Buffer Zone.	IWC owns the freehold under 2 separate titles. The title to the front parcel contains a covenant against disposition unless in accordance with Road Traffic Regulations Act 1967 or some other Act or Authority, and there are rights reserved (filed separately and not viewed). On the rear title a large section is subject to an 870 years lease from 3.10.1906 in favour of land to the rear of Arthurs Hill. There appear to be many adjacent properties benefitting from claimed pedestrian and vehicular rights of access.	This is principally a coach park, with some car parking, and is therefore important to the surrounding tourist accommodation. For this reason, and the covenants relating to the land, this is not considered a suitable site for development. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	NO
Shanklin	Hope Road	One of the main seafront tourist car parks, situated at the foot of Hope Road Approach where it meets the Esplanade, immediately adjoining the beach	LS	£57,368 £1,043.05/space	The car park sits adjacent/partly above a Southern Water pumping station, between 2 of the main Bay beaches. Vehicular access is via the steep Hope Road Approach. Nearby users are the sailing club and a relatively new beach café.	The site sits within The Bay primary settlement boundary. It is within the SPA Buffer Zone. It is adjacent a Conservation Area and partially within tidal flood zones 2 & 3	IWC owns/occupies the site under 3 separate titles, 2 of which are freehold, with the third being a 992 years lease from 25.3.1869. The titles are all for much wider sections of land including much of the foreshore. There are restrictive covenants (copies filed) including relating to nuisance. There are access rights in favour of the sailing club	The legal and physical constraints mean that this site is not a realistic development opportunity. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	NO
Shanklin	Esplanade Gardens	One of the main seafront tourist car parks, situated between the adventure golf site and Jungle Jims, with a long frontage to the Esplanade and with cliffs to the rear	LS	£67,293 £782.48/space	The car park backs onto the cliffs, which rise the further south you are from Hope Road Approach. The height of the cliffs is likely to influence the height of any possible development. Adjoining are commercial/leisure uses including a themed crazy golf course, an amusement/leisure complex, and hotels (of 3 to 4 storeys height)	The site sits within The Bay primary settlement boundary. It is within a Conservation Area and adjacent to Open Space (2010 Audit). It is predominantly within the SPA Buffer Zone. It is shown as an allocation for residential development	The car park forms part of a much wider title of land along the Esplanade. IWC appears to hold 2 titles, one being freehold and the other 992 years from 25.3.1869. Further invesitgation is required	This car park has already been identified within the Draft Policies Map for the revision of the Island Plan as a housing allocation site. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	YES (1)
Shanklin	Spa Site	One of the main seafront tourist car parks, opposite the site of the former Shanklin Pier and adjacent to the cliff lift. Osborne Steps (footpath) runs along the side of the site and up the cliff to the rear providing pedestrian access to the town	LS	£27,275 £426.17/space	The car park backs onto redundant arches and other buildings, close to the Cliff Lift, with the cliffs to the rear. Pedestrian access to the top of the cliffs is via Osborne Steps, which run alongside the car park. The height of the cliffs is likely to influence the height of any possible development. Nearby properties are hotels and guest houses of 3 and 4 storeys. The Spa Site (car park and redundant buildings to the rear) has long been seen as a regeneration opportunity.	The Spa Site sits within The Bay primary settlement boundary. It is within a Conservation Area and the upper part of the site is shown partly within and adjacent to Open Space (2010 Audit). The site is shown as an allocation for residential development, and is within the Core Tourist Accommodation Area. Tidal flood zone 2 marginally impinges upon the site	IWC owns the freehold of the car park. The wider Spa Site includes land within 2 other titles (IW49629 & IW49641)	This car park has already been identified within the Draft Policies Map for the revision of the Island Plan as a housing allocation site. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	YES (1)
Shanklin	Winchester House	Located approximately midway between Shanklin and Lake, fronting the A3055 adjacent to the YMCA. The coastal path runs along the rear of the site, which is in an elevated position overlooking Sandown Bay. The car park is unsurfaced	LS	£15,674 £195.93/space	The property is located in a predominantly residential area of 2 storey houses. To the east, the site sits at the top of the cliffs overlooking Sandown Bay, and to the west it fronts the main road. To the north is Winchester House, the YMCA hostel (the YMCA is known to be actively pursuing a redevelopment scheme). The car park occupies the northern half of the site, with the southern half being grassed.	The site sits within The Bay primary settlement boundary. It is adjacent to Open Space (2010 Audit) and a SINC. It is within the SPA Buffer Zone. The adjacent Winchester House site is allocated for housing.	IWC owns the freehold. There are rights of way over part of the front section in favour of Winchester House. There are covenants not to build on the northern half of the site without prior approval. There appear to be vehicular rights in favour of a cafe on the cliff path. The car park affords pedestrian access to the cliff path.	The adjacent property, Winchester House, has been identified within the Draft Policies Map for the revision of the Island Plan as a housing allocation site. It is considered that this car park could also be developed for similar purposes, either in whole or in part, and a joint scheme with Winchester House should be investigated. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	YES (2)
Lake	New Road	Located in the heart of Lake, to the rear of the shops fronting the A3055 Sandown Road. Vehicular access is from New Road, with a separate pedestrian access via a path bewteen the shops to Sandown Road. As well as providing shoppers and residents parking, it also serves as access to and parking for the adjacent community centre	LS	£1,811 £23.52/space	This site is surrounded predominantly by residential properties of 2 & 3 storey, and the rear of the commercial properties fronting Sandown Road. Access is restricted to a reletively narrow roadway off New Road, and there is a pedestrian access between the shops through to Sandown Road. The car park comprises the only vehicular & residential access to St Urian's flats, and the only such access to the Lions Club Community Centre.	The site sits within The Bay primary settlement boundary. It is within the SPA Buffer Zone.	IWC owns the freehold. There are rights reserved in a 1971 conveyance. In addition to St Urian's and the Lions Club Community Centre, there appear to be many claimed rights of access, both vehicular and pedestrian, to the rear of proprties on Sandown Road, and Louis Road.	The many access rights across this car park are likely to physically constrain any redevelopment, although there may be scope for a small residential scheme to the south of St Urian's flats. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	YES (3)
Sandown	The Heights	Non-town centre location adjoining the A3055 Broadway (at the 'top of town') opposite its junction with Beachfield Road. The car park serves The Heights Leisure Centre, the adjacent Health Centre, and IWC offices (the Civic Centre and Barracks Block).	LS	£6,353 £40.04/space	Although the site has a significant frontage to Broadway, it sits at a higher level, with a single ramped vehicle access (controlled by traffic signals). The road frontage is around a significant bend in the road, making any new vehicle access unlikely. Surrounding properties are predominantly residential, but include Lota Park, and a church. A footpath leads from the car park to Lota Park	The site sits within The Bay primary settlement boundary, and is adjacent Open Space (2010 Audit). It is within the SPA Buffer Zone.	IWC owns the freehold, which includes The Heights Leisure Centre and the adjacent health centre. There is a 125 years lease from 28.7.2006 to the health centre, with rights reserved. A small section in the middle of the site has been removed from the title. There are claimed pedestrian rights to the adjacent churchyard, and claimed vehicular rights to Reservoir Villa	It is currently acknowledged that this car park is not large enough for the demands upon it from the leisure centre and medical centre. Indeed, negotiations are in hand to potentially acquire adjoining land for additional parking. The cost of replacement parking, if any redevelopment was to take place, is likely to negate any value achievable, therefore this is not considered a regeneration opportunity. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	NO
Sandown	St John's Road	Town centre location fronting St John's Road opposite its junction with York Road, close to High Street (the main retail street). A short stay car park serving the town centre	SS	£22,212 £482.87/space	The site has a good road frontage and is bounded by 2 storey residential propertie to 2 sides, and a pub to the south. There is further residential opposite. Public conveniences (in separate ownership) sit within the car park.	The site sits within The Bay primary settlement boundary, and within the Conservation Area. It is within the SPA Buffer Zone.	IWC owns the freehold. There are rights benefitting the northern end of the site. The public conveniences have been transferred to the Town Council. The adjacent pub and Brewery Cottage on St John's Road are claiming pedestrian access rights.	This site lends itself to residential development either in whole or in part, subject to any legal constraints regarding rights of way being satisfied. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	YES (3)
Sandown	Station Avenue	Town centre location with frontages to both Station Avenue and York Road, close to High Street (the main retail street). The Conservative Club sits 'within' the car park on Station Avenue.	LS	£26,741 £514.25/space	The site is of irregular shape with road frontages to Station Avenue and York Road, and vehicular access to both. It is bounded by 2 & 3 storey residential properties to 2 sides, the Conservative Club to the Station Avenue frontage, and Sandown Methodist Church	The site sits within The Bay primary settlement boundary, and within the Conservation Area. It is within the SPA Buffer Zone.	The car park is held under 2 separate titles. IWC owns one freehold (York Road end) and the other under a 1000 years lease from 25.3.1894. No restrictions are shown on the freehold title. There are covanants on the other title relating to rights of way over a strip of land to the rear of 28, 30, 32 & 34 St John's Road. 3 properties on York Rd have claimed pedestrian rights.	The layout of the site and rights of access (formal and claimed) are likely to severely limit the viability of any potential regeneration of this site. Any regeneration recommendations are subject to the utcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	NO
Sandown	Fort Street	An edge of town location, fronting Fort Street between its junctions with the B3395 Culver Parade and Crescent Road, and adjoining Sandham Grounds. This is one of the main tourist car parks, being a 'stones throw' from the beach. It also provides coach parking	LS	£50,542 £216.92/space	A low lying irregular shaped site with good frontage to Fort Street. Adjoining uses include leisure (Sandham Grounds), residential, a church, a day nursery, and the former White City, opposite, which is being redeveloped as luxury apartments.	The site sits within The Bay primary settlement boundary. It is within Open Space (2010 Audit) and within The Bay Tourism Opportunity Area. It is within the SPA Buffer Zone. It is within flood zones 2 & 3, tidal flood zones 2 & 3, and partly within SFRA flood zones 2 & 3.	IWC owns the freehold, part of which is in lesure use not parking. There are a variety of covenants, and 3 sections have been let. Lease 1 (leisure, not car park) 50 years from 1.4.2015. Lease 2 25 years from 30.8.2008. Lease 3 125 years from 1.4.2014. The bowling club to the rear benefits from vehicular access, as does 29 Fort Street. The freehold of the day nursery site is owned by IWC, and benefits from pedestrian access	This is a large car park on the northern edge of the built up area of Sandown, opposite a site currently being developed for residential purposes. It is considered that part of the site could provide residential development potential although clearly any existing legal constraints will have to be removed, and any physical constraints, particularly flooding, will have to be addressed. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	YES (2)
Sandown	Dinosaur Isle	One of the main seafront tourist car parks, located midway between the edge of the town and Yaverland, fronting the B3395 Culver Parade. The car park primarily serves Dinosaur Isle museum. It is part surfaced, part shale surfaced and part grass overflow.	LS		A low lying site adjacent to Dinosaur Isle, with access from Culver Parade.	The site sits outside The Bay primary settlement boundary. It is adjacent Open Space (2010 Audit) but within The Bay Tourism Opportunity Area, and an area identified as a settlement gap. It is partly within a Local Ecological Network, and close to a SINC. It is within the SPA Buffer Zone. It is within flood zones 2 & 3, tidal flood zones 2 & 3, and partly within SFRA flood zones 2 & 3.	IWC owns the freehold. This forms part of a much wider title which includes Browns Golf and the marshes to the rear. There are complex title plan colourings, covenants, etc. Browns Golf has rights of way over the access road. IWC is currently in negotiations with 2 parties regarding the transfer of the 'ownership' under lease of Dinosaur Isle and this will likely include the car park.	The Council is seeking to 'outsource' the management/ownership of Dinosaur Isle and the car park is likely to be seen as integral to achieving this. For this reason, and the high flooding risks, this site is not appropriate for development. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	NO
Sandown	Yaverland	One of the main seafront tourist car parks, located just past Sandown Zoo, on the coastal side of the A3395 Yaverland Road at the 'far end' of Sandown Bay beach, adjoining Yaverland Sailing Club. It is part surfaced and part grass overflow	LS	£76,471 £664.97/space	Situated at the eastern end of Culver Parade, with a good frontage to Yaverland Road, between it and the beach. The land includes a surfaced car park and grassed overflow car park. It provides the primary vehicular access to the adjacent sailing club. Public conveniences are located partly within the road frontage, and a retail kiosk semi restricts the width of the current access from the road. There are 2 storey residential properties opposite, and Sandown Zoo is diagonally opposite	The site sits outside The Bay primary settlement boundary. The grassed area is shown as Open Space (2010 Audit). It is on the edge of The Bay Tourism Opportunity Area, and within an area identified as a settlement gap. It adjoins the AONB and a SSSI. It is within the SPA Buffer Zone. It is partly within tidal flood zone 2 & marginally within zone 3, and within SFRA flood zones 2 & 3. It is partly within a Coastal Change Management Area.	IWC owns the freehold. The car park is part of a larger title which includes a large section of beach. The public conveniences have been transferred to the Town Council. The northern tip of the site is let for 125 years from 31.3.1995 to the Sailing Club. The kiosk is let on a 20 years term from 1.10.2008. There is a restriction on dispositions in favour of the Town Council. There are rights in favour of Southern Water. There are covenants (copies filed but not viewed) relating to the car park.	This car park lies within an area identified as 'settlement gap' within the Draft Policies Map of the revision of the Island Plan, but lends itself to residential development either in whole or in part (perhaps the grass overflow section). Any existing legal constraints will have to be removed, and any physical constraints, particularly flooding, will have to be addressed. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	YES (2)
Bembridge	Steyne Road	A small car park serving Steyne Road Playing Fields and Community Centre, running off the B3395 Steyne Road, opposite its junction with Preston Road. Not a pay & display car park, with a maximum stay of 24 hours	Maximum stay 24 hours		A long narrow strip of parking comprising the main access and parking to the recreation ground and community centre	The car park is within Bembridge Rural Service Centre boundary, and adjacent Open Space (2010 Audit). It is within the SPA Buffer Zone.	Bembridge Parish Council owns the freehold of this site and the title contains no information how IWC is operating the car park - historically IWC had a 20 years lease from 1.4.1960 at a rent of £1.00 pa. There appears to be no record of the current position.	IWC does not own the freehold. The car park is the principal access and parking for Bembridge Recreation Ground and the associated community centre. This is not a development opportunity. Investigate whether the car park can be handed back to the freehold owners to manage.	NO
Bembridge	Brooks Close	Located within a residential area of local authority housing, to the rear of houses fronting Egerton Road and Barnfield Road, with vehicular access from Brooks Close. Not a pay & display car park	N/A		Situated within a residential area to the rear/side of adjacent 2 storey houses. The site is long and narrow and enclosed by the boundary fences of the neighbouring properties.	The property is within Bembridge Rural Service Centre boundary. It is within the SPA Buffer Zone.	IWC owns the freehold. There are rights in favour of Southern Electric. The title is believed to have originally been part of a wider area of land to which the schedule of covenants may have related. Many neighbouring properties have either vehicular or residential access	A long narrow parcel of land with many access rights over it which effectively prevents any development potential.	NO
Bembridge	Lane End	The only IWC beach front car park in Bembridge, located at the end of Lane End Road with vehicular access from Fishermans Walk, adjoining the RNLI building, opposite the end of the pier to the offshore lifeboat station	LS	£26,213 £391.24/space	The Southern Water pumping station and underground apparatus will severely impact upon any redevelopment	The property is just outside Bembridge Rural Service Centre boundary. It adjoins (within the sea) a SAC, SPA, RAMSAR & SSSI, and is partly within a Coastal Change Management Area. It is within the SPA Buffer Zone. It also adjoins an Area TPO. It is marginally impacted by tidal flood zones 2 & 3	IWC holds a 999 years lease from13.02.2000, from Southern Water. It is subject to complex rights reserved in favour of adjoining and nearby properties, including constraints against development.	The Southern Water pumping station and underground apparatus, and complex rights reserved within the title, will severely impact upon any redevelopment. This is not, therefore, considered a development opportunity. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	NO
St Helen's	The Duver	Located on the beach front at St Helen's and accessed via Duver Road (which runs from Upper Green Road)	LS	£27,572 £562.69/space	A long, narrow, car park running along the seafront, with a single point of access.	The property is outside St Helens Rural Service Centre boundary. It is within the Conservation Area and adjacent to Open Space (2010 Audit), a SSSI, and a Local Ecology Network. It is adjacent to SPA and RAMSAR designations within the sea. It is within the SPA Buffer Zone. It sits within a Coastal Change Management Area, and is within SFRA flood zones 2 & 3, and tidal flood zones 2 & 3.	The car park is held under 2 separate titles. The first part, adjacent to the remains of the church, is held by IWC under a 999 years lease from 2.2.1998 from Southern Water. Use of the slipway is subject to rights. The main section of the car park , plus a much wider area of land including the sea, is owned freehold by IWC. There is a 30 years lease to Baywatch on the Beach from 1.1.2017 with associated rights. The 3 adjoining residential properties have either pedestrian or vehicular rights	A long narrow parcel of land which is not physically suitable for development. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	NO

Seaview	Gully Road	Road side parking area, rather than car park, on the north western side of Gully Road within a residential area. Not a pay & display car park. Individual plots have been let for the erection of private garages	N/A		This is not a car park, but a narrow strip of land running along the side of Gully Road where single plots have been let for the erection of garages. Behind the garages is a belt of woodland	There are 15 TPO's within the woodland to the rear. It is within the SPA Buffer Zone.	IWC owns the freehold. There are a variety of leases relating to the garage plots. The woodland to the rear of the garages is shown as adopted highway	Not a car park, but a strip of land to the side of the highway. Any realistic development opportunity relates to garages for private parking, and this has already been exploited. Therefore, not a site suitable for redevelopment.	NO
Seaview	Pier Road	Located in the heart of Seaview on the corner of Pier Road (close to Old Seaview Lane) and Spithead Close with vehicular access from both	LS	£6,987 £174.68/space	Located within a residential area. Close to the village centre, with 2 storey housing to 3 sides	The property is on the edge of the Conservation Area. It is within the SPA Buffer Zone.	IWC owns the freehold. There is a covenant on part of the site not to use for any purpose which becomes a nuisance to Seagrove Estate. There is a further covenant not to erect any buildings other than dwelling houses.	A valuable residential opportunity that has been considered previously, but been rejected on the grounds of parking need (albeit highly seasonal). The site lends itself to residential redevelopment either in whole or in part. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	YES (3)
Seaview	The Duver	A linear parking area running along the coastal side of Duver Road, between Salterns and Oakhill Road	LS	£3,088 £56.15/space	A long narrow strip of car park running along the costal side of Duver Road, sitting adjacent to the seawall.	The property is within an area shown as a settlement gap. It is adjacent to SPA, RAMSAR & SSSI designations within the sea. It is within the SPA Buffer Zone. It is within SFRA flood zones 2 & 3, flood zones 2 & 3, and tidal flood zones 2 & 3.	IWC owns the freehold, and the title includes a long stretch of Duver Road outside the parking area. There are covenants making IWC responsible for maintenance of the seawall and the road. There are rights in favour of a number of landowners.	A long narrow parcel of land which is not physically suitable for development. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	NO
Ryde	Appley	Located at the western end of Appley Park, which comprising a large area of open space at the eastern end of Ryde. The car park serves the Park and the main Ryde Sands beach, which is just to the north	LS	£51,319 £420.65/space	The car park sits within Appley Park, and is not level, being at several different heights. Southern Water has underground tanks and apparatus beneath a large part of the area	The property sits outside Ryde primary settlement boundary. It is within Open Space (2010 Audit) and adjacent to the Conservation Area and a SINC. It is within the SPA Buffer Zone.	IWC owns the freehold, and the title includes all of Appley Park. The title benefits from easements reserved in the October 2017 transfer. There are covenants on approximately half of the car park not to use for licenced premises, holiday camp, or fun fair. There is a lease to Southern Water over the same area for 999 years from 1.4.2003 of the subsoil to a depth of 32m together with all the covers, hatches & grills on the surface	The car park sits entirely within Appley Park. Any development opportunities are likely to be influenced by the playing pitch & open space assessment and built facilities audit, commissioned by IWC, which will identify the need for and provision of such facilities, which may lead to the identification of regeneration opportunities. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	NO
Ryde	Garfield Road	Ryde Town Centre location with vehicular access from both Garfield Road and Victoria Street, which comprise part of the one-way road system within the town	LS	£13,384 £352.21/space	Effectively an 'L' shaped car park. The section off Garfield Road includes circulation area and parking, whilst the section off Victoria Street only includes the parking with the circulation area being over the roadway of Victoria Place. Nearby properties are mainly 2 storey residential, plus Garfield House	The property is within Ryde primary settlement boundary, and within the Conservation Area. The adjacent Garfield House is a listed building. It is within the SPA Buffer Zone.	IWC owns the freeold. The site benefits from rights granted in 1990. The land edged blue is subject to a 999 years lease from 25.3.1936	The section accessed from Victoria Place has no potential for development. The section accessed from Garfield Road might facilitate a small scheme of flats. Any legal constraints would have to be overcome. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	YES (3)
Ryde	Victoria Street	Ryde Town Centre location to the rear of shops fronting High Street, the principal retail location. Vehicular access is from Victoria Street, which comprises part of the one-way road system within the town	SS	£40,785 £994.76/space	This is situated to the rear of shops fronting High Street. Nearby properties include a mixture of retail and residential and are of 2 & 3 storey construction	The property is within Ryde primary settlement boundary, and within the Conservation Area. It is partly within the town centre boundary. An adjacent building is listed. It is within the SPA Buffer Zone.	IWC owns the freehold of circa 60% of the car park, over which there are rights in favour of properties fronting High Street. The remainder is leased by IWC for a 10 years term expiring on 16 June 2029 at a rent of £7,225 per annum, subject to a rent review on 17 June 2024	The site may provide limited development potential but any legal constraints would have to be overcome. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	YES (3)
Ryde	Lind Place	Ryde Town Centre location at the junction of West Street and Lind Street, with vehicular access from Lind Place	LS	£17,062 £334.55/space	The car park is bounded on 3 sides by roads. The surrounding properties are predominantly 3 storey residential	The property is within Ryde primary settlement boundary, and within the Conservation Area. It is within the SPA Buffer Zone.	IWC owns the freehold, which includes Lind Place roadway, over which rights are reserved. There are 2 leases (not clear if these relate only to the road) of 999 years from 11.10.1846 and 960 years from 6.11.1845	This site lends itself to a residential scheme (town houses or flats) in keeping with the 3 storey properties nearby. Any legal constraints would have to be overcome. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	YES (2)
Ryde	Lower St Thomas Street	Edge of town centre location on the seafront , to the north of St Thomas Street, adjacent to the Prince Consort building	LS	Lower & Upper St Thomas Street are calculated as one, income split 60%: 40% respectively. £61,823 £303.06/space	The car park is bounded by St Thomas' Street to the south, and the coast wall, beyond which are Ryde West Sands, to the north. Immediately to the east is the Prince Consort building (residential), and to the west are 3 storey period houses now used primarily for commercial purposes. A Southern Water pumping station sits partially within the site, with various associated physical constraints. The land is low lying	The property is within Ryde primary settlement boundary, and within the Conservation Area. It adjoins a listed building, and is partly covered by a Group TPO. It adjoins SPA and RAMSAR and SSSI designations within Ryde West Sands. It is within the SPA Buffer Zone. It is within SFRA flood zones 2 & 3, flood zones 2 & 3, and tidal flood zones 2 & 3	There are 2 IWC titles relating to the car park. IWC owns the freehold of the land to the front of the site, subject to rights reserved to Southern Water and the Prince Consort building. The rear part of the site is held by IWC (from Southern Water) under a 999 years lease from 26.09.2006, the majority of which is subject to reights reserved to the Prince Consort building (under a 125 years lease from 14.11.2002).	The site is susceptible to flooding, and is constrained by a variety of rights and covenants, so is not believed to be suitable for regeneration. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	NO
Ryde	Upper St Thomas Street	Town centre location on the south side of St Thomas Street, between it and Church Lane, close to Brigstocke Terrace	LS	Lower & Upper St Thomas Street are calculated as one, income split 60%: 40% respectively. £41,216 £202.04/space	This is much the larger of the 2 St Thomas' Street car parks, lying to the south of the road and bounded by Church Lane to the east, mixed commercial and residential properties to the north, and a tennis club beyond which is Brigstocke Terrace to the south. The car park slopes considerably from east to west	The property is within Ryde primary settlement boundary, and within the Conservation Area. It is adjacent to Open Space (2010 Audit), the Ryde Tourism Opportunity Area, and the Town Centre Boundary. The land is allocated for residential development. It is within the SPA Buffer Zone.	IWC owns the freehold. There are restrictive covenants in favour of Brigstocke Estates, and there are rights in favour of Southern Water. The 'blue' land to the north eastern section is subject to restrictions relating to rights of light, way, and drainage over the vendors property.	This car park has already been identified within the Draft Policies Map for the revision of the Island Plan as a housing allocation site Any existing legal constraints will have to be removed. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	YES (1)
Ryde	Quay Road	Edge of town centre location on the seafront adjacent to Ryde Arena, between Ryde Pier and Ryde Harbour	LS	£170,821 £705.87/space	A major seafront car park serving commuters (Hover Travel and Wightlink) and the tourist industry. It is 'made up' land, having been reclaimed from the sea, and this may present constraints to future development. With the exception of Hover Travel, the adjoining buildings are leisure related, and the height of development is subject to constraints (see Legal section)	The property is outside Ryde primary settlement boundary, but within the Conservation Area and Ryde Tourism Opportunity Area. It adjoins SPA and RAMSAR and SSSI designations. It is within the SPA Buffer Zone. It is within tidal flood zones 2 & 3.	The principal part of the car park is held freehold by IWC under a much wider title, which includes much of the foreshore. This is subject to Brigstocke Estates restrictions regarding the height of any development, and to rights to Southern Water. A very small part of the car park, adjacent to Hover Travel, is held freehold by IWC under a different title, which is also for a much wider parcel of land. The deeds have been lost, but this is subject to any covenants previously imposed.	This site has previously been considered as part of wider regeneration proposals, but these were not considered viable due in part to legal constraints, such as the Brigstocke Estates height restrictions, and to physical constraints (reclaimed land). Unless as part of a wider scheme, it is unlikely that this site would be redeveloped on its own. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	YES (3)
Ryde	Green Street	Edge of town centre location at the junction of Station Street and Green Street, set behind a 3 storey block of flats fronting Green Street	LS	£12,133 £346.66/space	Previously a larger car park with frontage to Green Street, this has been reduced in size by approximately 40% through the development, by the Salvation Army, of a 3 storey residential block to that road frontage. The remaining car park now has a very limited frontage/access to Station Street, and is bounded by 2 storey residential properties	The property is within Ryde primary settlement boundary. It is within the SPA Buffer Zone.	IWC owns the freehold. Rights are reserved in favour of the Salvation Army.	The original car park has already been partially developed and the remaining section is not seen as providing a realistic opportunity for further development. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	NO
Wootton	Brannon Way	Located in the heart of Wootton Bridge to the rear of commercial properties fronting High Street and adjacent to a small parade of shops on Brannon Way, including the Parish Council office.	LS	£7,095 £118.25/space	The car park serves the neighbouring shops and the community centre and surgery on Brannon Way. It slopes downwards away from the road toward the south eastern corner. There are many vehicular and pedestrian access points off the car park which will restrict development.	The property is within Wootton Bridge Rural Service Centre boundary. There are 2 TPO's on site. It is within the SPA Buffer Zone.	The car park forms a small part of a much wider and very complex title. IWC owns the freehold. There are a variety of commercial and residential vehicular and pedestrian accesses from the car park. Some are through formal agreements and others appear to be claimed and may have become 'established' over time.	Although there are many rights across the car park there may be scope for a small residential scheme to the southern edge of the site. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	YES (3)
East Cowes	Esplanade	Located on the Esplanade, at its junction with Cambridge Road, looking out across Cowes Harbour	Maximum stay 24 hours		A low lying site on the seafront, with a good frontage to the Esplanade, and excellent views across Cowes Harbour. There is limited adjoining residential on Cambride Road, otherwise the neighbouring land is green space.	The property is within East Cowes primary settlement boundary, and within the Conservation Area. It is within Open Space (2010 Audit), and partly within a Coastal Change Management Area. It adjoins a SINC. It is within the SPA Buffer Zone. It is within SFRA flood zones 2 & 3, flood zones 2 & 3, and tidal flood zones 2 & 3.	IWC owns the freehold. There are rights to Southern Water, and rights of way over part of the site. There are restrictive covenants (copy filed, but not viewed)	This site is prone to flooding and deemed unsuitable for development. Any regeneration recommendations are subject to the outcome of the parking strategy review, as the need for parking may outweigh any development opportunities.	NO
East Cowes	Maresfield Road	Located to the north of the town centre in a mixed commercial and residential area, and situated at the junction of Maresfield Road and Old Road. Vehicular access is from Maresfield Road. The car park is currently occupied in its entirety by Wight Shipyard, so is not a pay & display car park	NA		The car park occupies an elevated position overlooking Maresfield Road, at its junction with Old Road, and is approached via a steep driveway. It is situated in a recognised regeneration area within East Cowes.	The property is within East Cowes primary settlement boundary. It is within the SPA Buffer Zone. It is marginally impacted by tidal flood zones 2 & 3	The site is currently owned by the Homes & Communities Agency, and is subject to a Tenancy at Will to Wight Shipyard. It forms part of a package of sites that IWC has agreed to purchase, and the draft agreement states that if construction has not commenced for residential purposes by March 2023 then the HCA can buy back for £1.00	Not yet owned by IWC, however, should the purchase be completed then the Council will be contractually bound to deliver a residential scheme.	YES (1)

Appendix L

CONSULTATION QUESTIONNAIRE

Our Ref: A081175-138-1
30 July 2020

Dear Sir/Madam

Isle of Wight Parking Review

WYG has been commissioned by the council to develop a Parking Delivery Plan; this will build upon the strategy and previous work and assist in ensuring delivery of parking to support the differing needs of towns across the Island. It will assist in providing solutions to current real or perceived parking issues and to support the development of a longer-term strategy for parking that reflects and supports the aspirations set out in the Council's emerging Regeneration Strategy and in the draft Island Planning Strategy. This longer-term plan will form part of a refreshed Local Transport Plan.

A further consideration is for the Council to maximise income generated from parking charges from the operation of its own carparks in accordance with corporate objectives regarding income generation. However, this will need to balance the revenue potential to the council from car parking activities against the economic impact of parking charges and parking polices.

As part of this work WYG will model the likely effects of different parking charging regimes as part of a broader parking strategy which will inform the setting of future parking charges. The strategy adopted will be determined through a balanced judgement considering a range of competing issues including:

- The need to ensure the availability and turnover of short stay spaces to support fragile economies within our towns
- The need to provide affordable longer stay facilities for commuters
- The scope to reduce congestion and pollution within our town centres
- The scope to use parking charges as a demand management tool to reduce car use in response to the climate emergency

It is of course important to recognise that the income from parking charges provides an important revenue stream which is ring fenced to fund improvements in local transport and parking facilities.

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We have already engaged informally with both the Isle of Wight Association of Local Council's (IWALC) and the Newport Business Association (NBA) to help establish their key priorities in the provision and management of parking facilities and think it is now important to offer the same opportunity to a broader range of stakeholders. In that light it would be helpful to understand your thoughts on the following issues:

- The most important aspects of parking provision and management
- The current approach to and level of parking charges
- The flexibility available within the current parking options
- The use of parking charges as a demand management tool to reduce car use in response to the climate emergency and to reduce local pollution

The 2016-21 Parking Strategy is available to view at he following link: https://www.iow.gov.uk/Council/OtherServices/Parking-Services1/Parking-Strategy-2016-to-2021

To help with the analysis it would be helpful if you could let me have your thoughts on the attached proforma and return that to me electronically at IOWParkingConsultation@wyg.com by Sunday 16 August 2020.

Yours sincerely

Graham Sutton

Associate

For and on behalf of WYG

Isle of Wight Parking Strategy Consultation

Organisation:
Date:

Consultation Questions	**Stakeholder Response**
Can you identify the three key aspects to parking provision and management which you feel are the most important?	
What do you think about the current approach to and level of parking charges?	
Do you think that there is enough flexibility in the current parking options?	
Do you think that the parking strategy should be used as a demand management tool to reduce car use in response to the climate emergency and to reduce local pollution?	
The Council has implemented temporary measures in town centres across the island to enable social distancing; this has included the suspension of on-street parking (not loading bays) with barriers in the road to widen the pavement and extend pedestrianised zones. We welcome	

your views on these measures; in particular their suitability and effectiveness, the potential for them to be retained on a permanent basis, and for other similar measures be introduced?	
Further observations	