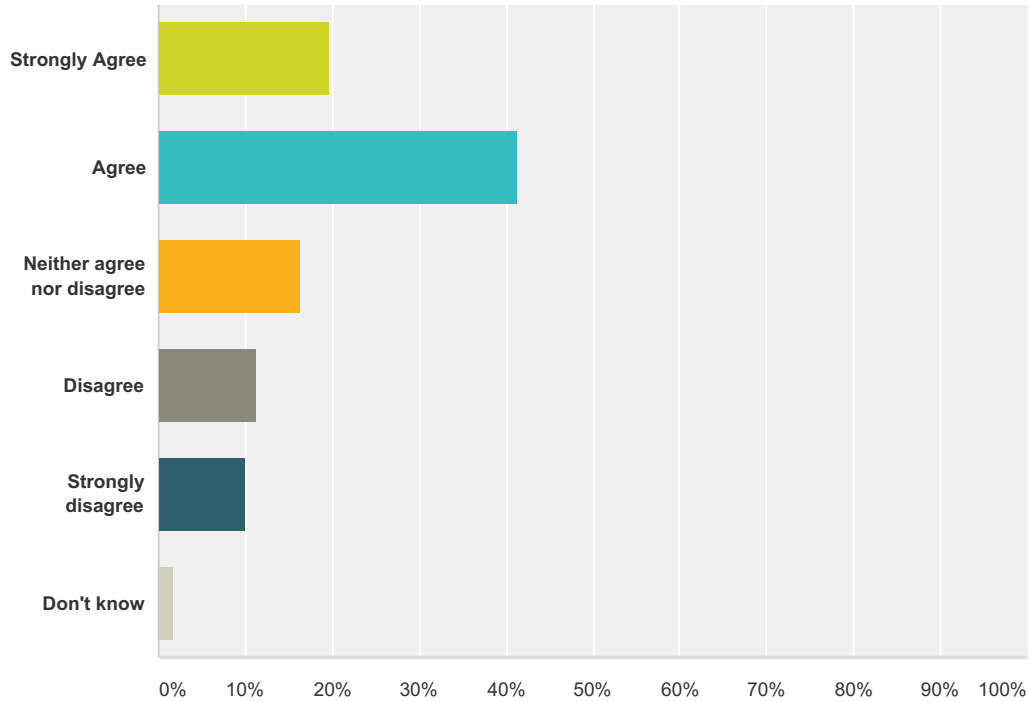


Q1 Do you agree, or disagree, with the proposed recommendations regarding off-street car park payment methods?

Answered: 179 Skipped: 18



Answer Choices	Responses
Strongly Agree	19.55% 35
Agree	41.34% 74
Neither agree nor disagree	16.20% 29
Disagree	11.17% 20
Strongly disagree	10.06% 18
Don't know	1.68% 3
Total	179

#	If you have answered disagree, or strongly disagree, please tell us why below.	Date
1	Not cost effective	7/4/2016 8:21 PM
2	Agreed that it is easier to pay for the time that is spent in the car park	7/1/2016 10:51 AM
3	Pre-pay on exit is a better and more user-friendly system than pay by phone, provided that the machines accept card payments. In any case, there should be a generous free initial period for those who just wish to visit a shop or cannot find a parking space. Motorcycles should not be charged unless left for more than 12 hours.	6/29/2016 2:33 PM
4	I am inclined to agree with this but am concerned that charges will be increased to pay for the new technology. Charges are already high enough	6/29/2016 9:28 AM
5	I do feel the current cash machines have only been upgraded relatively recently - I don't feel they need to be changed and I don't feel you can afford the expense of replacements	6/27/2016 9:00 PM

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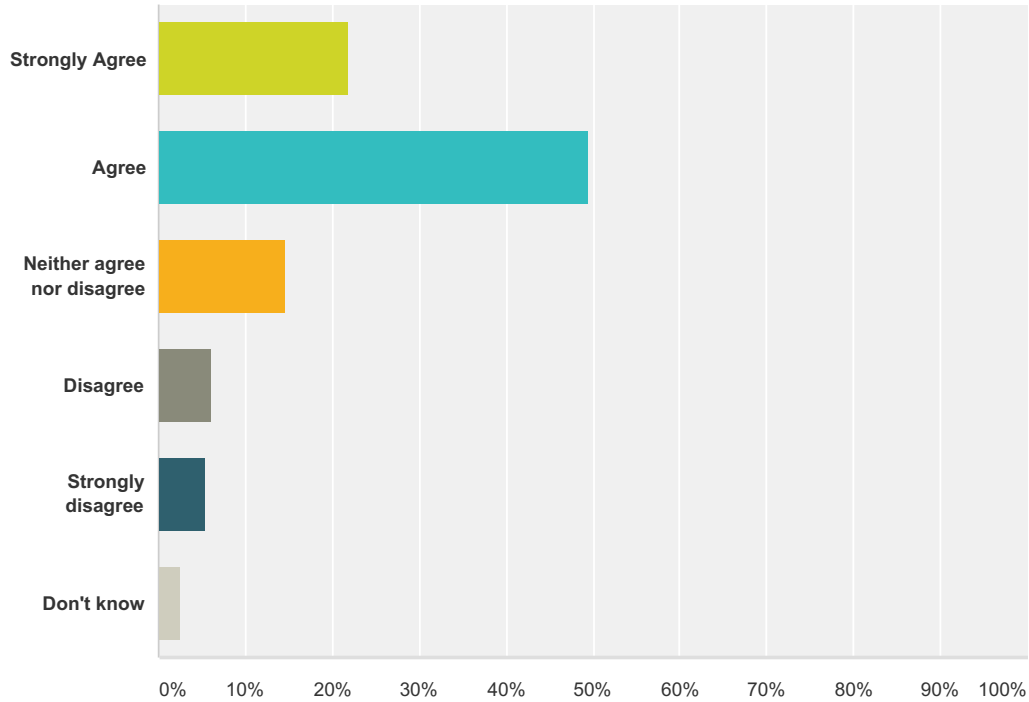
6	I think the present way car parking in pay and display car parks works adequately. The car parks are rarely completely full. You would have to decide whether the cost of installation of barriers etc would be offset by the cost of manual monitoring of the car parks by a person and the fact that people would no longer be able to 'take a chance' on not being caught parking without buying a ticket.	6/27/2016 9:22 AM
7	limited free parking in shopping centres should be available for genuine shoppers and then payment for longer stayers. like the car park at co op Ryde	6/26/2016 9:59 AM
8	I don't think barriers are a good idea. Why is there money to spend on installing these and not keeping toilets open?	6/20/2016 5:32 PM
9	Not number plate recognition, too many problems with misreading	6/18/2016 6:14 PM
10	I agree that pay on exit would be good, help businesses and shoppers. Automatic number plate recognition has too many problems attached. ie muddy number plates, misreading etc.	6/18/2016 6:06 PM
11	I often cut short visits to Newport because I have already paid for a set period of time. I would probably spend more in the shops if I didn't feel like I was just doing everything as fast as possible.	6/18/2016 12:26 PM
12	The council should go back to a very cheap annual permit for all car parks. When the old £75 fee was in force Chapel street car park was always full.I for one had 2 passes for our 2 cars.Since the fees went up to £500 a year I have parked in the council car parks across the island no more then 10 times.I have parked further away and walked in a bit.I refused to pay the hiked up charge. All my friends have done the same.Even if you got the same revenue in on a cheap yearly permit as you do now this would help the towns and there businesses.	6/11/2016 10:25 AM
13	Only agree if this is intended to stop use of residential streets for parking. Living in Cowes cars are often left at weekends for people shopping in Southampton to avoid high or inflexible parking tickets.	6/7/2016 12:42 PM
14	'pay on exit' good idea for those with balance reduced ability of balance and those that are temporally disabled with no blue badge. There will need to be facility to recognise blue badge free parking	5/28/2016 11:36 AM
15	Like the idea of payment on exit	5/28/2016 11:33 AM
16	Pay on exit could work but it needs to be a price that encourages you to use a car park. Seems a waste of money to install lots of new equipment to then charge silly prices	5/26/2016 10:59 AM
17	No more money should be wasted on extra technology ! If you have money to spend do it on staff to ensure compliance with exist ing payment	5/22/2016 1:46 PM
18	I do not accept the dismissal of Scratchcards. They are very successfully used in many other locations - and in particular in Jersey. I do not accept the reasoning advanced for dismissing their use. There are ample businesses, food outlets, and service outlets that can sell the scratchcards. And it has a lower cost base compared to any of the alternatives. Indeed it can be funded by advertising. This proposal is unreasonable.	5/21/2016 3:06 PM
19	Cost of implementation. Older generation of public may find confusing.	5/19/2016 4:00 PM
20	There should be no charge for parking. Residents already pay a significant amount in council tax and road tax. The motorist should not be used as a cash cow by the greedy council.	5/17/2016 7:13 AM
21	Because there should BE no charge for parking in the vicinity of shopping and town centres. Residents already pay through the nose via council tax and road tax. We should not have to keep paying every time we go shopping.	5/17/2016 7:11 AM
22	Pay on exit is best. Last minute dash back to car when ticket is about to expire is a pain.	5/15/2016 10:59 PM
23	You'll get people forgetting their tickets or not having money causing slow exit. The current system works ok but you need an easier way to pay by card instead of phoning a line that is inconsistent and o doesn't always work No more Big Brother either!	5/15/2016 3:03 PM
24	The Island's parking problems exist for one reason only: the costs are too high! Marks & Spencer are the only ones who manage a sensible tariff. Whilst accepting the Council cannot exercise a repayment system, the charge of £1.00 for two hours is the right level of levy.	5/14/2016 4:14 PM
25	There may be queues to leave some car parks.	5/14/2016 3:29 PM
26	We no longer visit the Isle of Wight due to parking charges. It is cheaper for us to go to France for the day and park for free than to visit the Isle of Wight. We pay £25 for the ferry to France and get six bottles of wine free in the regular deals they offer, so essentially the ferry is free of charge once wine is taken into consideration. Parking is free in most places we go to in France.	5/14/2016 1:17 PM
27	Its particularly difficult when nipping across to the mainland to guess at how long you will be. I quite often end up paying for additional parking "in case" there are delays to the ferry/hover service.	5/13/2016 10:02 AM
28	Agree with the principle and the barrier method. It is not made clear how the ANPR system would avoid incorrect payments/errors?	5/12/2016 8:00 PM

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29	As we all parking on the Island, the main deterrent from either parking on of off-street is the cost. In my view, off-street parking should be free of charge, say for up to 6 hours with excess or penalty charges beyond this time. This time limit would encourage and allow leisure activity but still preclude use by commuters or abusers of the space. On-street should be on a strict time limit basis but should remain free for at least one hour.	5/12/2016 12:10 PM
30	Pay on exit would be the better way to progress, as not all cars are registered to the current keeper, thus causing problems for the council and the previous owner. However, what provision would be made for disabled drivers? Would they also have to lose their free parking? If that is the case, I can see that they will simply park in the road, even on yellow lines, causing problems with the free flow of traffic.	5/12/2016 11:29 AM
31	Many Island car parks are small, with tight access in and out. It would likely cause queues and congestion at the entrance and exits, and bring issues to the surrounding roads. Automatic number plate recognition is unpopular in private car parks. Do not like this idea at all.	5/11/2016 11:19 PM
32	Why is this document entitled Uphall Primary School?!	5/11/2016 10:05 PM
33	Pay on exit also enables people to park if they don't have any change, get change on their visit and then pay to park. Turning up at a pay and display car park without the right change is problematic. I have used pay by phone a couple of times but would not want to rely on. It's a handy additional payment method but should never be more than than.	5/11/2016 9:57 PM
34	This survey further confirms that the council does not have a clue of how to do this and to get from the public meaningful input	5/11/2016 7:56 PM
35	You are driving people away from our towns and seafronts to shop at out of town supermarkets where there is no restrictions on parking and it is free. Very short sighted of you as less people will use your parking facilities due to ever increaseing costs	5/11/2016 5:57 PM
36	I do not agree with smart phone technology being used for public car parks.. this discriminates against elderly or less well off members of society	5/11/2016 2:46 PM
37	Reduce the cost and people will park. its not rocket science. Also if you offer machines that take credit/debit cards make sure they work. Not really selling the island when parking down at Hovertravel with only cards on me to be told "find another machine" by surly council staff because the machine cant connect to the bank issuer.	5/11/2016 2:44 PM
38	If people want to shop they don't want to be rushed and keep watching the clock	5/11/2016 1:17 PM
39	It should be cheaper to keep the machines as they are currently . This appears to work well , why change it ?	5/11/2016 10:22 AM
40	I have no objection to "pay on exit", but I do object to the "automatic number plate recognition" as this is expensive and has often been flawed in other areas with this technology.	5/11/2016 10:08 AM
41	Cost involved implementing this would be too much.	5/11/2016 6:19 AM
42	Free parking would encourage leisurely shopping rather than charging	5/10/2016 9:20 PM
43	Machines are fine	5/10/2016 8:13 PM
44	A barrier system is fair. You then pay for the length of time you stay. You do not have to worry about your ticket running out and receiving an horrendous fine. This benefits the shops as you can take as much time as you like and pay accordingly	5/10/2016 8:03 PM
45	The current methods are adequate. The cost of erecting and maintaining a barrier would out weigh the income. Number plate recognition would cause confusion to the high number of seniors on the island	5/10/2016 7:51 PM

Q2 Do you agree, or disagree, with the proposed recommendations regarding off-street parking permits?

Answered: 164 Skipped: 33



Answer Choices	Responses
Strongly Agree	21.95% 36
Agree	49.39% 81
Neither agree nor disagree	14.63% 24
Disagree	6.10% 10
Strongly disagree	5.49% 9
Don't know	2.44% 4
Total	164

#	If you have answered disagree, or strongly disagree, please tell us why below.	Date
1	Residents should have areas where they can park for free	7/5/2016 9:55 AM
2	Residents could receive subsidised permits for a car park adjacent to their home.	6/29/2016 3:56 PM
3	Residents should have subsidised car park permits as happens in many tourist areas.	6/29/2016 3:53 PM
4	Requiring residents to regularly leave their car in an unmonitored car park raises questions about security which are not addressed. At the very least, CCTV should be provided and either monitored by staff or made freely accessible to Internet users.	6/29/2016 2:41 PM
5	I feel the that the off street parking permit should be the same price as the residents parking permit i.e. £40 per year for residents living near the car parks. Currently the car parks are empty whilst the streets are rammed with residents cars.	6/27/2016 9:02 PM

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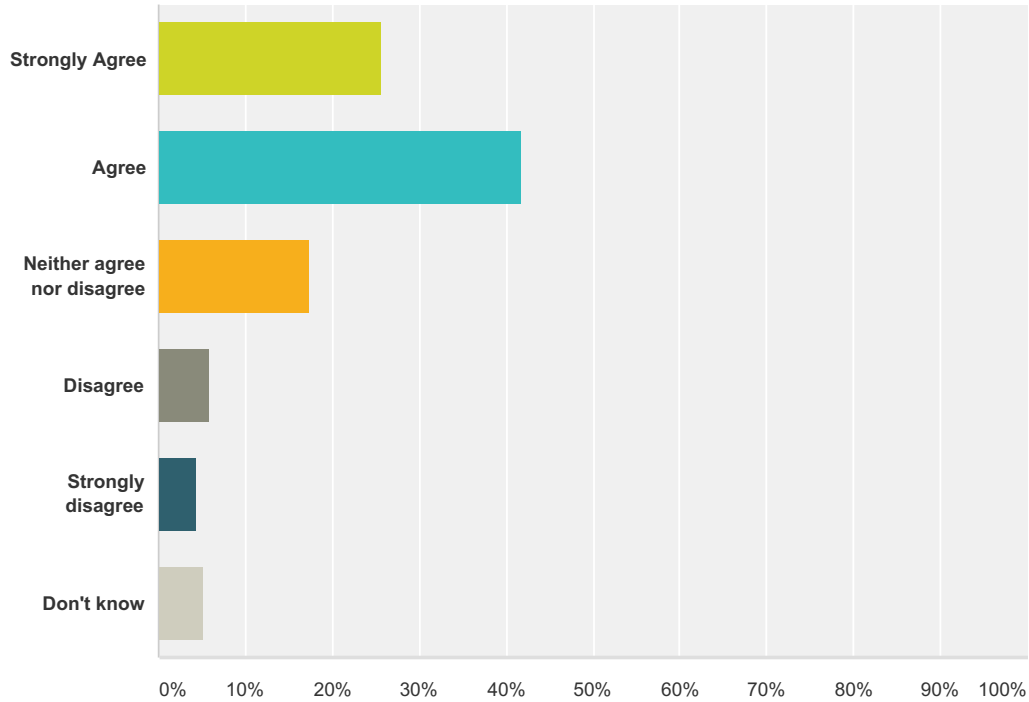
6	I live a 5 min walk from Ryde town centre and rail station. The street (Prince Street) has none residents parking all day and longer. Shop owners park their vehicles there (Barrow boy fruit and veg, plus others , rather than pay parking charges. I only disagree as permit parking should be extended to compulsory wider area.	6/26/2016 10:17 AM
7	Both "All Island" types of parking permit are too expensive. Ever since the first big price hike for these permits the number of users has fallen. Before the recession the car parks in Ryde and Newport were always full and it was difficult to get a space, now people park in residential areas instead and the car parks are always half full or less. If the cost of these permits was lowered there would be more of an uptake and the car parks would be used more often.	6/20/2016 5:36 PM
8	as before	6/11/2016 10:25 AM
9	I agree but more should be done to support commuters by setting levels at reasonable sums. I park in Quay Road car park in Ryde and when permits moved from around £300 to £500 the car park emptied as people moved to residential streets. I don't think the numbers have recovered from this and as a resident of Cowes who is impacted by commuter parking for Southampton I know how inconvenient commuter parking on residential streets can be. The IWC should be supporting commuters as they bring valuable income to the Island but encourage them through pricing and availability of spaces close to travel hubs to come back to car parks. Park and ride sounds great in principle but if it adds 30 minutes to your commute it loses it's appeal for someone who may already be travelling for an hour or two each way for work.	6/7/2016 12:48 PM
10	As long as the addition of bins on pavements do not prevent wheelchair access	5/28/2016 11:18 AM
11	Permits should be encouraged more for businesses particularly in Sandown where it's incredibly difficult to park remotely close to home	5/26/2016 11:01 AM
12	The problem with off street parking permits is there will be no spaces left in car parks for visitors, Cowes for example on street parking, you have permit only parking on street and spaces with 2 hours or permit, most of the time the permit only spaces are empty and the 2 hours/permit spaces are full up with permit holders in, therefore no spaces for visitors, this will then happen in car parks as well. I would like to see some spaces just 2 hours only (no permit) so there will always spaces for visitors as cars will be coming and going all the time from these spaces. Having permit holders in car parks will not release the streets for visitors as most residents like to park outside or near to their house, it will only make it worse, as what is currently happening on street will then just escalate to car parks as well as on street.	5/22/2016 3:19 PM
13	Residents need to be able to park as near to their house as possible. Otherwise difficult for those with babies, children, shopping etc	5/22/2016 3:09 PM
14	As someone with mobility issues and living in severe pain, the fact that I have no 'allocated' parking means I am in effect nearly always trapped in my home. I apparently don't qualify for 'blue badge' parking, which means, if I move my vehicle (loaned) to go out and can not re park when I return I can not get back to my home, without taxi :/ The fact that I have nowhere to park is the biggest, discomfort to my life and work :) Had I realised the horrific parking situation in upper Shanklin high st. I would never have opened a business here. Unnecessary areas of double yellow lines could be open to residence parking.	5/22/2016 1:52 PM
15	However the cost of these permits is far out of a large percentage of the publics reach of affordability. If parking permits were ALOT more affordable, locals would use local amenities and use our public carparks more often.	5/19/2016 4:04 PM
16	I believe that residents should pay for permits but a minimal amount. At the end of they day, they purchase a property knowing that it is in a controlled parking zone.	5/18/2016 9:51 AM
17	Permits are a way of trying to achieve fair opportunity to park - they don't solve the underlying problem of supply vs demand. Whilst the services which Island people DO need/value are under pressure, the council should be obliged to keep any parking-related bureaucracy down to the simplest interpretation of what is required to comply with the law. I don't agree with offering tourists parking permits. I don't think Island residents should pay to administer a permit scheme for tourists. I would prefer to discourage them from bringing their cars to the island in the first place, because they work against our quality of life. They put too much pressure on roads which are already too busy, whilst contributing nothing to their upkeep.	5/17/2016 7:41 AM
18	All the recommendations stated that the council think they are reasonable! They are not reasonable. £440 is fair? When it used to be £50 for the same thing not so long ago. Islanders are discouraged from having permits. Its anything but fair :(5/14/2016 11:32 PM
19	Why should residents have to use off-street parking. This removes their vehicles from outside their properties, whence vandalism could be a disincentive to park in car parks. In addition, whenever they wish to access their own properties with shopping, families, etc., the space would be taken over by some 'alien' vehicle.	5/14/2016 4:17 PM
20	We no longer visit the Isle of Wight due to parking charges. It is cheaper for us to go to France for the day and park for free than to visit the Isle of Wight. We pay £25 for the ferry to France and get six bottles of wine free in the regular deals they offer, so essentially the ferry is free of charge once wine is taken into consideration. Parking is free in most places we go to in France.	5/14/2016 1:17 PM

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21	Difficult to judge as no revised costs are showing	5/13/2016 11:05 AM
22	I'm not convinced the fees are low enough to make them an attractive prospect for people however.	5/11/2016 9:58 PM
23	We don't have a car park nearby to our home	5/11/2016 4:52 PM
24	Its such a shame that you got greedy about the cost of the permits. I am certain a lot of revenue was lost when you hiked the cost up. You certainly lost two permits from my house	5/11/2016 2:46 PM
25	There has to be a more modern way of paying for these. The current system of unknown council employees phoning you up at some time for you to have to give them your card details over the phone is unsafe and inefficient. Whoever made the frankly barking decision to not allow us to pay over the counter at county hall needs taking out and putting out of their misery.	5/11/2016 10:52 AM
26	I do not agree with charging tourists for parking permits. They have enough expense just getting across the Solent due to the ferry fares. This would be detrimental to promoting tourism on the Island.	5/11/2016 10:10 AM
27	One parking rate for all. We all pay same road tax	5/10/2016 9:21 PM
28	Permits should be more affordable though! The more affordable they are-the more likely it is that residents will purchase them!	5/10/2016 8:09 PM
29	Agree, but costs should be kept low in areas where on-street parking is difficult or limited.	5/10/2016 8:07 PM
30	Permits should also be available to shop and business owners who have properties in high streets and cannot park anywhere near their businesses to unload. The situation in Cowes is ridiculous with parking wardens threatening business owners even when they are clearly unloading goods for their restaurants. Business owners need to be able to park near their businesses but presently cannot do so.	5/10/2016 8:06 PM
31	Would be house holds on off parking too	5/10/2016 8:03 PM
32	I agree with this. However if a scheme was offered to islanders and a more than reasonable price as previous (£50) for the year. The majority of islanders would buy one even if they rarely used the car parks with no guarantee of a parking spot. If this was implemented the council would receive a large income at time when income was at its lowest through tourism and 10 month council tax income (jan-dec permit)	5/10/2016 7:57 PM

Q3 Do you agree, or disagree, with the proposed recommendations regarding on-street parking permits?

Answered: 156 Skipped: 41



Answer Choices	Responses
Strongly Agree	25.64% 40
Agree	41.67% 65
Neither agree nor disagree	17.31% 27
Disagree	5.77% 9
Strongly disagree	4.49% 7
Don't know	5.13% 8
Total	156

#	If you have answered disagree, or strongly disagree, please tell us why below.	Date
1	In an area such as Totland the car park should be free and then residents would park there instead of parking on the narrow streets. There was no problem in Totland for parking until fees were introduced in the car park. Many of the residents in flats have no where to park other than in the side streets.	7/5/2016 9:57 AM
2	As above, provided they were subsidised in some way and not at the tourist rate. Parking could be limited to a car park adjacent to the person's home.	6/29/2016 3:57 PM
3	As above; residents' permits should be subsidised.	6/29/2016 3:54 PM
4	Currently there is no parking available on Star Street and no good alternative options. Parking permits need to be offered to residents of Star Street so that they can use resident parking in adjacent streets	6/29/2016 1:29 PM
5	Yes - good idea - but keep the cost the same as residents on street parking i.e. £40.	6/27/2016 9:03 PM

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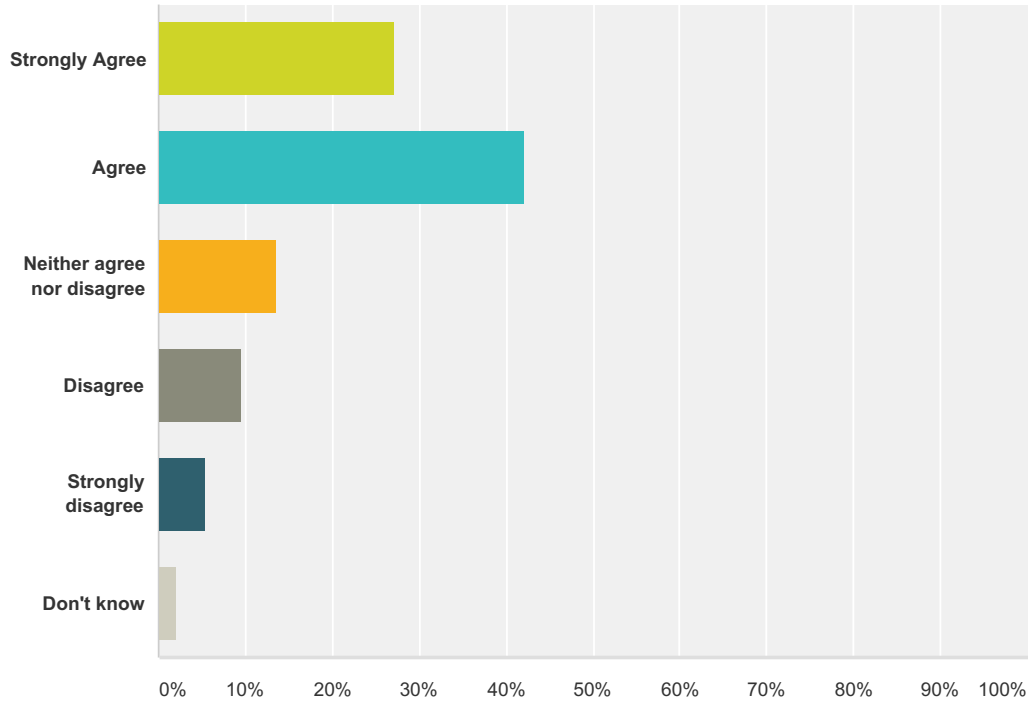
6	I agree with Parking permits for Residents but NOT for businesses in the area. Business premises can block residential roads and if they are just short quick visits to the businesses they often park very randomly and in some ways inconsiderately, as they know they are not staying long. Small residential roads can easily be blocked by two cars parking opposite each other thus blocking the road for emergency vehicles and delivery lorries.	6/27/2016 9:30 AM
7	Uh	6/26/2016 1:03 PM
8	Commuter parking and long term parking on areas around ferry terminals and near town centres, as well as being inconvenient for residents of the streets involved, also prevent short term parking for parents dropping children at school or for use of such facilities as community centres and doctors' surgeries. Those wishing to park for extended periods should be encouraged by the implementation of this recommendation, to use designated car parks. I have in the last week seen a dance class at "Aspire" in Ryde, collapse due to lack of parking.	6/22/2016 5:19 PM
9	We live on a street with no parking restrictions and frequently find we cannot park near our house. More options for residents would be useful to alleviate parking problems on roads close to town centres.	6/18/2016 12:47 PM
10	I am happy to continue having to buy a permit but I don't want it to become a nightmare to find a parking space in the car park to park my car whilst at work as it has been in the past. I know a space is not guaranteed but with the cost of the permit there should be a fighting chance of having a space.	6/10/2016 4:49 PM
11	Residential parking in Cowes where I live is only an issue because of the failure to provide suitable numbers of parking spaces of the right mix for workers, tourists and commuters. I live in Moorgreen Road, Cowes and when permits were introduced further into town in areas such as St Mary's Road, Gordon Road etc this just shifted parking up into our road, The problems of parking were just shunted, not resolved. As I work in Portsmouth I often am unable to find a parking space in Moorgreen Road in the evenings until commuters return from their work. At weekends we suffer builders vans dumped for the weekend because contractors go home and return to the Island on Monday to pick the vehicles up again. Perhaps meters within car parks and charges should be more flexible. You could offer the ability in a long stay car park to build up the number of days required, i.e. not just 24 hours max, why not 2 days or 3 days etc. You could encourage weekend parking to help residents.	6/7/2016 12:54 PM
12	Whilst I fully support Resident's Parking Zones and am more than happy to pay for the necessary permit there seems to be no provision in the Consultation for reviewing these zones and increasing where necessary. I live in the upper part of Dover Street, which is not controlled and a hotspot for commuter parking, which causes considerable inconvenience to residents.	6/1/2016 9:55 AM
13	Need to improve disabled parking too many parking places have insufficient side door access and are on slopes that are too steep for disabled wheelchair use	5/28/2016 11:20 AM
14	I would like to see residents parking in George Street Sandown. Permits should be encouraged more for businesses particularly in Sandown where it's incredibly difficult to park remotely close to home. It's difficult enough to lug shopping streets away from home but it'll be even worse when our baby is born. We know all the vehicles belonging to local businesses	5/26/2016 11:03 AM
15	I do not agree with the proposal that 50% is an adequate measure for Controlled Parking zones to be introduced. The hurdle should be no lower than 75% of all residents. This takes account of changing residents and would be less likely to create a situation where the majority of residents can switch to not wanting a Controlled Parking Zone. The proposal as identified is unreasonable.	5/21/2016 3:11 PM
16	These should be cheap and affordable.	5/19/2016 4:05 PM
17	I feel that, as a family that requires 2 cars, the current cost of £150 for a permit would be very expensive for my family however I live on a street that is plagued by people parking to use the ferry in East Cowes as there is no long term/free parking near by. I cannot park my car in the street I live in as a result of this often.	5/17/2016 11:30 AM
18	Get rid of the permit scheme and allow residents the responsibility for parking their cars. Just focus on increasing supply and making better choices about highways planning.	5/17/2016 7:44 AM
19	We no longer visit the Isle of Wight due to parking charges. It is cheaper for us to go to France for the day and park for free than to visit the Isle of Wight. We pay £25 for the ferry to France and get six bottles of wine free in the regular deals they offer, so essentially the ferry is free of charge once wine is taken into consideration. Parking is free in most places we go to in France.	5/14/2016 1:17 PM
20	What are costs likely to be?	5/13/2016 11:05 AM
21	It's all well and good protecting tourism but if you can't get parked within a mile of your house it pollutes the environment and takes money away from the Island economy (driving round trying to find a space) and generally causes stress.	5/13/2016 10:03 AM
22	We have no residents parking control in our rd is a nightmare for parking as it is now	5/11/2016 4:53 PM

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23	I lived in an area in Tunbridge Wells where resident permits were introduced, it was seen as an added revenue for the local council and actually made the parking problems worse as it meant when I had family or friends to visit or stay, it was virtually impossible to park anywhere near by and could take anything up to 20 minutes to find a space. I live in an area where parking is pressured in Shanklin, but it seems to regulate itself okay and any introduction of permits could make the problem worse. Another example is Brighton and Hove, I have family who live there and the nearest I can get to their house is a twenty minute walk away because the residential parking is so prolific that non permit spaces almost never come available. In addition, Shanklin is fairly okay mostly, you cannot apply a one size fits all approach to the parking issues as each town has it's own issues.	5/10/2016 10:56 PM
24	residents shouldnt have to pay to park at home	5/10/2016 9:22 PM
25	rule r17 has never applied (or we have not been made aware of it despite numerous calls) to the High Street in Cowes and the availability of parking on The Esplanade. To be able to apply for a permit on the Esplanade would be a godsend,	5/10/2016 8:10 PM
26	My road is right on the edge of the resident permit zone in Cowes. This means it is often difficult to find a space as the free on-street parking is used by people commuting to Southampton via the Red Jet. We can't park on several of the nearby streets as they are resident only, so there are limited options / spaces.	5/10/2016 8:10 PM
27	At a more affordable cost	5/10/2016 8:09 PM
28	Without long term parking spaces available for workers at a fair price in a central location parking on residential areas will always be an issue. This will just move a problem from 1 road to another road.	5/10/2016 8:03 PM

Q4 Do you agree, or disagree, with the proposed recommendations regarding parking charges?

Answered: 147 Skipped: 50



Answer Choices	Responses
Strongly Agree	27.21% 40
Agree	42.18% 62
Neither agree nor disagree	13.61% 20
Disagree	9.52% 14
Strongly disagree	5.44% 8
Don't know	2.04% 3
Total	147

#	If you have answered disagree, or strongly disagree, please tell us why below.	Date
1	Supply and demand.	7/5/2016 9:58 AM
2	Parking within car parks at "out of town" (i.e. Newport, Cowes, Ryde) locations should generally be at a lower rate to encourage people to visit our smaller shopping centres, with the exception of car parks such as Yaverland where the car parks are often at capacity during the summer.	7/5/2016 9:28 AM
3	Isn't this what we have now ?	7/4/2016 8:24 PM
4	The same price in all car parks will not encourage use of less used car parks, which need to be cheaper to encourage people to use them.	6/29/2016 3:58 PM
5	Nothing new - thats what you already do isn't it. Not sure if you need an annual review of prices - save costs and do it every 3 years.	6/27/2016 9:04 PM

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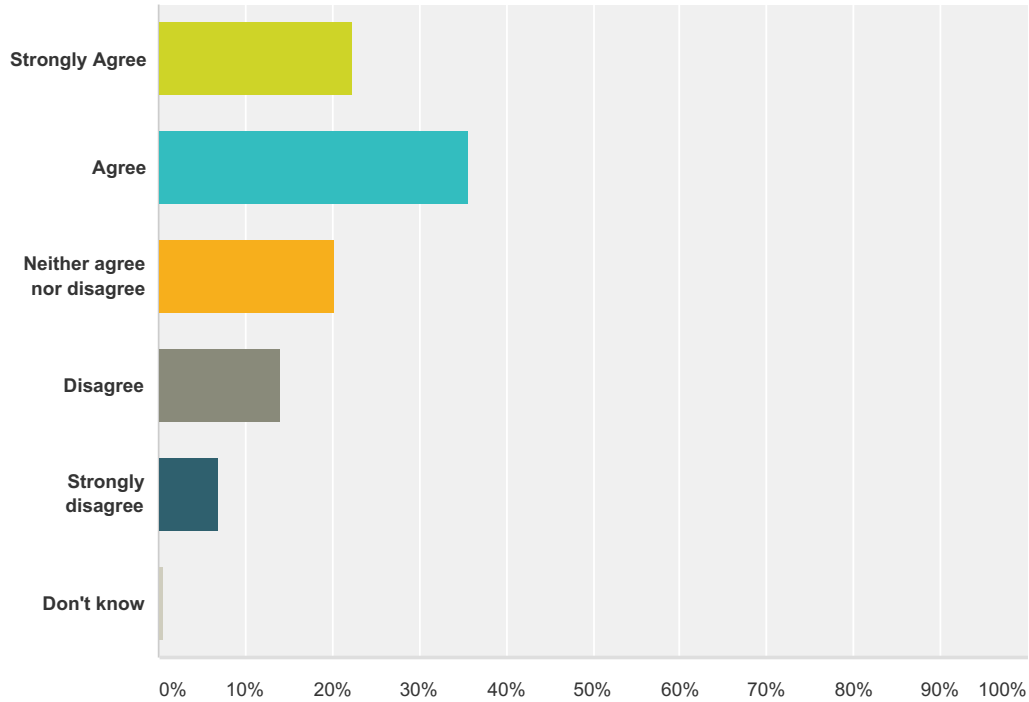
6	I believe that local councils should have the option of lowering or raising the tariff on particular car parks which are under-performing or over-performing by lowering rates for the underused or raising them for any that are over-full. The Local council perhaps working in partnership with its local business association will pay the budgeted amount to IWC but can keep any profit. The point here is that local people can monitor use and demand for each locality better than IWC and can therefore have particular ideas to improve the use the use of car parks which IWC would never see. Variations in fee structure may confuse the public but can be explained by a notice by the ticket machine to indicate that this car-park is under dual control.	6/27/2016 5:28 PM
7	Off-street parking should be cheaper than on-street parking	6/24/2016 1:47 PM
8	But the prices charged in the car parks should be decreased. In order to support the businesses in the Island's towns the parking charges should be as low as possible.	6/20/2016 5:40 PM
9	I'd also like to see area specific parking tickets go with the introduction of a consistent strategy. If I purchase a on street parking ticket in Lugley Street but then need to park in Pyle Street the original ticket should cover me if it still has time to run.	6/7/2016 12:56 PM
10	Need to ensure those with minimal balance or reduced temeroary mobility	5/28/2016 11:22 AM
11	The charges should be clear, consistent, affordable and encouraging. Lower the price and more people will use it rather than high prices with nobody using it. The car park next to the old comical in Sandown is always empty! All the businesses park in side streets creating conflict with residents.	5/26/2016 11:07 AM
12	It makes no sense that you can park for free for an hour in some car parks and not others. For example, people parking in Brannon Way can park free while they use the chemist, doctors etc, but people parking in Moa Place for the same reasons have to pay for ALL parking.	5/22/2016 3:12 PM
13	There is an inconsistency in the proposal that calls for both consistent pricing and yet states that local parking decisions can be made. The proposal as stated here is disproportionate to needs of the different communities on the Island. Nor does it take into account high traffic areas and low traffic areas. In my view there should NOT be a communal (alternatively communistic approach) that one size effective covers all. Nor by the way do I accept that approach taken should be advanced on the basis of high density , non comparable, areas such as Woking and Guildford. We are nothing like them!!	5/21/2016 3:19 PM
14	I believe charges within Newport, Ryde and Cowes should be kept and If this is to be implemented this should again be cheap and affordable. However I strongly disagree with your implementation of charges at certain carparks across the Island that used to be free all year round. Locals have stopped using these carparks, stopped having a nice day out because they cannot afford to park or constantly worried about the ticket running out and maybe ruining a lovely family day out because they have to leave.	5/19/2016 4:16 PM
15	The pricing strategy should be weighted to encourage car park use and discourage on-street parking, thus reducing congestion and enabling traffic to flow more freely.	5/17/2016 9:38 AM
16	Residents should not be required to pay to park. We already pay extortionate council tax and road tax. It's time to stop using us as a cash cow. Save the cost of administering all of these schemes.	5/17/2016 7:45 AM
17	Make the permits cheaper for Island Residents. The pay is poor on the Island but the permits are expensive. Make it achievable for Islanders and more would buy and travel to shopping areas.	5/15/2016 3:06 PM
18	Different geographical areas experience different financial/social pressures for parking. Puckpool, Ryde had its car parks well used when free: they were removed from the centre of town, and served those that wished to visit that area without having to pay for the privilege; this also assisted the cafe(s) there. Likewise, Carisbrooke enjoyed a resurgence in parking use when prices were removed. Orchardleigh car park, not worthy of mention in the report, can accommodate 91 vehicles: at any given day, other than in the evenings when payments are suspended, this location is never more than one third occupied (and even 80% of those are permit holders!) This phenomenon will apply throughout the Island - one price fits all is economically unsound.	5/14/2016 4:26 PM
19	We no longer visit the Isle of Wight due to parking charges. It is cheaper for us to go to France for the day and park for free than to visit the Isle of Wight. We pay £25 for the ferry to France and get six bottles of wine free in the regular deals they offer, so essentially the ferry is free of charge once wine is taken into consideration. Parking is free in most places we go to in France.	5/14/2016 1:17 PM
20	There should be a specific policy clearly stating how and when parking charges should removed based on demand and under-utilisation. This should include provision for both year round and seasonal parking.	5/12/2016 8:08 PM
21	Again you are driving people away from our towns	5/11/2016 5:59 PM
22	If all car parks are priced the same some of the more remote ones will not be used at all, while the ones in more used areas will be full - pricing needs to follow demand.	5/11/2016 12:23 PM
23	Depends if this means an increase in charges as this has such a massive impact on local businesses	5/11/2016 10:25 AM

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24	Not every town is the same and the needs are different in each town as is the volume and type of off road parking available. The requirements in Sandown are quite different than Shanklin and even more different than say Newport. Newport has an enormous amount of free private store parking which means that a visit to Newport will more than likely NOT incur any parking fees, however, there is no free private store parking in Shanklin and therefore off street parking will incur fees and therefore Newport has an unfair commercial advantage. Therefore it could be argued that in towns where there is little free private store parking, parking charges should be reduced to reflect the unfair advantage that Newport has.d	5/10/2016 11:03 PM
25	Keep the prices down , the car park will be used	5/10/2016 8:14 PM
26	Prices need to be kept low to support local businesses and encourage tourism.	5/10/2016 8:11 PM
27	But not to increase this cost! A reasonable price not the over priced cost to park at the moment	5/10/2016 8:10 PM
28	All parking charges should be the same for 30 mins an hour etc with cut offs for short stay car parks at 2/3 hours.	5/10/2016 8:05 PM
29	All roads around ventnor	5/10/2016 8:04 PM

Q5 Do you agree, or disagree, with the proposed recommendations regarding parking enforcement?

Answered: 143 Skipped: 54



Answer Choices	Responses	
Strongly Agree	22.38%	32
Agree	35.66%	51
Neither agree nor disagree	20.28%	29
Disagree	13.99%	20
Strongly disagree	6.99%	10
Don't know	0.70%	1
Total		143

#	If you have answered disagree, or strongly disagree, please tell us why below.	Date
1	Present procedure is sufficient	7/5/2016 9:59 AM
2	The use of technology such as cameras to enforce restrictions causes resentment. An enforcement officer can use discretion if someone stops to open a gate, technology does not.	6/29/2016 2:56 PM
3	Nah - keep it as it is - your enforcement officers can offer advise / discretion - lets not be controlled by remotes - lets have friendly faces meeting our residents and visitors.	6/27/2016 9:05 PM
4	Maintenance of short term spaces in town centres is good for business but sch strategies need effective enforcement to be effective.	6/22/2016 5:21 PM
5	I don't think now is the time to look at introducing technology considering the Council's current lack of finances.	6/20/2016 5:42 PM

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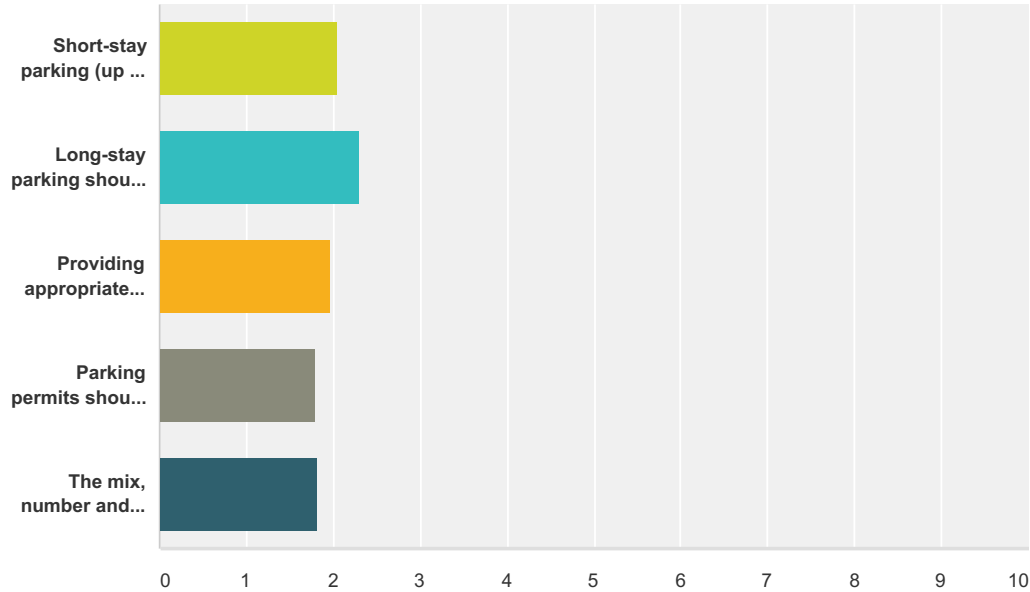
6	I assume the phrase,"reducing circulation of traffic to support the vitality and vibrancy of market town centres by increasing the turnover of short-stay spaces and encouraging the appropriate use of long-stay spaces" means pedestrian zones? What stopped me shopping in Newport was the introduction of on street parking charges and that tickets are area specific, please see my comments previously about an on street ticket covering any on street parking if there is still time on the ticket.	6/7/2016 12:59 PM
7	People /jobs	5/22/2016 1:54 PM
8	You don't need these people when you use scratchcards. And you're quite happy to sell scratchcards for visitors to family in CPZ's. So your argument is inconsistent. Cut the cost, stop the expensive drive to technology and allow businesses and residents to carry a lower burden not a burden which is essentially self serving to the Council.	5/21/2016 3:24 PM
9	keep the eo's , people instead of machines, vital jobs for people on the island.	5/19/2016 4:30 PM
10	The number of enforcement officers and the methods they employ to generate income (like putting tickets on cars in the Cineworld car park that are parked in coach bays, off season and after 8pm when there are clearly not needed for coaches) already upset a large number of Islanders. While enforcement is obviously needed, a more balanced, understanding and "fair" approach is needed.	5/18/2016 8:31 PM
11	I like the idea of pay when you leave better.	5/18/2016 9:53 AM
12	Please will you pay more attention to illegal parking such as parking on pavements and on double yellow lines etc. This enforcement should also be applied to disabled Blue Badge holders. We all moan about double yellows, but have to (mostly) concede that there is usually a valid reason for them, eg. narrow roads, busy sections of highway or difficult junctions etc., which give rise to safety concerns. I'm fit and able, and if it's unsafe or unreasonable and unlawful for me to park somewhere then the rule must surely apply to those less nimble than me too. There is excellent provision of disabled bays these days and no excuse for this "blind eye" approach to enforcement.	5/17/2016 9:57 AM
13	Do only the minimum required by law using the cheapest possible solution. The strategy doesn't give enough information about that to enable survey respondents to pick accordingly. Move away from enforcement and towards ensuring that people can park safely. Very few people will ever park in a way that causes problems if there is adequate provision. Too much emphasis on enforcement at the expense of solving the problems.	5/17/2016 7:51 AM
14	No more policing. Maybe a few extra officers but no more policing.	5/15/2016 3:07 PM
15	It would appear all ideas lead to official interference where the use of Enforcement Officers and/or technology is the answer. How about the implementation of common sense; where parking controls are needed, talk to the residents affected, and allow them to assist with any proposals - thus obtaining moral ascendancy instead of appearing authoritarian.	5/14/2016 4:31 PM
16	Existing enforcement methods (patrols) are sufficient. Investing in new 'technology' would be an expensive waste of money.	5/14/2016 4:04 PM
17	We no longer visit the Isle of Wight due to parking charges. It is cheaper for us to go to France for the day and park for free than to visit the Isle of Wight. We pay £25 for the ferry to France and get six bottles of wine free in the regular deals they offer, so essentially the ferry is free of charge once wine is taken into consideration. Parking is free in most places we go to in France.	5/14/2016 1:18 PM
18	'the use of technology to maintain effective enforcement' needs to be defined further before it can be accepted. It would need to be applied in a manner that would be considered fair by most island residents. The worst excesses of some mainland authorities must be avoided, e.g. hidden cameras being used to issue fines to motorists who stop momentarily to let out a passenger.	5/12/2016 8:14 PM
19	with the reservation that the Council should not look to employing a private company to enforce the parking. they should instead use their own staff.	5/12/2016 11:35 AM
20	This sounds like the dehumanisation of parking control which in my view is a bad idea. Control via CCTV or similar is likely to lead to instances where people get fined for stopping to drop off/pick up, or trying to obtain change for a meter etc. A real person is able to make some measure of judgement call about a situation. Parking officers can also provide a range of secondary benefits - acting as a deterrent to crime, an unofficial information service etc.	5/11/2016 10:04 PM
21	I feel the presence of enforcement officers should be increased rather than decreased in favour of technology. Technology is always open to doubt and failure and nothing is a better deterrent than seeing a traffic warden in the vicinity. Cameras are used in London and many PCN's are contested leading to increased administration. Cameras do not have common sense!	5/11/2016 3:42 PM
22	I am not in favour of some of the modern technologies	5/11/2016 2:49 PM
23	I would not like to see the traffic wardens replaced by computers as this yet again has an impact on job availability on the island.	5/11/2016 10:28 AM
24	Again costs involved implementing.	5/11/2016 6:22 AM

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25	As long as reduced staffing costs mean lower parking charges. If the technology is good enough it will pay for itself through the correct issuing of PCNs where necessary.	5/10/2016 11:50 PM
26	As long as the council is seen to be playing fair and not needlessly persecuting motorists that may be a few minutes late back to their car.	5/10/2016 11:05 PM
27	people need jobs! Technology is expensive and not reliable. It needs maintenance. No one knows how to work it. The council can't organise anything (schools/local services/roads etc....it's a shambles) so how you propose to have a parking strategy is beyond me. More wasted money especially if you employ consultants. Which you have already done to help you manage Island roads,	5/10/2016 8:43 PM
28	A couple of the PCNS in Cowes are extremely partial allowing certain tradesmen to park all day in 1 hour bays but then trying and succeeding in ticketing business owners legitimately unloading in the unloading bays. These bays state 40 minutes allowed but certain PCNs will ticket after a few minutes even when the boot of the car is open and the goods are still inside waiting to be unloaded. They are a law unto themselves and their behaviour is totally unacceptable, but the general public have no come back. There has to be a better way for business owners to unload without living in fear of yet another unjust parking ticket.	5/10/2016 8:18 PM
29	Cameras in busy area's would be able to streamline resources as an inforcement officer can only be at one place at a time although one set of eyes can view many monitors. Hand helds should be linked into the police and dvla computers to identify no tax and insurance. Abandoned cars should also be identified for towing	5/10/2016 8:11 PM
30	Some enforcement officer can be jobs worth and GIVE iow a bad name to visitors. Which will put off tourists	5/10/2016 7:40 PM

Q6 Do you agree, or disagree, with the proposed recommendations below regarding council off-street parking stock management?

Answered: 144 Skipped: 53



	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know	Total	Weighted Average
Short-stay parking (up to three hours) should be prioritised on sites within a short walking distance (maximum of 400m) of shopping and commercial centres to ensure adequate accessibility for shoppers	32.17% 46	48.25% 69	7.69% 11	6.99% 10	4.90% 7	0.00% 0	143	2.04
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	27.46% 39	42.96% 61	10.56% 15	10.56% 15	7.75% 11	0.70% 1	142	2.30
Providing appropriate pricing strategies for both short and long-term parking in order to encourage each use as needed in accordance with the above	35.25% 49	46.76% 65	7.91% 11	6.47% 9	2.88% 4	0.72% 1	139	1.97
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	40.71% 57	47.86% 67	6.43% 9	1.43% 2	3.57% 5	0.00% 0	140	1.79
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	39.01% 55	46.10% 65	12.06% 17	0.71% 1	2.13% 3	0.00% 0	141	1.81

#	If you have answered disagree, or strongly disagree to any of the above, please tell us why below.	Date
1	There are times when long term parking is need close to town to encourage shoppers, people eating out etc. Tourists won't know where long and short term parking is and will be driving round adding to congestion	7/5/2016 10:01 AM

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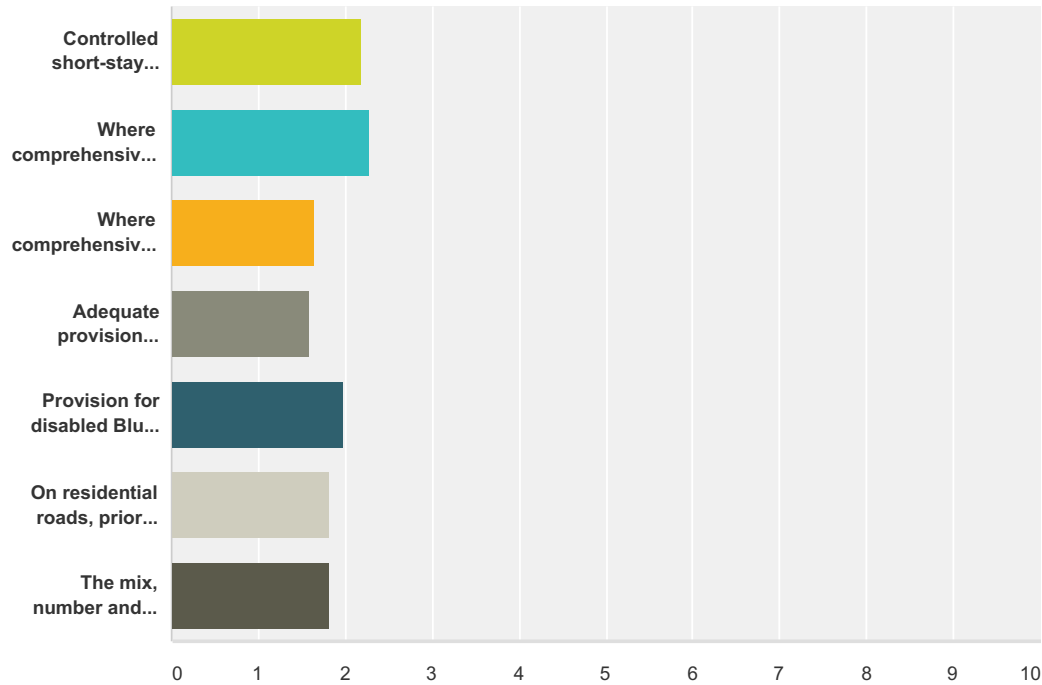
2	There is a lack of long term parking within easy reach of the centre for workers in Newport with the closure of Little London long term parking. This has unfairly penalised workers who use these long term car parks every day as opposed to occasional/short term parking of which there is plenty.	6/29/2016 1:33 PM
3	East Cowes Town Council's only comment on this consultation is to reiterate that the town of East Cowes needs a long stay car park.	6/27/2016 11:47 AM
4	I disagree with long stay car parks being for long stay only - in some areas there is only a long stay car park which allows for both possibilities. This would work in the large towns but not the smaller ones. I agree with short stay car parks in the bigger towns being for short stays only. All towns with ferry access should have a long stay car park which locals can use for short visits if required. Mainland commuters and shoppers travelling to the mainland for the day often block residential roads so they need a cheap place that they can park for the day or in some cases the week that they are on holiday!	6/27/2016 9:40 AM
5	we should make sure parking is not pushed on to other street further out that are still in walking distance so giving the problem to other residents. Residents are having to remove their front gardens for parking, this takes away from the look of streets and the area. As a Holiday Destination we should be trying to enhance the look of roads and streets.	6/26/2016 10:35 AM
6	You need to build multi story car parks not move people further out of towns.	6/21/2016 2:32 PM
7	My concern is somewhere to park my car whilst at work. I work in the town so if only short stay parking is available this will not help me. There should be a mix of short and long stay. The car park in Chapel Street, Newport is a particular example, being half empty most of the time yet being short stay.	6/10/2016 4:52 PM
8	I also think the Council should review sites to increase provision where driven by demand. An example of the problems with recent policies is the gift of the Park Road car park to Northwood House Trust. That car park emptied when they put their prices up, this was the perfect long stay car park for Cowes commuters and when this changed my own street filled with long stay cars making residential life very difficult. This car park should be returned to the Council stock and come under any new strategy. When Northwood House have an event they make parking available on the grass, they don't need the car park and the pitiful revenue they must currently generate now commuters have deserted them can't really be that essential to their operations.	6/7/2016 1:04 PM
9	Need to ensure adequate appropriate disabled parking which is on flat ground near lowered curbs and not on an incline with appropriate side-door access. This is currently not the case for disabled street parking. long stay carpark should be located NEAR TO ferry terminals and train stations.	5/28/2016 11:42 AM
10	Lack of town centres disabled parking	5/28/2016 11:25 AM
11	Just create a pricing structure that encourages you to use any car park	5/26/2016 11:09 AM
12	Car Park fees should be reduced to a sensible level to encourage use of car parks instead of the ridiculously high fees which just encourage on street parking and subsequent disturbance and annoyance to residents. It can come as no surprise that car park usage, and thus income, dropped after the last price rise.	5/25/2016 8:52 PM
13	Residence need to have allocated parking ! Even if it costs :/ There are people living where I could park, who have driveways but park on road just to be nasty ! I live in severe pain and need a car park space close to home.	5/22/2016 1:56 PM
14	The final statement conflicts with what is stated above. It would be utterly wrong to resite long-term parking on the seafront at Ryde to somewhere further away and the idea of further increasing prices for short stays would harm all the businesses along the Esplanade. This is yet again a simplistic one-size fits all proposal - and totally unreasonable for the good of Ryde and of the Island too.	5/21/2016 3:29 PM
15	A good mix of Both short and Long stay car parks should be close to town to encourage browsers and day trippers. People don't like to walk far into town. Business owners/commuters should be encouraged to park further out of town. Free Park and ride buses otherwise would be necessary subsidised by retail multiples/chains or with a voucher refund system in place for the bus fare if shopping at the stores that subsidise the buses as marks and spencer do with their car park ticket cost.	5/18/2016 1:52 PM
16	By locating long stay parking further away from the town you are discouraging people to easily access the town for a longer leisurely visit. There should be an equal mix of short and long stay car parks within easy access of the town as people don't like to walk far. Otherwise free park and ride buses subsidised by the national retail chains esp in Newport should be provided if long stay car parks are further away.	5/18/2016 1:04 PM
17	You shouldn't prioritise short stay over long stay especially in Newport. There are a lot of people (i.e. me) that come in to Newport to work and it is very difficult finding anywhere to park. All the longstay car parks are at the bottom of town and fill up quickly. The short stay car parks are not an option which leaves only parking in resident streets. Is this ideal? There should be a mix of longstay and short stay.	5/18/2016 9:55 AM
18	Already answered about parking permits in an earlier question.	5/17/2016 7:52 AM

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19	All parking matters revolve around costs: charge too much, and people will go elsewhere. Personally, Newport Centre will never be parked in because the Marks & Spencer alternative is unsurpassed.	5/14/2016 4:35 PM
20	If car parks closer to towns are turned into short stay the council must ensure there is adequate parking arrangements on the outskirts of towns for those who work in the towns or are visiting the town for longer periods.	5/14/2016 3:33 PM
21	We no longer visit the Isle of Wight due to parking charges. It is cheaper for us to go to France for the day and park for free than to visit the Isle of Wight. We pay £25 for the ferry to France and get six bottles of wine free in the regular deals they offer, so essentially the ferry is free of charge once wine is taken into consideration. Parking is free in most places we go to in France.	5/14/2016 1:18 PM
22	Parking tariffs must include a free period Tariff should be linear two hours is twice as much as one hour. Change can not be given but over payment should earn more time. Payment should be either Cash, Phone, Card or contact less.	5/14/2016 11:55 AM
23	Having long stay car parks close to shopping and commercial centres is needed. I used to be dependant upon crutches to enable me to walk and was not allowed a disability permit, the walk from a long stay car park into the shopping and commercial centres was a long and sometime very stressful journey. Had it been closer I would have been in less pain and less stressed.	5/13/2016 10:07 AM
24	Residents should take priority over shoppers and tourists for on street parking. Its not unreasonable to expect shopper to park in a car park.	5/13/2016 10:06 AM
25	Car parks are a valuable resource and their utilisation should be maximised. There should be a pricing policy to remove charges from any underutilised car parks to maximise their use.	5/12/2016 8:20 PM
26	I do not think there should be a distinction between long and short stay off-street parking areas. Both should allow up to 6 hours free parking with excess charges and/or penalties for overstay. Residents and tourist permits can be controlled by imposing a limit on the number issued.	5/12/2016 12:21 PM
27	Priority should be given to residents to ensure that tourists do not park in residential spaces, and there is always space for a resident to park outside or very near their property.	5/12/2016 11:37 AM
28	Long stay car parks in town centres that have restrictive / limited parking for residents	5/12/2016 10:27 AM
29	Some car parks further away from shopping and commercial centres may still serve a useful short-stay function and should be looked at on a case by case basis. It may be sensible to offer both long and short stay pricing in some car parks which serve a dual function, either with designated long and short stay areas or open access.	5/11/2016 10:08 PM
30	I travel to Sourhampton from Cowes on the redjet. I cannot afford to pay to park in the car park so I park in residential streets where there are no restrictions. The car park is only a quarter full, doing the maths , half the price of parking equals double the cars, no reduction of council income and I would park in the car park thereby not blocking street parking places.For example 10 cars at £ 10 or 20 cars at £ 5 . A full car park makes much more sense .	5/11/2016 5:33 PM
31	As we have a large population of elderly/disabled . i think the numbr of spaces available should be a larger percentage	5/11/2016 2:51 PM
32	I feel that if you wish to stop for a short period in any car park this should be encouraged, after all would you rather the pricing strategy puts people off stopping in that place all together? People might just want to stop for a spot of lunch or an ice cream and a stroll and be put off by the restrictions	5/11/2016 6:03 AM
33	Long stay parking should also be available near to shopping/commercial areas. Many people can stay all day, once you have been shopping and had a meal the short stay allowance can be limiting. Also staff working in areas in town centres need access to long stay parking facilities near to their place of work.	5/10/2016 11:52 PM
34	There are a lack of long stay car parking places in Newport when short stay are never used to full capacity. For example Little London is nearly full to capacity most days but sea street car park is never full.You end up having to keep moving your car all day. Make the strip next to the probation service also long stay designated.	5/10/2016 9:31 PM
35	because it was an option	5/10/2016 9:23 PM
36	Residential parking permits are too expensive.	5/10/2016 8:45 PM

Q7 Do you agree, or disagree, with the proposed recommendations below regarding council on-street parking stock management?

Answered: 141 Skipped: 56



	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know	Total	Weighted Average
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	26.28% 36	46.72% 64	12.41% 17	9.49% 13	5.11% 7	0.00% 0	137	2.20
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)	26.62% 37	39.57% 55	21.58% 30	4.32% 6	7.19% 10	0.72% 1	139	2.28
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)	54.01% 74	33.58% 46	8.76% 12	2.19% 3	1.46% 2	0.00% 0	137	1.64
Adequate provision should be made for the delivery of goods and for public service and emergency vehicles	52.17% 72	39.13% 54	7.97% 11	0.00% 0	0.72% 1	0.00% 0	138	1.58
Provision for disabled Blue Badge holders should be made in line with recognised national standards (as a minimum)	36.23% 50	39.13% 54	16.67% 23	5.07% 7	2.90% 4	0.00% 0	138	1.99
On residential roads, priority should be given to meeting residents' parking needs. On-street parking areas located in the vicinity of ferry ports or rail stations given attention so as to avoid commuter parking on residential streets	52.55% 72	28.47% 39	9.49% 13	4.38% 6	5.11% 7	0.00% 0	137	1.81

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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	39.10% 52	42.86% 57	16.54% 22	0.00% 0	1.50% 2	0.00% 0	133	1.82
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#	If you have answered disagree, or strongly disagree to any of the above, please tell us why below.	Date
1	Blue badge holders should have to pay same tariff as everyone else. Its physical problem not financial	7/4/2016 8:30 PM
2	There is also, in Ryde at least, additional commuter parking by town centre workers in areas immediately outside the residents/2hour zones.	6/29/2016 4:01 PM
3	With the closure of the Little London long stay car park city centre workers in Newport are being unreasonably penalised in favour of short term parking in proximity to the centre of town	6/29/2016 1:36 PM
4	I disagree with long stay car parks being for long stay only - in some areas there is only a long stay car park which allows for both possibilities. This would work in the large towns but not the smaller ones. I agree with short stay car parks in the bigger towns being for short stays only. All towns with ferry access should have a long stay car park which locals can use for short visits if required. Mainland commuters and shoppers travelling to the mainland for the day often block residential roads so they need a cheap place that they can park for the day or in some cases the week that they are on holiday!	6/27/2016 9:43 AM
5	The first question is two parts. I agree that 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; I disagree that long-stay parking should be prioritised on sites further away from these locations because sometimes people need to park their car in these areas for longer than two hours. I also wonder how disabled people would manage in those circumstances.	6/10/2016 4:55 PM
6	Provision of loading space should be made but this should be flexible. For example with the rise in major chain convenience stores any loading bay should not be just that all day. If they chose to move to high streets from their traditional superstore base to maximise their profits they should be restricted to loading overnight and space should return to normal parking during the day so as to not inconvenience shoppers or residents.	6/7/2016 1:09 PM
7	I would not agree that the current provision for disabled parking meets with provision for disabled Blue Badge holders should be made in line with recognised national standards (https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3695/inclusive-mobility.pdf)	5/28/2016 11:45 AM
8	As I said there is conflict in Sandown between residents and businesses who Park in side streets	5/26/2016 11:11 AM
9	All bus stops should be covered by enforceable parking restrictions and enforcement should be strictly applied to ensure buses are actually able to access them.	5/25/2016 8:58 PM
10	3 hours is more helpful than 2 hours for those who take longer shopping eg elderly, parents with young children.	5/22/2016 3:17 PM
11	Regarding emergency vehicles !! On the junction of Victoria ave, high street Shanklin The size Of the junction means that large delivery trucks frequently mount footpath, hit buildings and pin pedestrians to side pavement. I have seen several times emergency vehicles unable to progress due to co op lorries, huge coaches extra trapped in the junction I have reported to police/council/Island roads THIS junction is NOT suitable for large vehicles You need to consider a restriction on vehicle size before a major accident or incident occurs	5/22/2016 2:03 PM
12	The interests of the Parking Plan should be subservient to the needs of the economic growth of the Island. The priority as stated here is upside down. I would much prefer commuters bringing money onto the Island than a change that makes commuting sufficiently unviable so that a parking charge is gaining in exchange for the loss of an annual income. No where in this plan, is there any indication of an understanding of the modern work environment. No where is there any understanding that workers often work part time, part day, part shift and cannot therefore viably access the seasonal reductions of Hovercraft, Wightlink or Red Funnel. This is an ill thought through limited plan.	5/21/2016 3:39 PM
13	Two hours is in my opinion too short a period for shopping/appointments in our larger towns. Three would be more practical.	5/19/2016 8:18 PM
14	Affordable cheaper Long stay car parks should also be close to town to encourage day trippers and leisurely browsing in towns eg Newport	5/18/2016 1:54 PM
15	Long stay parking further away discourages leisurely get browsers which turn into spenders in the Towns	5/18/2016 1:08 PM

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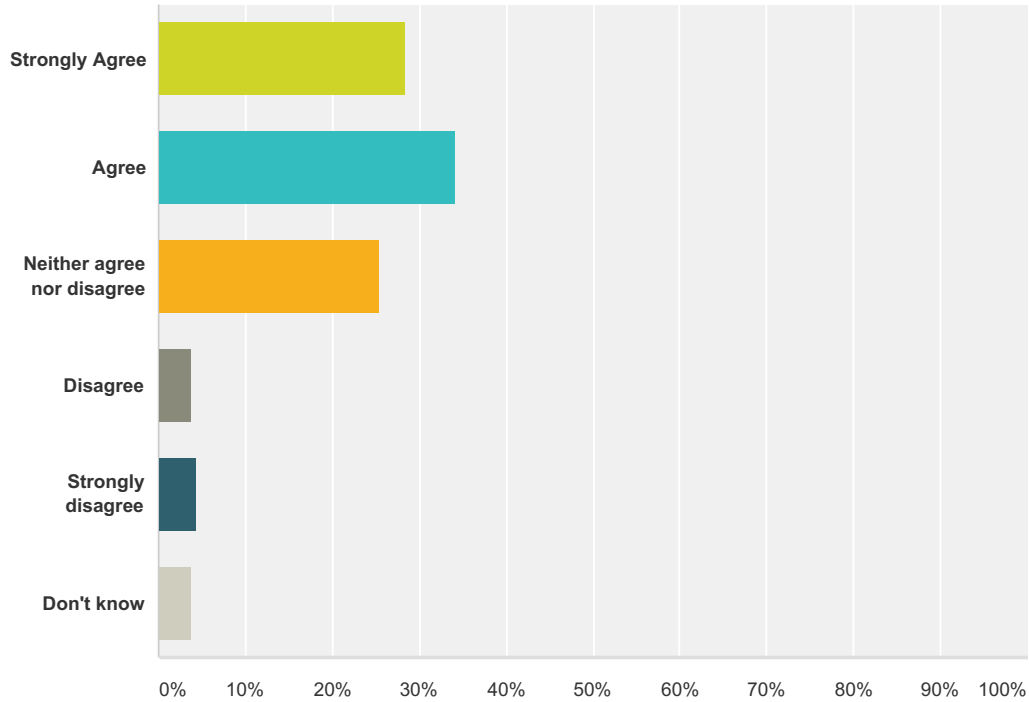
16	As a commuter who already spends a disproportionate amount of money travelling to work, finding free or very low cost parking on the island near the ferry ports is imperative because to pay extortionate parking charges this side on top of expensive ferry crossings and onward travel mainland side would be financially crippling for a lot of commuters, myself included. There appears to be an assumption that people who work and that drive a car must have disposable income. This is simply not true and introducing expensive long term parking charges or making it impossible for commuters to park off road near to the ports or train station is unfair. There is the argument that requirements for resident on-street parking during the day is less because they too will be at work so will not be requiring an on street parking space during the day?? Just a thought.	5/18/2016 12:00 PM
17	I commute into Newport. If you make all the streets residential permits and there are limited long stay car parks then where will I park? There are no long stay car parks the Carisbrooke end of Newport. Also why should I have to pay extortionate prices just to park my car every day? I also noted that to have a yearly permit, you cap the usage at 6 hours. Is that practical for professional people?	5/18/2016 9:58 AM
18	Disabled badge parking, there seem to be a disproportionately high provision of disabled spaces which are under utilised. I don't object to the provision being available but I do object to finding rows of spaces marked disabled which are always empty when the rest of the spaces are heaving. I disagree with the principle of having to pay to park, and of having to support the cost of administration of parking, so I disagree with all questions relating to pricing strategy.	5/17/2016 7:57 AM
19	CPZ is too authoritarian. In Harrogate, North Yorkshire, they utilise a very useful clock system. A vehicle owner obtains a parking disc from any retailer nearby, a disc which comprises a clock. One simply rotates the disc to reflect the time of parking, whence a second window informs any enforcement officer as to the time the vehicle should be gone - no costs involved, but effective turnover of vehicles and happy drivers. Whilst empathising with blue badge holders, and fully supporting their being able to park at the closest point to where they wish to visit, there is no reason why they cannot pay the parking ticket like anyone else. Should they suffer financial constraints, then free parking is obviously in order, but otherwise why shouldn't they contribute?	5/14/2016 4:43 PM
20	We no longer visit the Isle of Wight due to parking charges. It is cheaper for us to go to France for the day and park for free than to visit the Isle of Wight. We pay £25 for the ferry to France and get six bottles of wine free in the regular deals they offer, so essentially the ferry is free of charge once wine is taken into consideration. Parking is free in most places we go to in France.	5/14/2016 1:19 PM
21	The bottom half of Dover Street in Ryde needs to be reviewed as it "should" be residents permits however there are commuters that park there and use the Hovercraft all day and sometimes overnight. Being an ex-resident of this part of this street I have seen this and it causes a lot of bother and stress to the residents.	5/13/2016 10:10 AM
22	Residents should have priority.	5/13/2016 10:07 AM
23	'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.' This should only be implemented in coordination with a policy to provide more parking for commuters INCLUDING REASONABLE FREE PARKING. For example, the introduction of year round charging on Ryde Esplanade coupled with greatly increased fees in the car park by the hovercraft/ice rink, is directly responsible for many more commuters parking in residential streets in Ryde, These policies need to be reversed for the benefit of both residents and commuters.	5/12/2016 8:26 PM
24	Apart from residents permitted on-street parking, there should be no provision for free of charge long stay on-street parking. i.e. I think there should be no distinction drawn - all on-street parking should be restricted to 2 hours free of charge (excepting permitted residents).	5/12/2016 12:28 PM
25	i think we should have a larger percentage than the national minimum considering the elderly population	5/11/2016 2:54 PM
26	No new residents parking schemes should be introduced without the consent of a majority of the residents living in the road.	5/11/2016 12:27 PM
27	I believe that blue badge holders should have to pay towards parking.	5/11/2016 11:25 AM
28	Smaller towns should all have a limited free waiting time to entourage shoppers, if meters are fitted in all towns, you will kill them!!!!	5/11/2016 6:07 AM
29	Firstly on the last page, short stay is defined as up to 3 hours. On this page it is defined as up to 2 hours. Which is it to be? Answer regarding short/long stay as per response on previous page.	5/10/2016 11:54 PM

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30	<p>Controlled parking Zones should be very carefully applied to ensure that it does not cause conflict with the differing users. Priority should be given to businesses in normally trading hours and priority given to residents in non normal trading hours. Provision for blue badge holders is always a contentious point as often spaces are empty which causes regular conflict between able and disabled drivers. One could argue in an age of equality, all members of society should have equal access to parking spaces and designating particular spaces for certain sections of society could be seen as discrimination, whether positive or otherwise. Close monitoring of the usage of disable spaces would be ideal and the removal of any that achieve anything lower than 50% usage. As a business owner and resident in Shanklin, I am aware that the free parking up to half an hour is widely support by business owners in Shanklin and the possible introduction of one hour parking or even charging has caused great concern. Any changes to the current arrangements should only be done with the consultation of local business owners and the Town Council. By the way, half an hour parking increases the turnover of visitor and anyone wishing to stay longer can use either the car park or provided one hour spaces. Priority for residents in residential areas should only ever be given if it can be proved that it will not harm local businesses or access to local services and transport. Perhaps the introduction of short term parking in areas near ferry ports during trading hours would be beneficial to local businesses. For example, I never go to Cowes because I know that the introduction of residents parking to aid residents against commuters using the ferry service, makes it almost impossible to find anywhere to park within a sensible walking distance (as all the car parks are full of commuters). In the case of Cowes it would be enormously beneficial to introduce a park and ride for commuters and mark all the towns car parks short stay to encourage shoppers and visitors.</p>	5/10/2016 11:22 PM
31	because I disagree	5/10/2016 9:24 PM
32	Make it half hour every where free parking on roads all year around longer at chirstmas shopping	5/10/2016 8:06 PM

Q8 Do you agree, or disagree, with the proposed recommendations regarding private parking management?

Answered: 134 Skipped: 63



Answer Choices	Responses
Strongly Agree	28.36% 38
Agree	34.33% 46
Neither agree nor disagree	25.37% 34
Disagree	3.73% 5
Strongly disagree	4.48% 6
Don't know	3.73% 5
Total	134

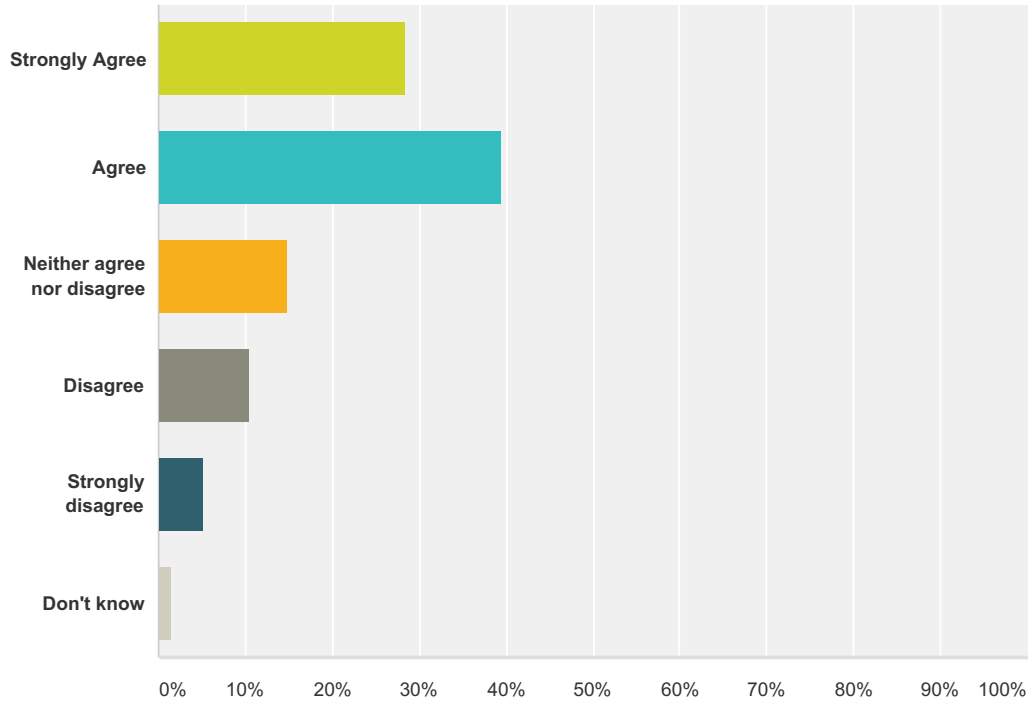
#	If you have answered disagree, or strongly disagree, please tell us why below.	Date
1	It is not up to developers to do this the IWC should encourage development and plan development. This shows they cannot plan.	6/21/2016 2:35 PM
2	When the Silversands development in Bembridge was proposed the Council should have given permission in return for the developers allowing some of the boundary with the road to become parking, instead they amount of spaces actually decreased as the development involved the addition of a pinch point pedestrian crossing.	6/20/2016 5:46 PM
3	But would also want to ensure that Council parking does not move to private operation.	6/7/2016 1:10 PM
4	There is no longer any national legal requirement for flats or residence to have off road parking this I believe to be a mistake	5/28/2016 11:47 AM

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5	Need to ensure parking bay lines are clear and old lines removed before new lines applied. I got a ticket as I believed I was between the correct lines but I had pulled up along an old no longer active line	5/28/2016 11:30 AM
6	Total waste of money again !	5/22/2016 2:04 PM
7	The above is ok but privately owned car parks should be allowed to charge less than the council car parks unless the council also make car parks reasonably priced and affordable	5/18/2016 1:56 PM
8	I assume that public transport for new development areas will also be looked at because if there is cheap, reliable public transport available the need to own a car would be reduced.	5/18/2016 12:02 PM
9	You shouldn't be giving planning permission for developments with no parking provision. I think it's ridiculous the amount of houses in Newport with no parking. The car parks are inadequate for long stay.	5/18/2016 10:00 AM
10	It's none of the council's business what happens in a privately owned car park. The council's input should not extend further than the existing considerations about traffic flow. It's unclear why the strategy should give the council any stake whatsoever in pricing of a privately owned parking offer. The draft strategy does not give enough supporting information to make it clear why this is considered necessary. I don't agree to the council being able to require anything which extends further into peoples' lives than the absolute minimum required by law. I don't think the council should give itself powers that are not commonly accepted as necessary.	5/17/2016 8:05 AM
11	We no longer visit the Isle of Wight due to parking charges. It is cheaper for us to go to France for the day and park for free than to visit the Isle of Wight. We pay £25 for the ferry to France and get six bottles of wine free in the regular deals they offer, so essentially the ferry is free of charge once wine is taken into consideration. Parking is free in most places we go to in France.	5/14/2016 1:19 PM
12	P68 7.15 'The quantum of private parking.....' Plain English please!	5/12/2016 8:29 PM

Q9 Do you agree, or disagree, with the proposed recommendations regarding council parking stock management?

Answered: 134 Skipped: 63



Answer Choices	Responses	
Strongly Agree	28.36%	38
Agree	39.55%	53
Neither agree nor disagree	14.93%	20
Disagree	10.45%	14
Strongly disagree	5.22%	7
Don't know	1.49%	2
Total		134

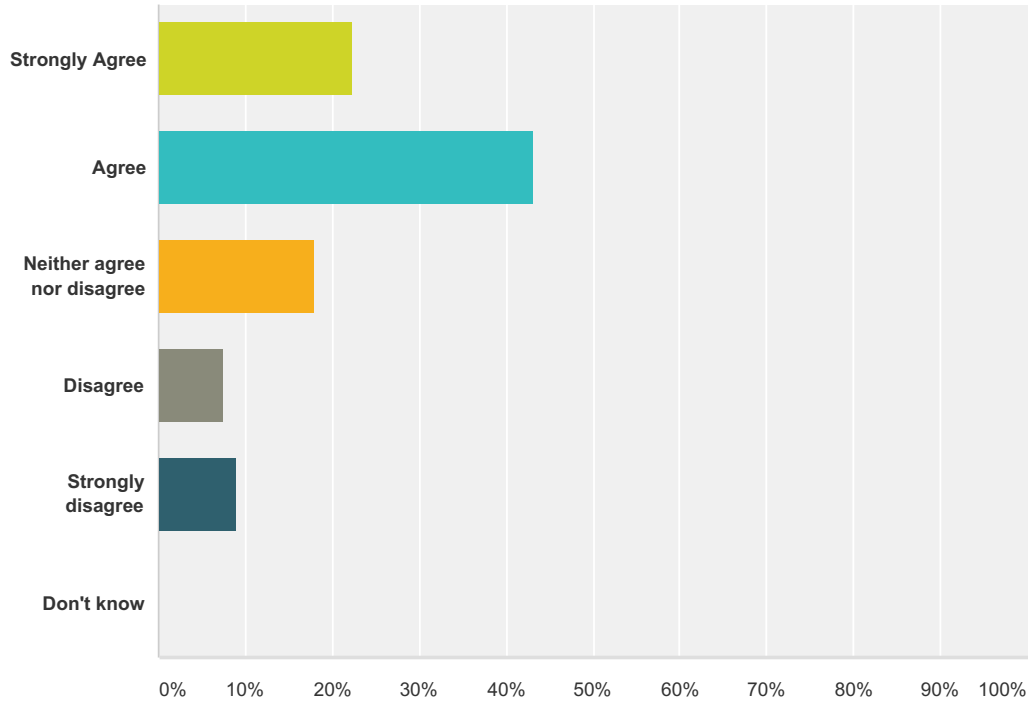
#	If you have answered disagree, or strongly disagree, please tell us why below.	Date
1	This is OK as but it's not an island wide policy if its different in each town. In Rude there is lots of free parking near the shops, in Newport there is very little. If I drive to rude to shop it increases congestion and pollution	7/4/2016 8:36 PM
2	you only have one town center on this island that is newport	7/3/2016 10:25 AM
3	Local Councils should have a potential power to pay for the budgeted income in order to set their own tariffs if they feel that they are better able to manage the car park themselves.	6/27/2016 5:34 PM
4	I disagree with everything except siting longer stay parking away to a less central location.	6/10/2016 4:57 PM

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5	Commuter parking should be located near to transport hubs, in areas like Cowes this would conflict with a policy of keeping this for shoppers. Stop giving away Council parking assets as this has made parking in Cowes more difficult. Perhaps local councillors should understand a bit more about who travels through the Town before they agree to changes to parking arrangements.	6/7/2016 1:13 PM
6	Basically this says to statements which are in direct conflict.	5/21/2016 3:42 PM
7	The council needs to stop killing in town shopping with ever increases & imposition of parking charges. ALL towns should have central car parks or parking areas allowing up to two hours free parking.	5/19/2016 5:00 PM
8	This strategy assumes all shoppers are short stay. We need day trippers for town centres especially Newport. Long stay car parks need to be close to towns as well as short stay as in other parts of the country	5/18/2016 1:11 PM
9	I agree with the proviso that any long stay car park near a ferry terminal is cheap. Paying £8+ a day is not affordable for a lot of mainland commuters when you are having to pay for expensive ferry crossings plus onward journey mainland side.	5/18/2016 12:05 PM
10	long stay car parks should not be miles away from work.	5/18/2016 10:00 AM
11	Park and ride is an inconvenience. Having to walk a long distance from a car park to a ferry is a pain. More consideration should be given to putting parking where it is needed, rather than wringing more money out of people and adding extra hassle to the working day.	5/17/2016 8:09 AM
12	Ticked 'disagree' to ensure I could make a point. Current payment methods seem to assume everyone had a mobile telephone and wants to use that to pay for parking. Notwithstanding the extra cost to the driver, no evryone is happy to use this method: likewise, with credit cards. In addition, should a machine not be functioning, the existing message of use the next nearest car park is bonkers as anyone actually doing that could find themselves walking a considerable distance, whence they could return and find they have been penalised by an Enforcement Officer.	5/14/2016 4:49 PM
13	We no longer visit the Isle of Wight due to parking charges. It is cheaper for us to go to France for the day and park for free than to visit the Isle of Wight. We pay £25 for the ferry to France and get six bottles of wine free in the regular deals they offer, so essentially the ferry is free of charge once wine is taken into consideration. Parking is free in most places we go to in France.	5/14/2016 1:19 PM
14	I do not want to see large electronic parking signs on the Island.	5/11/2016 12:28 PM
15	As I said before, smaller towns need a free period of parking otherwise people will go elsewhere	5/11/2016 6:09 AM
16	shoudl be more storage for this	5/10/2016 9:25 PM
17	Stop all pet nets in car parks make people pay	5/10/2016 8:07 PM

Q10 Do you agree, or disagree, with the proposed recommendations regarding the variable message signage (VMS) strategy?

Answered: 134 Skipped: 63



Answer Choices	Responses	
Strongly Agree	22.39%	30
Agree	43.28%	58
Neither agree nor disagree	17.91%	24
Disagree	7.46%	10
Strongly disagree	8.96%	12
Don't know	0.00%	0
Total		134

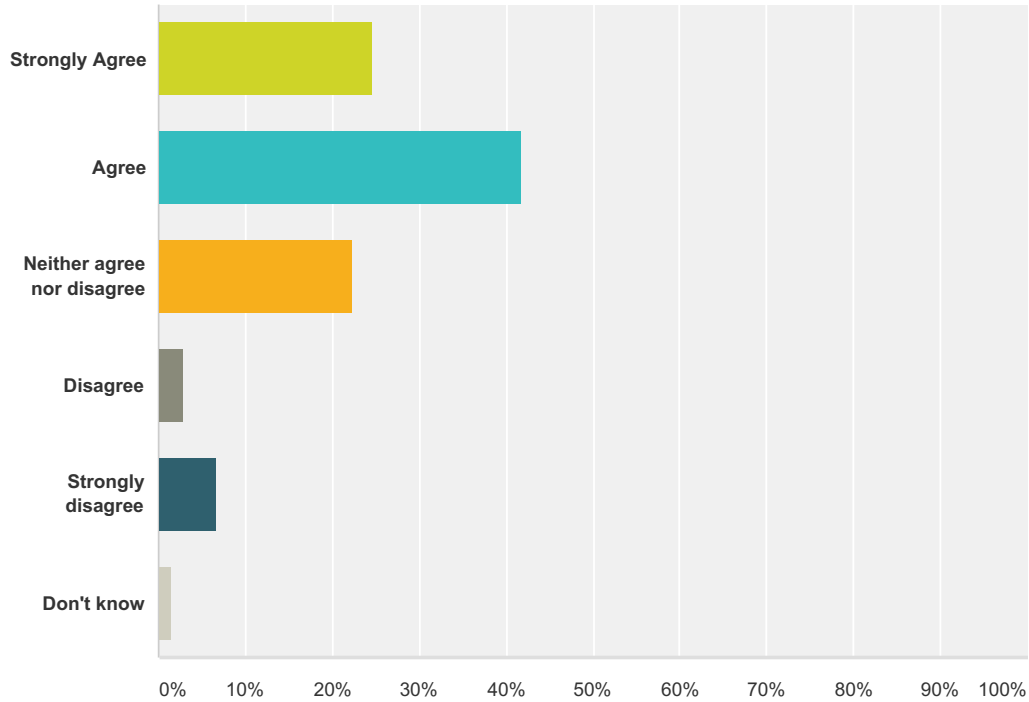
#	If you have answered disagree, or strongly disagree, please tell us why below.	Date
1	Ridiculous idea. None of the car parks are big enough to need this	7/4/2016 8:38 PM
2	waste of money the council dose not have!!!!	7/2/2016 1:04 PM
3	If you want us to save fuel - why not when coming down Ryde pier let us turn right towards Binstead - currently every car has to go left and around the roundabout then back up - must cost thousands in fuel every year.	6/27/2016 9:09 PM
4	This would be needed only in areas where there is a choice of long stay or short stay. For smaller towns and villages the car parks should still combine long and short stays. You could park before going on a long walk in the surrounding areas which would mean a few hours of parking needed or you might just be popping to a tea room for tea and cake :). Both possibilites need to be considered in this consultation.	6/27/2016 9:49 AM

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5	Only works if you know where you are going. Other towns just say 200 places available not where. Main beneficiary WYG who design these and get more fees	6/21/2016 2:37 PM
6	I don't think it would be worth the set up cost. Also, the signage would detract from the character of the Island's towns, these signs are the sort of things you see entering cities on the mainland. They would be detrimental to the street scene.	6/20/2016 5:50 PM
7	Signs need to be visible in all weathers and lighting conditions; and always accurately reflect the number of spaces available.	6/20/2016 4:52 PM
8	This is more suitable for city & larger town centres & with the diversity of car parking sites on the Isle of Wight we can see no benefit.	6/14/2016 11:14 AM
9	Eyesore never works expense	5/28/2016 11:50 AM
10	Not really sure such equipment would be worth the investment unless ALL car parks worked together	5/26/2016 11:14 AM
11	Disagree Current signage is sufficient STOP wasting money !	5/22/2016 2:06 PM
12	We do not need this cost!!! It will push up parking prices totally unnecessarily. We ARE NOT Woking!!!	5/21/2016 3:44 PM
13	As most towns have several small car parks, I think the practicalities and cost of such a system would be prohibitive, be of no real advantage to motorists and bring no increased income to the council.	5/17/2016 1:12 PM
14	The strategy does not give any indication of the costs. Everything has a cost, and the benefit needs to outweigh the cost to make it worth doing. My preference is to cut the bureaucracy and the cost of managing parking.	5/17/2016 8:11 AM
15	I could only concur with this approach if the charges were no more than £1.00 per two hours. No car park is oversubscribed due to existing costs.	5/14/2016 4:50 PM
16	This works well in cities and large towns but don't feel there is a requirement for this on the island. Would be a waste of the council's precious resources.	5/14/2016 3:37 PM
17	We no longer visit the Isle of Wight due to parking charges. It is cheaper for us to go to France for the day and park for free than to visit the Isle of Wight. We pay £25 for the ferry to France and get six bottles of wine free in the regular deals they offer, so essentially the ferry is free of charge once wine is taken into consideration. Parking is free in most places we go to in France.	5/14/2016 1:19 PM
18	Ugly	5/13/2016 11:45 AM
19	It would have to work to be effective	5/13/2016 10:09 AM
20	Clearly this will only work if access to the car parks is through a barrier or is monitored by CCTV so that occupancy is measured. Together with the cost of the signage itself this sounds like a needless expense, which of course would need to be recouped through raising charges!. Please refer to my view on charging for off-street parking.	5/12/2016 12:34 PM
21	This needs to be done as a comprehensive assessment of the location and size of car parks in each down, with a view to consolidating parking in locations which reduce the need for vehicles to enter central areas which should be the preserve of pedestrians and cyclists.	5/11/2016 10:13 PM
22	total waste of money. I never trust those signs when I encounter them, do you? really?	5/11/2016 2:52 PM
23	I am against any of these signs being installed on the Island, we are supposed to be a rural area, not a city.	5/11/2016 12:30 PM
24	As long as there is a subsequent reduction of other signage pollution. One in one out	5/11/2016 10:56 AM
25	This would seem unnecessary with a population of the island's size. I Southampton where large numbers of cars need to be parked in central locations around West Quay for example I can see the need but I question the need for it here. Signs to car parks whther short stay or long stay should be clearly visible.	5/11/2016 10:26 AM
26	This is overkill, it works well in a city where parking is stretched, but would be a waste of money on the island. I honestly could not ever thing of a time I could not park anywhere on the island. I have lived on the mainland and know real parking issues and we are lon way off those issues!!!	5/10/2016 11:27 PM

Q11 Do you agree, or disagree, with the proposed recommendations regarding island-wide parking guidelines?

Answered: 134 Skipped: 63



Answer Choices	Responses
Strongly Agree	24.63% 33
Agree	41.79% 56
Neither agree nor disagree	22.39% 30
Disagree	2.99% 4
Strongly disagree	6.72% 9
Don't know	1.49% 2
Total	134

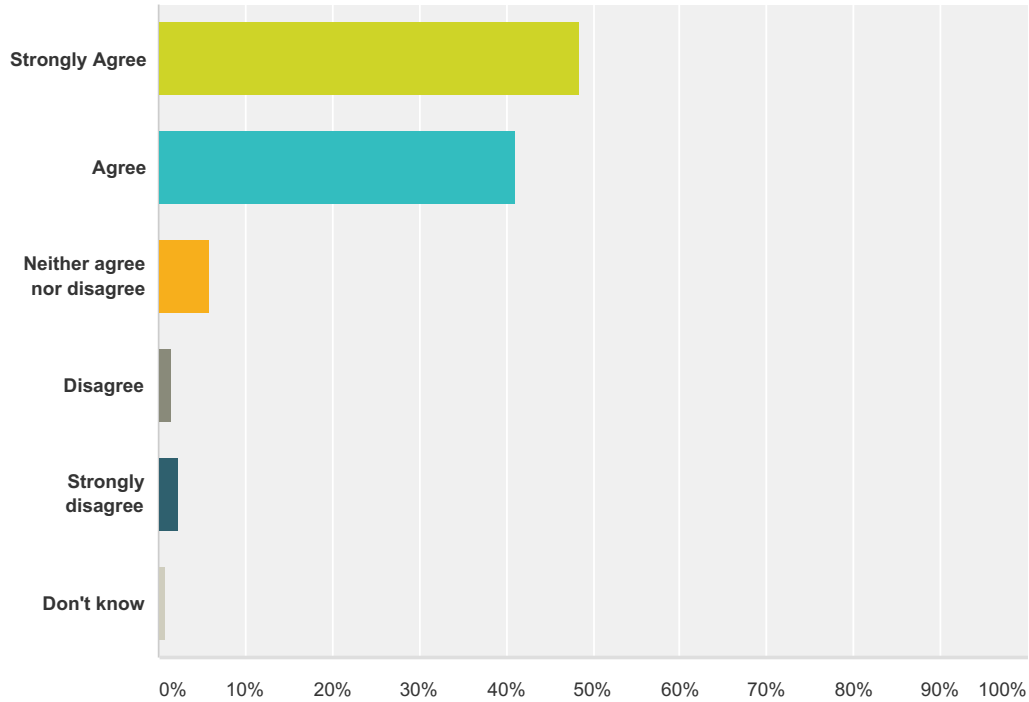
#	If you have answered disagree, or strongly disagree, please tell us why below.	Date
1	Don't worry about electric charging - it won't take off and just wastes a car parking space	6/27/2016 9:10 PM
2	As before. Development and parking not linked. HMG says LPA should not make link. Up to IWC to plan for.	6/21/2016 2:39 PM
3	as before	6/11/2016 10:29 AM
4	I don't agree with provision of electric charging points in small car parks. The space in Quay Road, Ryde has yet to be used to my knowledge so the loss of a space in small car parks would not be an effective use of the provision given likely usage.	6/7/2016 1:16 PM
5	It should be provided but not necessary to publish it !	5/22/2016 2:07 PM
6	I agree if these are just guidelines but not if they are regarded as fixed rules regardless of individual circumstances.	5/19/2016 8:21 PM

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7	Provision for disabled users should comply with national minimum requirements, no more than that.	5/17/2016 8:17 AM
8	We no longer visit the Isle of Wight due to parking charges. It is cheaper for us to go to France for the day and park for free than to visit the Isle of Wight. We pay £25 for the ferry to France and get six bottles of wine free in the regular deals they offer, so essentially the ferry is free of charge once wine is taken into consideration. Parking is free in most places we go to in France.	5/14/2016 1:19 PM
9	Electric vehicle charging??? Are these even used, I have seen one in Scarrotts Lane, Newport but I have never seen it being used!	5/13/2016 10:13 AM
10	I haven't found any description of guidelines on how disabled parking specifically will be enforced. Should there be some?	5/12/2016 8:34 PM
11	As I have said before, as long as disabled parking provision is monitored so that there are not excessive empty spaces. Electric vehicles are a personal choice and at the moment a tiny, tiny minority and it is not a statutory service that the council should even be considering. Perhaps encourage the supermarkets to provide this type of service!	5/10/2016 11:30 PM

Q12 Do you agree, or disagree, with the proposed recommendations regarding additional parking provisions?

Answered: 136 Skipped: 61



Answer Choices	Responses
Strongly Agree	48.53% 66
Agree	41.18% 56
Neither agree nor disagree	5.88% 8
Disagree	1.47% 2
Strongly disagree	2.21% 3
Don't know	0.74% 1
Total	136

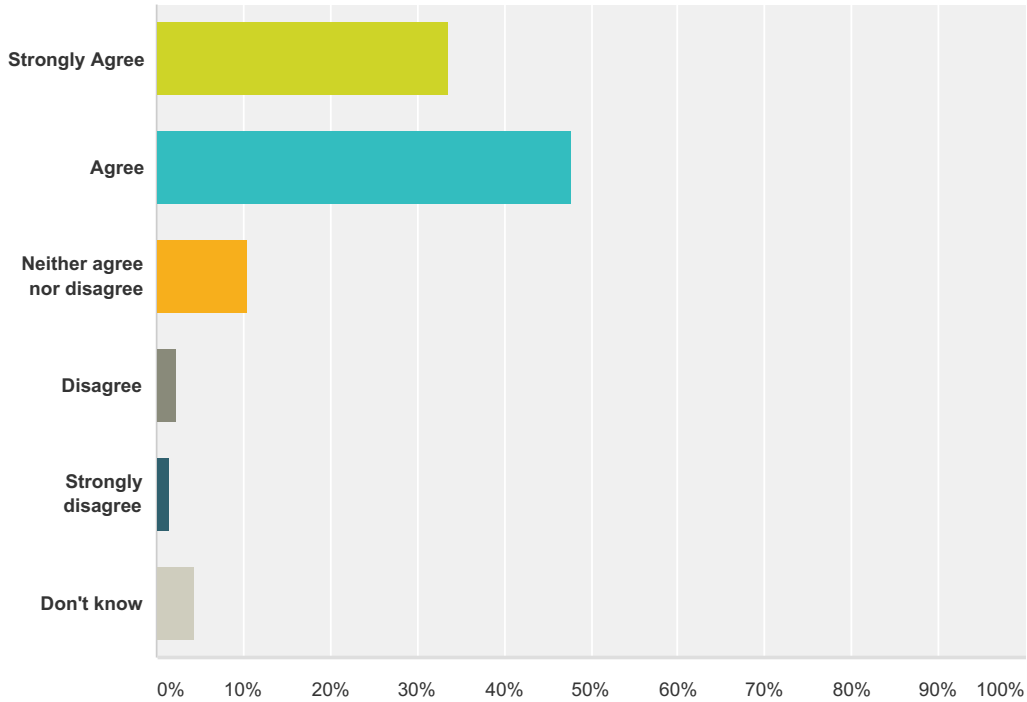
#	If you have answered disagree, or strongly disagree, please tell us why below.	Date
1	and also allow the coach bays at Coppins Bridge be used at peak times i.e. IW Festival weekend / carnival night etc	6/27/2016 9:11 PM
2	The IWC is bankrupt and does not therefore have the financial resources to provide more parking provision. This should be a task delegated to local councils which do have budgets.	6/27/2016 5:37 PM
3	A Park and Ride scheme should definately be considered for East Cowes in a similar way to that offered in West Cowes. The car ferry has a large number of foot passengers, especially day trippers for the theatre and shopping etc. Adequate parking has not been provided for in the new development of a large number of flats by Waitrose in East Cowes with just on street parking. Ferry commuters have no where specific to park at present except on the smaller residential roads which are becoming very conjested.	6/27/2016 10:26 AM
4	Build a multi storey car park in Park Road (once the Council take back ownership from Northwood House Trust). The same could be built in St Mary's Road site.	6/7/2016 1:17 PM

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5	I live in Moorgreen Road, Cowes, PO31 7LH and we spend most of our time in siege from Shoppers, workers in Southhaption, football supporters, workers taking firms lorry's home, residents of Victorial Road, Princess Street and Alert Street who all have the same problem. There is a perfectly simple answer - the Old Reservoir is virtually unused by who it was intended for and would make a car park to a) create revenue b) clear the street of cars. Residents would then have space to park and the option can be given to obtain a) permit b) identification c) either one per house or by application and charge. We the residents and rate payers are very tollerant and when a lorry/van appears in front of your window from Friday afternoon to Monday morning it is extremely annoying. I have been told that the you are aware of the issue and are unable to make a difference unless the residents demand it - nobody asks my opinion when you closed the toilets or put parking charges up so why can you not make the decision for Moorgreen Road K.E.Matthews, No 41	6/3/2016 3:49 PM
6	Insufficient parking in Cowes, Newport, Near redfunnel terminals	5/28/2016 11:52 AM
7	So many people who come here on holiday are dismayed by the ridiculous amount of TOTALLY unnecessary yellow lines ! One side of the road where necessary is enough ! People need to be able to park, I am not saying it should always be free but availability must be made :/	5/22/2016 2:10 PM
8	We don't need additional paid for parking. We need Appley and Puckpool back. And if we don't get it back then this proposal is going to be revoked at the next election.	5/21/2016 3:46 PM
9 but please be conscious of cost. Some authorities, although totally understandably, are looking for parking charges to fill the gap left by drop in income/grants from central government. High parking charges will deter people from shopping locally and could kill local businesses. It could also put tourists off visiting, something the Island definitely can't afford to do.	5/18/2016 12:12 PM
10	Although I agree with this, I don't think the council should be given new powers to decide where to provide additional parking without recourse for residents.	5/17/2016 8:20 AM
11	We no longer visit the Isle of Wight due to parking charges. It is cheaper for us to go to France for the day and park for free than to visit the Isle of Wight. We pay £25 for the ferry to France and get six bottles of wine free in the regular deals they offer, so essentially the ferry is free of charge once wine is taken into consideration. Parking is free in most places we go to in France.	5/14/2016 1:19 PM
12	Residents and businesses should be given priority.	5/13/2016 10:14 AM
13	Additional parking should also include remove charging from underutilised car parks and on road areas to ensure efficient use of these resources.	5/12/2016 8:36 PM
14	Only where other means of dealing with the parking stress have been implemented and where the negative impact on other users (pedestrians, cyclists and public transport users) is minimised. Wherever possible opportunities should also be sought to close/reduce underutilised parking facilities and to rationalise car parking arrangements to minimise the damaging impact of cars in town centres (e.g. closing several smaller car parks in favour of a larger one that intercepts traffic before it reaches the central area)	5/11/2016 10:35 PM
15	This depends what is meant by seek, if this means the council purchasing more land, then no. The first step to help solve the parking problems is to change the planning requirements that it is mandatory for all developers to provide at least one parking space per residential unit in any and ALL developments including flats. There have been a serious of developments in Shanklin where high density developments have been allowed to go ahead with the most minimal of parking provision which has added to the parking pressure, especially in the summer. A development near me of about 6 flats had only one parking space, WHY!! I have seen planning applications that have stated that parking is not required as it is the type of inner town development that does not require parking??? Sorry, but has anyone in the planning or parking department ever used public transport on the island, a car has become essential!!!	5/10/2016 11:36 PM
16	the validity of survey has been shown time and time again to be shown as an uninformative means of data collectiony	5/10/2016 9:26 PM

Q13 Do you agree, or disagree, with the proposed recommendations regarding parking management?

Answered: 134 Skipped: 63



Answer Choices	Responses	
Strongly Agree	33.58%	45
Agree	47.76%	64
Neither agree nor disagree	10.45%	14
Disagree	2.24%	3
Strongly disagree	1.49%	2
Don't know	4.48%	6
Total		134

#	If you have answered disagree, or strongly disagree, please tell us why below.	Date
1	There should be a close involvement of not only local councils but also local business associations or ad hoc consultations with local business and public bodies using public parking provision on an annual basis.	6/27/2016 5:40 PM
2	To be done in two weeks and a report written on two sides of A4. No more waffle.	6/21/2016 2:40 PM
3	As a tourist Island there needs to be better provision and assistance for visiting Coach tours, as currently there seems to be no coherent Island wide policy leading to coaches being left with nowhere to park in many locations.	5/25/2016 9:03 PM
4	Strategies without spending a fortune on useless research and data analysis Get rid of yellow lines as and where possible Charge near business/ shops etc Allocate residence parking Restrict size vehicles on our tiny roads.	5/22/2016 2:13 PM
5	It should be noted that none of the towns on the Island have any form of "by-pass" road, and that too much provision of on-street parking can lead to traffic congestion. Off-street parking should be encouraged wherever possible.	5/17/2016 10:03 AM

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6	<p>Seriously? The parking strategy recommends that the council develops more parking strategies? How much public money has been spent reaching THAT conclusion? Please stop. Before you go any further down that route, we need the right level of expertise to be applied to the whole question of highways design and traffic management. Parking can't be looked at in grand isolation, and I think it needs expertise that this "strategy" and the current council and town council do not seem to have.</p>	5/17/2016 8:28 AM
7	<p>Visitors often use Motorhomes/Campers and cannot find spaces to suit</p>	5/15/2016 6:08 PM
8	<p>We no longer visit the Isle of Wight due to parking charges. It is cheaper for us to go to France for the day and park for free than to visit the Isle of Wight. We pay £25 for the ferry to France and get six bottles of wine free in the regular deals they offer, so essentially the ferry is free of charge once wine is taken into consideration. Parking is free in most places we go to in France.</p>	5/14/2016 1:20 PM
9	<p>Great opportunities for creative approaches to re imagine our parking arrangements to create more liveable, vibrant town centres that are not dominated by motorised traffic.</p>	5/11/2016 10:36 PM
10	<p>Coaches need to be directed to long stay car parks away from central locations. Cycle provision is very poor, for example the cycle stands in Clarendon Road in Shanklin are virtually rotten and not fit for purpose.</p>	5/10/2016 11:37 PM
11	<p>Traffic wardens all time around Ventnor hard at times to park time limit</p>	5/10/2016 8:08 PM

Q14 If you have any further comments in regards to the Parking Strategy, please use the box below.

Answered: 77 Skipped: 120

#	Responses	Date
1	Parish councils should have more say in parking management.	7/5/2016 10:04 AM
2	I question the accuracy of this report after I read the comment that they didn't believe the number of cars parking at the Heights was effected when the two hours free parking was removed.	7/4/2016 8:46 PM
3	<p>10 Kentstone Court Binstead Road Ryde Isle of Wight PO33 3DF 2nd July 2016 Dear Sir, Parking Strategy Consultation 2016 to 2021 - Consultation I wish to make my comments as below. I find your prescriptive on-line format does not allow me to express my views. Does this mean you will discount them? I await your response. 1. Introduction I have found commenting on this document difficult as I do not have the Island-wide knowledge nor have the time or inclination to investigate further. Therefore my comments mainly relate to those areas of the Island of which I am knowledgeable and in particular, Seaview where I own a seaside business. Rather than just comment on the future Strategy, I have been forced to highlight possible errors and faults in the process/information on which the future Strategy is based thus making the conclusion suspect. In past lives, I have been involved in strategic analysis and have found this document and apparent analysis, to have weaknesses. +£30,000 cost? The document seems to have ignored the impact and information provided by the IOW Councils imposition of car parking charges on most the previously free car parks in 2015. I cannot understand why the Council made these changes when it was/had commissioned this review, but the results have been ignored. There is no reference to the possible purchase of Car Parks by Parish or Town Councils. Ventnor has purchased its car parks. It would be of benefit to the local communities to have the Parish/Town Council takeover some of the car parks. How much income was generated from the Pier Road Seaview car park balanced against the capital cost of the cash machine and the cost of staff etc. to operated – i.e. did it make a profit? Then there will be the cost of implementing the new £1 coins in March 2017. This and similar analysis was not mentioned. There is no reference to the Park & Ride scheme in Ryde. Are there others on the Island that were omitted. 2. Body of the document 1.1 “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 island is too diverse to apply consistency blindly The suitability of referencing other Council Parking Strategies is suspect. Were these compared to the situation found on the Island? What was learnt from these references that contributed to the resulting strategy? Most of these documents do not appear to match the situation of a tourist island: see below 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. This does not specifically mention tourism. Per Wikipedia “As a tourist destination, Carmarthenshire is not as well known as some other parts of Wales, but does offer a wide range of outdoor activities. Much of the coast is fairly flat; it includes the Millennium Coastal Park, which extends for ten miles to the west of Llanelli and the National Wetlands Centre, a championship golf course and the harbours of Burry Port and Pembrey. Further west are the sandy beaches at Llansteffan and Pendine, and Dylan Thomas’ boathouse at Laugharne. Further inland there are a number of medieval castles located in strategic positions, as well as hillforts and standing stones. How many tourist visitors does it get compared with the IOW? 2.35 Surrey County Council – Transport Plan: Parking Strategy (2011) Per Wikipedia: Surrey is noted for being a particularly wealthy county due in large part to its proximity to nearby London and Heathrow and Gatwick airports along with access to major arterial road routes (including the M25, M3 and M23) and frequent rail services into Central London. It has the highest GDP per capita of any English county and some of the highest property values outside Inner London. This council has not got any beaches or seaside. How does this match with the IOW? 2.38 Oxfordshire County Council – Parking Policy (2014) How does this compare with the IOW? Again no seaside. 2.42 Guildford Borough Council – Town Centre Parking Strategic Review (2013) The Guildford Council web site includes: On-street parking in Guildford and Waverley Guildford Borough Council manages on-street parking in the Boroughs of Guildford and Waverley on behalf of Surrey County Council. In Guildford town centre, apart from the bays reserved for permit holders only or disabled badge holders and taxis, all other on-street parking places in the centre of town are available to motor vehicles on a pay and display basis. Those nearest the centre of the town are limited to 30 minutes; the remainder are limited to two hours. The cost is 80p for 30 minutes. However, on the eastern side of the town centre, there are some bays limited to three hours and the cost is 60p for 30 minutes. Most on-street parking is controlled Monday to Saturday, 8.30am to 6pm, including Bank and Public Holidays. However, Dene Road, Denmark Road and Eastgate Gardens are controlled Monday to Sunday, 8.30am to 9pm, including Bank and Public Holidays. Designated disabled parking bays and taxi ranks are controlled 24 hours. Double yellow lines indicate no parking at any time. How does this compare to say Newport? 2.44 Wiltshire County Council – Car Parking Strategy (2011); and Somerset County Council – Parking</p>	7/2/2016 8:49 PM

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Strategy (2012) At least Somerset has some seaside resorts. Moving on Table 3.13 Car Park Areas with the fewest ticket sales Seaview Duver £816 with 59 spaces Yes, it is low largely due at that time, to free parking in Seaview and Puckpool but since last year's charges were introduced, so the picture should have changed? 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. Was any analysis carried out as to the volume of income generated the various street from penalty notices? See below One example of a poor application is in Dover Street, Ryde – having been caught here, a Council employee admitted this street has one of the highest income generation due to, like me, a glance at the parking sign to see 2 hour limit, but was one parking bay out – in the Residents only parking. This alternating a few bays as resident, then the 2 hour limit catches many unwary motorists. 3.10 Residential Permits There used to be a business permit (about £140?) for businesses to park (up to two vehicles) in a car park near their business premises. This was dropped at the last review. Why was this option not reconsidered? Last year if I wished to obtain a permit working over 8 hours a day it would be over £400 for each vehicle – I parked on the street wherever I could find a space: my cost zero – income to Council zero. 3.25 "Please use Pay by Phone" Phone reception can be problematic in some parts of the island. 3.29 Non Chargeable Car Parks This information is out of date following the Council imposing charges in most of the free car park in 2015. See Appx D 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 This included the Duver in Seaview – this would be low as until 2015 there was plenty of free parking e.g. Seaview and Puckpool Car Parks, but now charge have been introduced – why have not the results/impact of this major change to car parking been include in the report? 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. If significant, why was not data available and used? 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. Yes, Fort Street is near the recreation ground and beach – It is away from the shops – hence numbers are down in September compared to August. There are more tourists visitors in August than September – this is not rocket science. Did the authors visit the car parks or just work from statistics and graphs? 5.32 Tourism Trends Review Shows visitor numbers at 2.4m in 2012 According to <https://www.iwight.com/Meetings/committees/Economy%20and%20Tourism%20EAC/19-6-14/PAPER%20B%20-%20APPENDIX.pdf> "3.8 Value of Tourism "In 2013 the Island attracted approximately 2.28 million visitors and visitor-spend contributed approximately £286m to the Island's GDP (2012-13 annual monitor report). This has grown from £260m in 2012." The document includes an aim to increase visitor number by 300,000 within 5 year. Should this document have been referenced, which shows the value of tourism to the Island. The parking strategy must not be a detriment to visitors. 5.45 ...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. If could have a significant impact, why not included? As above 6.3 Consultation Sessions Why didn't Red Funnel take part? 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. Comment re such as Dover Street from above 3. Appendices LIMITED WAITING RESTRICTIONS Esplanade Seaview – is not LW 13 – please go and look Pier Road Seaview – LW10 – this is not in the key? I suggest that all the streets are rechecked for other errors The Isle of Wight Council (Residents' Parking Places) Order No 1 2012 Where are all these streets - the lists are not clear CHARGEABLE LONG STAY CAR PARKING INVENTORY Pier Road Seaview is not street parking And finally on to the strategy: 4. Strategy 7.12 Council Parking Stock Management I have a concern about a greater differentiation between long and short stay parking is needed: 1.1 "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. " 1.4 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. Very true 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. In Seaview Pier Road (assuming charges will unfortunately remain) it is used for residents for local shopping (first 30 minutes free), but also used by holiday makers wishing to visit the nearby beaches for longer times benefiting local cafes, restaurants and other businesses. There are no doubt other places on the island beside Seaview where the strategy needs to meet the requirements of both local shoppers and beach-goers. There is a considerable difference between Seaview in the Winter and Summer to the point that during Regatta Week there is little free parking in the village. The parking restrictions are lifted during the Winter. As a business owner in Seaview I believe the current parking arrangements are suitable for both residents and holiday makers many of which have

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	<p>second homes in the village. I am concerned that the application of this new “consistency across the Island” strategy will have a detrimental impact on such as Seaview village. Different solutions fit different locations across the Island. To suggest everywhere can be divided into shopping area (= short stay parking) or tourist area (= long stay parking) is too simplistic. It is important that any proposed changes to parking in any location should be in consultation with Parish/Town Councils, the local communities and businesses. I more flexible approach is needed. This has been an exercise to produce a strategy document costing +£30,000 when the Council can ill afford it. Did we really need it? Is it going to become a straight jacket to consistency across the Island when it is so diverse? Yours faithfully A. J. Payne</p>	
4	<p>1 Gurnard Parish Council does not wish to see the extension of paid parking to 6pm. 2 Gurnard Parish Council does not support any increases in parking charges. 3 Gurnard Parish Council wishes to see the retention of cash methods of paying for parking. 4 Gurnard Parish Council wishes to retain the 1 - 2 hour free parking in Town Centers.</p>	7/1/2016 11:01 AM
5	<ul style="list-style-type: none"> • Ryde High Street – the part where there are already access restrictions should be probably monitored. Too many motorists use it as a short cut. Deliveries should be made between certain hours. A particular charity shop delivery vans are a constant hazard especially when the bakery across the road has a delivery at the same time. This is an accident waiting to happen. • Stop people parking in the COOP square it is being used as a free carpark. • I live in Winton Street during the day it is impossible especially during term time. Tyrol House – Winton Street have a large carpark (mainly unused) at the back of their building perhaps the teaching staff from Dover Park should use this (needs to be arranged). • I would welcome residents parking in Winton Street. 	6/30/2016 9:12 AM
6	<p>As mentioned in the comments boxes, I feel that residents in areas where on street parking for housing is an issue, they could be offered a lower priced permit for a space in a long stay car park adjacent to their home. On street parking by commuters and local workers is a nightmare in residential streets immediately outside the R1 and R2 residential/2hour parking areas in Ryde and seems to be getting worse. This is not just daily parking but parking for a week or weekend at a time in some cases. However, if the residential zones were extended as seems right, perhaps workers could be given a permit for one car park near to their work at a reduced rate. Thought could also be given to the size of on street car parking spaces, to prevent the parking of contractors' large vans, who often leave their vans in residential areas within permitted hours e.g. from 4.00pm to 8.00am, to return to the mainland overnight. These companies should be paying proper charges for parking for their vans in long stay car parks, perhaps with an annual permit. Also, I wonder if consideration has been given to the inclusion on streets with crowded residential parking, of a 5 or 10 minute bay for delivery vans. I live on a narrow street and very often, the street is blocked by an Argos or Tesco van, which has no alternative but to block the street while they make their deliveries. With the rise in internet shopping, perhaps we need to address this issue. Even in my tiny street, there are multiple deliveries a day, where vans only need 5 minutes or so.</p>	6/29/2016 4:15 PM
7	<p>This review does not sufficiently consider the use of parking restrictions to improve living conditions for residents. The only concern is to optimise the provision and use of parking space. A resident who cannot access their driveway because of vehicles parked close to and opposite their gate should have their interests considered too, even if this means having fewer parking spaces.</p>	6/29/2016 3:26 PM
8	<p>I recommend encouraging and easing the planning difficulties for local residents who are able to develop and use off street private parking</p>	6/29/2016 1:39 PM
9	<p>With regards to parking not being available on Tuesdays at Newport Harbour (South) to allow coaches to park, could the council please consider reversing this decision? The arrangement would be better suited for the coaches to drop-off/pick-up in Newport at pre-arranged times and then the coaches could park up at Seaclose as this car park is under-utilised, as it is too far for people who work in Newport to walk from and to each day. The long-stay parking on Tuesdays in Newport will soon be further impacted from July as the council has decided to end the parking facility at Little London. I feel we really need Newport Harbour (South) to be available to long-stay car parkers on Tuesdays, as the other alternative at Coppins Bridge can be a bit of a trek to walk from/to.</p>	6/28/2016 5:46 PM
10	<p>How about free parking for everyone for the first two hours - this happens in North Yorkshire - and is controlled by a disc - like the disabled clock usually sponsored by businesses - which we put our time of arrival on. This would enable tourists to move around the islands towns and residents to support their shops. After 2 hours you have to pay. Now this would help the Islands economy and with Asda and other major retailers coming i.e. The Range, Aldi - the High Streets are going to need all the help they can get.</p>	6/27/2016 9:15 PM
11	<p>A parking strategy for the Island is long overdue. There are pockets of good parking areas and pockets of very inadequate parking areas. Parking is becoming more and more of an issue in several areas of the Island with residents getting upset that businesses, tourists and commuters to the mainland block residential roads for long stretches of time. Off street parking needs to be cheap enough that people will be willing to pay and not just park where they feel like it because they want to save a parking fee. Possibly more resident only parking areas are needed across the Island but more specifically in tourist areas, large towns and ferry ports. All towns with ferry access should have a long stay car park which locals can also use for short visits if required. Mainland commuters and shoppers travelling to the mainland for the day often block residential roads so they need a cheap place that they can park for the day or in some cases the week that they are on holiday!</p>	6/27/2016 10:32 AM
12	<p>I would like to see a concession for parking fees at Apply for those who are beach hut owners as fees are already for the beach huts. Thanks.</p>	6/26/2016 6:29 PM

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13	<p>These proposals are well considered. Could a way be found to make parking cheaper for lower paid workers eg through cheaper annual permits for long stay car parks or permits available through instalments? Resident permits/ short term parking are desperately needed in a wider area around Ryde town centre. Current ones work, allowing people to park easily for short periods and keeping resident places free but this has a massive knock on effect on streets further out but still within walking distance of the town centre eg further up Dover Street and around Dover Park Primary, where parents can't even park for a few minutes to drop their children off. It would also be good for the later time limit to be 8.00 pm rather than 6.00pm as the current time limit allows contractors' vans to park for the night, leaving their vans at 4.00. Big companies should be paying for long term permits on council car parks for their workers, including Openreach etc. patming in time restricted spaces all day while they are working, with no penalty.</p>	6/26/2016 4:54 PM
14	<p>In our road, Monkton Street, there are always a number of cars dumped (either not wanted right now, or dumped for ever. They are often subject to SORN. the DVLA, Council and Police refuse to remove them, which is condoning a crime that I as a law abiding citizen would be prosecuted for. How long before an enterprising citizen takes out a private prosecution against these agencies and how much will that cost the ratepayers????? Please sort our permit parking and also kick out the crooks from our roads!!</p>	6/24/2016 4:41 PM
15	<p>All day on street parking on residential streets in Ryde, near the town centre and hover etc. is diabolical and getting worse. Sometimes cars and vans are parked for days at a time with drivers heading off with suitcases. Parking permits nearer the town has pushed the problem to surrounding streets without resident parking.</p>	6/23/2016 11:53 AM
16	<p>Congratulations on an excellent and useful analysis. As a Ryde resident living near to the town centre and hover terminals, it is clear that local residents and those wishing to find short term parking around the centre of town are thwarted by commuters and local workers parking for whole days and sometimes weeks at a time. However, a way needs to be found to make long term parking viable for lower paid workers as the price of public transport is also high. Maybe annual car parking passes could be paid for in instalments?</p>	6/22/2016 5:32 PM
17	<p>The IWC has failed over many years to get a grip of parking. They could have built multi-story car parks years ago when they had the land. Now they should try and get Morrisons turned into a four storey car park.</p>	6/21/2016 2:44 PM
18	<p>I get fed up with workers in Newport parking in my road all day but i don't see why i should have to pay for a permit to be able to park outside my house</p>	6/19/2016 7:06 AM
19	<p>I note that no mention has been made to child/parent parking bays. Some of the bay sizes especially in Shanklin old Village and St Johns Rd, Sandown have such narrow width parking bays that it is impossible to be able to open a door wide enough to get a child out of a child seat if vehicles are parked in bays on either side. Provision should be made for wider bays for Parent/child parking.</p>	6/18/2016 6:29 PM
20	<p>We consider that the parking stragedy document is extremely thorough & well developed, albeit we would have liked to have seen an expansion of the various options made available within the comment document. Furthermore we consider that with any parking strategy there needs to be improved engagement in best determining the individual parishes' needs.</p>	6/14/2016 11:48 AM
21	<p>As an East Cowes resident, my issues are focused on East Cowes. I would welcome permit parking in residential areas, however, I feel that the first permit should cost less than the first (and be based upon whether a car, van or larger vehicle). I also consider that it would benefit many if informal parking bays were marked on the roadside, which would hopefully aid as a subtle reminder to park with greater care (many cars appear to simply stop outside of their front door, taking up the equivalent of two spaces (due to disabled bays, double yellow lines and so on). On street parking within town I feel should be free for up to one hour, regardless of town, any longer than that should require a car park. This will hopefully encourage the use of small shops. I am in favour of 'pay on exit' machines and fully support the concept and implementation.</p>	6/13/2016 12:11 PM
22	<p>make permits very cheap and your revenue will rise because more people will buy them as before.</p>	6/11/2016 10:30 AM
23	<p>Only to emphasise that I think that long stay parking should not be totally banished to out of town sites. As stated previously current short stay parking often appears underused.</p>	6/10/2016 4:59 PM
24	<p>Priority should be given to meeting residents needs for on street parking. It is not unreasonable to expect commuters and visitors to make use of car parks rather than residential streets.</p>	6/1/2016 10:08 AM
25	<p>There are some beach locations which have too many redundant spaces in the winter and insufficient spaces in the summer. introduce mixed use car parks; on grass, winter outdoor activity locations (skate park, markets, tennis ground play markings such as they do aboard</p>	5/28/2016 11:56 AM
26	<p>As resident of east cowes it is important that adequate parking is made available to commuters.rather than using residential on street parking.</p>	5/27/2016 11:40 PM
27	<p>More rigid enforcement is required with an emphasis on keeping the free flow of traffic around the Island, and all areas need looking at by enforcement staff, not just the town centres. Obstructions on primary routes, and all bu routes need dealing with strongly.</p>	5/25/2016 9:07 PM

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28	Perhaps consider parking for mobility scooters on bus routes so that people can use their scooter from home to get near to the bus stop, then leave the scooter securely while travelling on the bus into Newport for example.	5/22/2016 3:22 PM
29	Please read my comments through out Thank you	5/22/2016 2:13 PM
30	The Consultation by this outside contractor failed to ensure proper consultation by only giving out forms to fill if members of the public attended their open sessions. That means the consultation has been improperly undertaken giving no voice to the public in the preparations of this proposals. I require that this occur so that a proper Parking Strategy be developed with the proper input not just of stakeholders but the Public at large.	5/21/2016 3:51 PM
31	The first thing I would say is on payment methods. A recent County Press article said you were phasing out card payment machines for cash only but the rest of the world is going cashless with contactless payment. Nearly every card you have these days is contactless and this is the logical way forward for parking machines. No bags of cash in the car required and just a swipe makes the payment. No people required to empty cash from the machines and no attempted theft damage will occur. In the article it said that many people now use the online system but last time I looked at it, there was a charge for each transaction. This shows that to some people, convenience is more important than cost. I would strongly urge you to go to contactless payment. Another thing that needs addressing is what seems to be unfair and impractical charging. This is where you place a charge on parking like at the car park near Appley and people stop using it. You get little revenue and in the off-season period, the place becomes deserted. The local cafes and businesses suffer, vandalism increases and the area deteriorates. Making charges in the holiday period only, to maximise revenue from the holidaymakers and local beach users is much more acceptable to the public. As for Ryde seafront near the Canoe Lake, people would park there on a weekend and take a brisk winter walk along to Seaview either with or without their dogs. We should all be concerned about public health and the obesity rates so having parking policy that dissuades people from exercising has got to be wrong. Charges for parking in and around Newport centre are too high. This make the casual visit to the shops in Newport impractical as whatever you buy has an additional £1 charge added to it. I live in Carisbrooke and will buy online and wait, rather than park and pay in Newport, so the local businesses suffer. I would like to see a clear policy on pavement parking. I live on the Carisbrooke Meadows development which includes wide, shared paths from cycling and pedestrians. However some residents just consider them an additional car parking spot. A few years ago I confronted a person parking in this way as I couldn't actually get my bike past the car. I was verbally threatened and reported it to the Council. The parking team were brilliant and eventually prosecuted this person. My main irritation with pavement parking is that it make pedestrians, cyclists, people with pushchairs and wheelchairs have to risk going on the road to get past in most cases. Some years ago I used to wheel my aged aunt in her wheelchair. It's not until you do this that you realise how difficult inconsiderate parking can make life for some people. Even parking by the dropped kerbs at junctions which I had not thought about is a real issue.	5/21/2016 3:24 PM
32	It is understandable that Island residents who need to commute to the Mainland for work, be it daily or long term, should be able to access designated parking at preferential costs. This would help the commuter having to search for a parking space and result in less disturbance in residential areas that currently experience noise from parking early in the morning and late evening. I am sure that a low preferential cost to commuter parking would generate regular income to the Council. I would also imagine that there would be a positive effect on the availability of resident parking which I feel ought to be subject to certain conditions such as a permit cost depending perhaps on number and size of vehicles owned by a house holder especially those who have off road parking facilities but still use road parking. I would also like the Parking Strategy to reflect not only disability needs but also the needs of an aged population who wish to be able to live at home and definitely want ease of parking.	5/21/2016 11:08 AM
33	A nasty bend one end of Abingdon Rd causes so many problems with through traffic. We think it would make the area much nicer and safer if we could have one way from St Johns to Quarry Street coupled with resident only parking for house holders of Abingdon Road. There is good cheap parking at the St Johns railway station, which is a short walk so non-resident drivers could park there. This will be for many a welcome solution to the present parking situation whereby the current policy known as "Unregulated on road parking" has resulted in vehicles owned by non residents who have no permanent parking place of their own or sometimes own up to four vehicles and use our road as a long term car park. This destroys the residential nature of the street environment with at least one disabled resident finding it necessary to cone off the nearby disabled bay to prevent non disabled drivers from using it. Furthermore residents are sometimes forced to park a considerable distance from Abingdon Rd and walk to their home often feeling weary after a days work. Restoration of Abingdon Rd as a truly residential area is long overdue. We have only just heard of the review and the council should notify ALL citizens that a review is under way and ALL opinions are requested.	5/19/2016 6:25 PM
34	Reduce car park charges and more people will use them rather than seeking out free on street areas. A few years ago when the residents permits were a reasonable price the in town car parks in Ryde were full. Now the ones we used to use in Ryde are largely empty because of the totally stupid increases of parking charges.	5/19/2016 5:04 PM
35	What can be done about private residents taking up street parking spaces when they already have a driveway or other off road parking spaces?	5/19/2016 2:14 PM

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36	Consider more carefully the impact your planning decisions have on the local parking. My place of work was forced to reduce their car park for a new development (for "eco" reasons) which has resulted in people parking off-site instead, putting pressure on local residential parking as well as traffic congestion while employees circle the area looking for a parking spot.	5/18/2016 8:37 PM
37	I have owned a shop in Newport for 18 years currently IW Traders a cooperative of small local businesses who cannot afford their own shop in Newport or who are testing the water in retail. No leaseholder can afford to currently lease our shop due to downturn in trade over the years in Newport. In my shop we lost all of our leisurely browsers which often turned into spenders overnight, immediately following the introduction of excessively expensive on street parking meters and car parks and the fear instilled by parking attendants and big parking fines. This has killed Newport's town centre shopping experience and driven out many small Independent retailers to other coastal towns ie Ryde and Cowes where they rely on day trippers from the mainland who can afford expensive parking. Locals from Newport and other Island towns no longer browse leisurely in Newport. They either boycott Newport town centre completely preferring to shop out of town where parking is free or park in Morrisons or Marks and rush around the town in their two hour free time slot. Or they park free in the few half hour or hour slots and again rush not providing a leisurely browsing experience. Since I moved out of Newport town to the outskirts I now do the same! I was asked by a counsellor advising Newport Business Association approx. 13 years ago to prepare a document comparing the pricing structure of car parks around similar tourist based locations around the UK. The Island came out the most expensive then as it does now. We were then and still are now more comparable in our pricing to large towns or cities as are our bus fares of which the mainland bus drivers are embarrassed to charge. This is not reflective of the IOW economy and this is why the car parks are not fully utilised. People will not and cannot afford to pay the high prices. I completely agree with pay on exit car parks as are often utilised on the mainland (which were dismissed 13 years ago due to council short sightedness in installation expenses) to ease the pressure of fearing a hefty fine and encourage browsers once more but again people will only use them if they are much cheaper to park in and provide value for money and an affordable reasonable perception. That is why the car park usage has declined over the years. People are using out of town shops and car parks or resident streets more because they are free. Drill hall rd car park is permanently full of commuting business owners and employees because it is privately owned and cheaper than council car parks. That tells its own story. The council are supposed to provide a reasonably priced parking pricing structure that reflects local economy and supports local businesses and does not merely set out to provide huge revenue by not fulfilling these obligations. The latter is what the council are currently doing which has killed local trade. The only shops benefiting in Newport are those that prefer a quick turnaround like convenience stores or coffee shops or betting shops or supermarkets that have their own free parking. Pleasant gift shops for example that require browsing and give the town their individuality have all but disappeared over the years as they cannot survive.	5/18/2016 2:35 PM
38	As I have already said in previous comments, please, please, please do not out price the motorist. Doing this will kill off not only local businesses but tourism which is a life blood for the Island. If you have lived on the mainland you will appreciate that the Island really does not have an issue with parking or traffic congestion other than pockets of traffic caused by accidents and road works. Even in Newport, although there is some traffic build up right in the centre, caused by - in my opinion - poor phrasing of the traffic lights, traffic flows fairly freely. There is a lot of parking, with a good mix of free and relatively cheap parking. The same could be said of Ryde. Not so good in Cowes, particularly near the redjet terminal. Other than to generate additional income, I do not see the need to increase or create additional pay and display parking in the major towns. I also do not see the need for creating more resident parking zones. The only reason I can see for you doing this is to force motorists to pay over the odds for long stay parking in particular in order to get to work - its like paying for the privilege of not being a burden on the state. I completely understand that you need to constantly review parking provision but please do not increase costs just to fill the gaps left in budgets. If you provide cheap or free parking, people will spend longer in the commercial and tourists areas and have more disposable income to spend in shops and on services therefore bringing in revenue and prosperity to the island.	5/18/2016 12:23 PM
39	Car Parks and on street parking adjacent to beaches and other tourist sites, should be charged at a low rate to encourage visitors and residents to use the car parks rather than in adjoining residential streets - locations include Ryde Esplanade, Appley Park, Puckpool Park, Yaverland, Sandown Esplanade, Shanklin Esplanade and many others. We suggest 1st hour free, next hour £1, up to 4 hours £2, all day £4. This will encourage patronage of the local businesses. All controlled parking should only start at 10am and in tourist areas, start from 1st April. In towns, on street parking should have 1st hour free (but still need to get a parking ticket) then £1 for next hour, max stay 2 hours. This free period encourages quick visits to one shop, thus helping small businesses located in town centres. This should be applied consistently across the Island - for example, at the moment in Newport High Street payment has to be made from the start of parking, whereas Ryde Union Street is entirely free.	5/17/2016 1:27 PM
40	Please will you pay more attention to illegal parking such as parking on pavements and on double yellow lines etc. This enforcement should also be applied to disabled Blue Badge holders. We all moan about double yellows, but have to (mostly) concede that there is usually a valid reason for them, eg. narrow roads, busy sections of highway or difficult junctions etc., which give rise to safety concerns. I'm fit and able, and if it's unsafe or unreasonable and unlawful for me to park somewhere then the rule must surely apply to those less nimble than me too. There is excellent provision of disabled bays these days and no excuse for this "blind eye" approach to enforcement.	5/17/2016 10:04 AM

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41	I'm not happy that this strategy has been properly conceived. I don't think that parking can or should be looked at in isolation, it should be part of a broader review of highways and traffic management. In times when cost is so important to us all, the strategy should have been geared towards reducing the cost of bureaucracy and finding out what residents actually want; that has not apparently been a fundamental driver for this strategy. Dispensing with all but the barest minimum bureaucracy required by law is in all our interests - and yet that option is conspicuous by its absence from this strategy. The council has a duty to consider how it can cut the costs of delivering Parking Services, so what would that option look like? What would the cost differences be to the community? Why are residents not being given the opportunity to do away with a bureaucracy that we don't want to pay for? In any strategy there are a range of options available. This one does not give enough information about the options available, the pros and cons and the likely costs. Asking people to say whether they agree or not with the proposals is not appropriate because you have not set out enough detail or considered enough options.	5/17/2016 8:44 AM
42	Non-resident parking outside domestic properties, causes much aggravation.	5/15/2016 6:12 PM
43	Make it easier to pay. Reduce the price of permits for residents.	5/15/2016 3:11 PM
44	A joined-up approach to parking across the island can only be a positive way forward. I hope it is implemented within a short space of time.	5/15/2016 1:01 PM
45	Can some Oyster card (pay as you go) type technology be developed, so people could put in a card when they enter, and when they leave? Pay by phone is a really bad idea, because of lack of coverage in places, time taken etc.	5/15/2016 12:04 PM
46	Regarding residents' on-street parking permits, although desirable, should take into consideration the shift of volume from those who may wish to park all day (e.g: commuters) to other streets, which appears to have happened when the Strand in Ryde became mostly residents' parking, shifting excess volume to Westhill and Easthill roads.	5/15/2016 10:23 AM
47	Parking on the Island is expensive & inconvenient. Car parks which were free are now not & businesses & peoples lives have been negatively affected. Hiking prices to ridiculous levels have made people avoid paying for parking at all. Places like Cowes & Yarmouth have woeful parking spaces available. Cowes has got to be the worst in the Island. Too many resident permits make free parking impossible even far away from the town. Park Road car park is ridiculously expensive & mostly empty when in the past it was almost impossible to get a space in the day. Island wide permits are hideously expensive. We are not a big city. When are you going to realise that what uve done is affecting us residents & hurting tourism greatly. We have to have cars here as our bus service is appalling & inefficient. But where we want to go & where we want to park is made so hard because its too expensive to be able to leave our cars anywhere :(Please stop making our cars here a money making exercise & make sure that whatever you do will draw people in to paying for parking instead of repelling us instead.	5/14/2016 11:48 PM
48	The solution has to be consultation with Parish Councils to determine which system best suits their particular area: the fact that buses have to pay after the 6 p.m. close for cars is surely not correct or conducive to tourism in general	5/14/2016 4:53 PM
49	The surface condition of most IoW Council Car Parks needs urgent improvement !	5/14/2016 4:09 PM
50	I would find it useful if you could introduce oyster style cards for parking which could be preloaded. This would help in areas where Internet on phone isn't great. Parking is so expensive now I tend not to have enough coins on me.	5/14/2016 3:40 PM
51	Consideration should be given to offering annual and seasonal residents permits for weekend and bank holiday parking only or week day parking only permits as well as annual all week permits	5/14/2016 1:59 PM
52	We no longer visit the Isle of Wight due to parking charges. It is cheaper for us to go to France for the day and park for free than to visit the Isle of Wight. We pay £25 for the ferry to France and get six bottles of wine free in the regular deals they offer, so essentially the ferry is free of charge once wine is taken into consideration. Parking is free in most places we go to in France.	5/14/2016 1:20 PM
53	Number plate recognition implies that the number of enforcement officers will be reduced. How will you deal with non UK cars or hired cars or even a bag over the number plate. I say again there must be a free period Over payment must earn more time Pay by Cash, Phone, Card, iPay, Paypal, and contact less.	5/14/2016 12:08 PM
54	The parking enforcement officers actually need to be doing their jobs and not simply walking past vehicles that are not parked legally, for example Blue Badge holders causing an obstruction or parking within 3 metres of a junction, when parking on Double Yellow lines.	5/13/2016 1:26 PM
55	Schools have an impact on residents parking which needs to be considered. There's campaign for schools to encourage children to walk to school yet many parents block the roads around the schools. If you allocate a car-park within a reasonable walking distance for a school and make it residents only parking you'll have a win win.	5/13/2016 10:11 AM
56	Year round charging should be removed from Ryde Esplanade to ensure a consistent island wide policy. Ryde Esplanade is the only one with year round charges (see p23 of the consultation document). Also consideration should be given to reducing the period in which seasonal charges apply. For example Spring Bank Holiday (end of May) to 1st September would be a much better reflection on actual demand.	5/12/2016 8:44 PM

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57	In my view, excessive charging or excessive restriction of parking on the Island is counter-productive and, apart from the income from PCN's, council revenue from parking may, in fact, be better served by making it free, or significantly cheaper to park. All too often, charged parking zones or off-street car parks are underused whilst on-street spaces are full and access is congested.	5/12/2016 12:43 PM
58	Currently many of the Island's CPZs have "trick" spaces. In a continual run of spaces which allow 2 hours parking for non permit holders there will be a couple of permit holder only spaces. These are often in areas where there is no pressing reason for this and it is very easy to inadvertently park in a space having read a nearby sign, or indeed signs either side of the spaces. These appear to just be an opportunity to generate penalty notice revenue. These spaces should be brought in line with the typical restrictions for the street unless there is a strong need for them, in which case they should be very clearly signed so users are clear they are different from the majority of spaces. The parking strategy appears to be low on creativity. A number of car parks have wasted space which could be used for development with no loss of parking capacity. Revenue generated from this could fund works to expand town fringe car parks, facilitating closure of small town centre car parks which contribute to circulating traffic in our town centres which should principally be the domain of pedestrians and cyclists. Where possible the parking strategy should seek to move parking capacity to receptor sites on the fringe of the town centres, providing walkable access to facilities but without the need to drive right into town (and often around town seeking out a space or looking for the closest car park). On street parking should not be a priority above creating walkable, cycleable and public transport accessible town centres. Universal car access can never be accommodated (the land take would be enormous), and allowing further erosion of walking, cycling and public transport facilities will only drive parking demand up, as users switch mode. The inverse is also true. Good alternatives can help hold parking demand down. A key example is in the centre of Cowes, just after the red jet. Highway width has been given over to the provision of two and a half parking spaces for short term use, creating extra traffic, parking manoeuvres etc., in this stretch and leaving an appalling narrow footway on a key section of retail frontage, between two pedestrian areas and on a main walking route to the ferry. This strategy could reverse this trend and encourage creation of new parking off-street to replace on street parking in areas where highway width is needed for walking and cycling facilities.	5/11/2016 10:50 PM
59	Get someone who knows how to do a survey properly. This is not it.	5/11/2016 7:59 PM
60	Reasonable. Parking costs for residents are essential for local business to survive	5/11/2016 6:43 PM
61	Vital that shoppers are encouraged to return to town centres before they completely disappear. It is very short sighted to discourage people from visiting towns which in turn causes businesses to close and therefore business rates are lost.	5/11/2016 3:52 PM
62	I strongly disagree with any plans to sell off car parking either for development or private enterprise	5/11/2016 3:01 PM
63	Please bring back the railway to Ventnor, Newport and Cowes - if you bring these back I wouldn't need to drive and find parking spaces, also opens up the island for those who can't drive or like me, dislike buses as they get caught up in the same traffic.	5/11/2016 1:09 PM
64	Further to my previous comment you really need to introduce a modern online method of paying for long term permits.	5/11/2016 10:58 AM
65	It would be useful for island residents to be able to buy permits for one particular carpark. For example if you work in a particular area you could buy a permit for the long stay car park near your work place? This would save people using residential parking due to it not being cost effective to purchase an island wide long stay permit.	5/11/2016 10:40 AM
66	Disabled spaces need to be where people need them, such as in the main high street areas not down side streets away from the main shopping areas and more of them. Also they need to be situated on level ground not on cambers which makes getting in and out of cars impossible.	5/11/2016 7:46 AM
67	Where the only car parking is next to a Health centre the parking should be free for residents. At Moa Place you have to put in 2 hours parking fee to ensure you do not overstay as the surgery is often running very late.	5/11/2016 7:20 AM
68	Parking in Belvedere Street and surrounding areas in Ryde should be residents only, with permits issued. People park there and walk into town and residents cannot park outside their own house	5/11/2016 6:39 AM
69	Streets within Sandown should be reviewed - narrow streets which allow parking on both sides make it extremely difficult at times to pass through. Perhaps look at double yellow lines further to reduce this problem.	5/11/2016 6:23 AM
70	A sensible approach is required, a one size fits all approach would be disastrous. The council must consult the Town Councils and business groups before any changes are made in each individual area. This issue is too sensitive for the council to do the usual wade in with their size ten boots and tell everyone this is how it will be, like or lump it. Provision or continuation of free half hour parking in town centers is or will be a tremendous boost to businesses. It must also be remembered, the Isle of Wight is not just Newport, there are an awful lot of businesses away from Newport that need to be listened to!	5/10/2016 11:42 PM
71	I dont have a car but I do have an opinion	5/10/2016 9:27 PM

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72	Where are areas on the island where very limited parking is available for residents, often residents from nearby roads have to park on A Roads, making parking difficult. More support should be made for residents wishing to have kerbs lowered for off road parking, without the need to drive in and drive out front first.	5/10/2016 9:24 PM
73	Further enforcement officers need to patrol the island. Traffic flow and congestion are getting worse due to poor parking of cars. These can be used to fund road crossings for schools ie. School patrol morning 4 hours of peak town traffic afternoon school patrol. The tickets issued during the day will cover the cost of the crossings for the safety of children getting to school and also add to council income and reduce unemployment numbers	5/10/2016 8:23 PM
74	You should keep the prices low, at present the car parks are empty because the prices are too high, make them cheap and people will use them and the IWC will make revenue. I parked in Sherbourne, Dorset £3 for the whole day.	5/10/2016 8:22 PM
75	Could there be a dedicated motorcycle bay on each road to prevent a row of bikes taking up several parking spaces on residential roads? It would be great if the parking areas on residential roads went further towards the end of the roads, rather than stopping several car lengths in and then having an expanse of double yellow lines. Obviously safety remains the priority. Please consider how best to manage the commuter parking in Cowes on non-permit roads in close proximity to the Red Jet. It makes parking very difficult for residents.	5/10/2016 8:21 PM
76	Parking shops be made more affordable. We should NOT have to pay to park at our local beaches. One hour free parking should be made available in town centres. Parking permits should be made more available and at an affordable cost.	5/10/2016 8:15 PM
77	Would like cars to be removed in winter in Ventnor hard to park when u r in hurry roused times at all times	5/10/2016 8:09 PM

Q15 Please leave your comments below if you believe that any of the proposed recommendations may impact on you, due to any protected group(s) you are in, and how they will specifically affect you.

Answered: 20 Skipped: 177

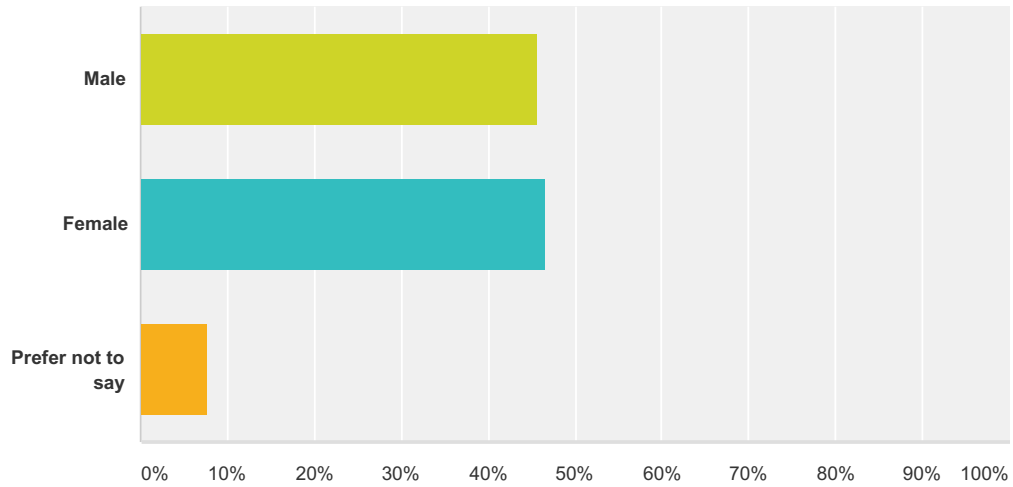
#	Responses	Date
1	I do not park on the road, but since the introduction of parking charges in Totland many people are parking outside my house. I do not object to this as when we have visitors they park there, but it does cause congestion at times. The car park is empty whereas before the introduction of fees, many of these cars parked there. I shop often in Freshwater and would like the on street free parking increased to an hour as half an hour is not always enough.	7/5/2016 10:06 AM
2	I don't drive so this is not an issue personally. However as a councillor I find it is one area of public life which can animate the extraordinary passions among the most sensible people. That is why there needs to be a mechanism for regular local public consultation.	6/27/2016 5:43 PM
3	As previously mentioned the size of parking bays if you are transporting a child. This applies to parents/grandparents. Not sure whether this is part of the equality Act. You can be putting the child at risk if you cannot open doors wide enough.	6/18/2016 6:32 PM
4	NA	6/13/2016 12:11 PM
5	parking nearer the town	6/11/2016 10:31 AM
6	I am disabled with a spinal cord injury which prevents me from sitting upright. Therefore my reclined wheelchair can not access shops due to it's size it is therefore imperative that I have suitable flat town centre access near to drop curbs and on flat not an incline	5/28/2016 11:59 AM
7	Parking in East coves streets is severely impacted by the fact that no provision is made for commuters to the mainland. Resident parking permits and long stay parking is needed to control this	5/27/2016 11:44 PM
8	I live in thetis road coves and the parking is really bad all year i cant even more my car coves week as i will never find a parking space again why dont you give us a free permit to use in the car park for that week?	5/25/2016 4:28 PM
9	I consider myself as DISABLED as I have had mobility issues due to severe pain for many years getting worse as I age (50s) I do not feel I am listened to regarding my needs regarding parking / mobility (buses are too difficult, standing queuing etc adds to pain) and consequently i may have to give up a much loved job/business, and financial independence, just because I can not park a vehicle. (I will not buy a car until I am sure I can park, within easy distance) which is very sad as I will loose my livelihood and possibly have to claim benefits to live :/	5/22/2016 2:21 PM
10	The list of protected characteristics is legally incomplete for a starter!!! In my view as an elderly dog walker I remain incensed at the behaviour of the Council in implementing a deliberately aggressive parking policy in Appley and Puckpool car parks that harms local businesses, recreational benefit, social gathering - and has been implemented deliberately aggressively to counter our democratic expression. I assert that as a group (regular users of both car park) the Council in having 8am - 8pm parking all year round is actively engaged in discrimination.	5/21/2016 4:00 PM
11	It could be perceived that anyone in the working age group could be unfairly discriminated against if you do not provide some free or very cheap parking in order for them to get to work. I personally would have to consider relocating back to the mainland if I had to add an additional £8 + per day to the cost of my already expensive commute.	5/18/2016 12:27 PM
12	Everything affects me personally. But I doubt that you will listen to anything anyone says & you will go ahead with what you intended to do anyway - like usual. Just look at the floating bridge for example..... Please prove me wrong. Put prices down instead of playing about with everything. Simple. Prices down - paying customers up. You get more money & we can park for as long as we want without being fleeced. Win win.	5/14/2016 11:52 PM
13	We no longer visit the Isle of Wight due to parking charges. It is cheaper for us to go to France for the day and park for free than to visit the Isle of Wight. We pay £25 for the ferry to France and get six bottles of wine free in the regular deals they offer, so essentially the ferry is free of charge once wine is taken into consideration. Parking is free in most places we go to in France.	5/14/2016 1:20 PM
14	N/A	5/13/2016 10:15 AM

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15	The failure of the strategy to address inadequate pavements created by provision of on street parking (as previously noted Cowes provides and example) negatively impacts disabled users, leaving inadequate width for wheelchairs for example.	5/11/2016 10:52 PM
16	using modern technology as payment method does discriminate against the elderly	5/11/2016 3:03 PM
17	Although I do not currently qualify for a blue badge at this time , I often have difficulty getting out of my small car in standard car parks due to not being able to open the door wide enough to get out without significant pain .	5/11/2016 10:27 AM
18	As a disabled driver any reduction in safe available parking spaces will have a negative impact on my wellbeing and access to services.	5/11/2016 7:48 AM
19	I am disabled and use a blue badge. Continuing to provide disabled spaces close to the town centres is essential to my being able to access local shops and the community as a whole. Without these, I would not be able to use local amenities as I need wider spaces to be able to exit my car.	5/11/2016 6:25 AM
20	It is going to be Procter groups who r disband in the household like e who r walking disband need spaces access to have special pet nets like heights part of membership not need to pay remove all cars near and coaches near shankiln theatre when shows r on put tow trucks on side by like carval did epscailly a red car was parked at sat limited carval Ventnor especially a Geiger jet kind Larry and tailed hard yo go on parvemtn to go atound it very dangers	5/10/2016 8:14 PM

Q16 Please tell us your gender.

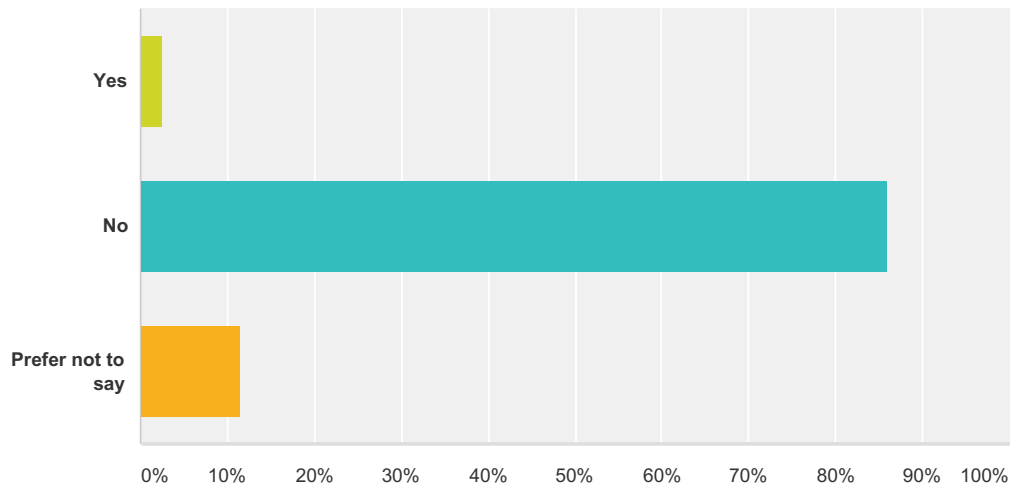
Answered: 129 Skipped: 68



Answer Choices	Responses	Count
Male	45.74%	59
Female	46.51%	60
Prefer not to say	7.75%	10
Total		129

Q17 Are you currently pregnant or have recently given birth?

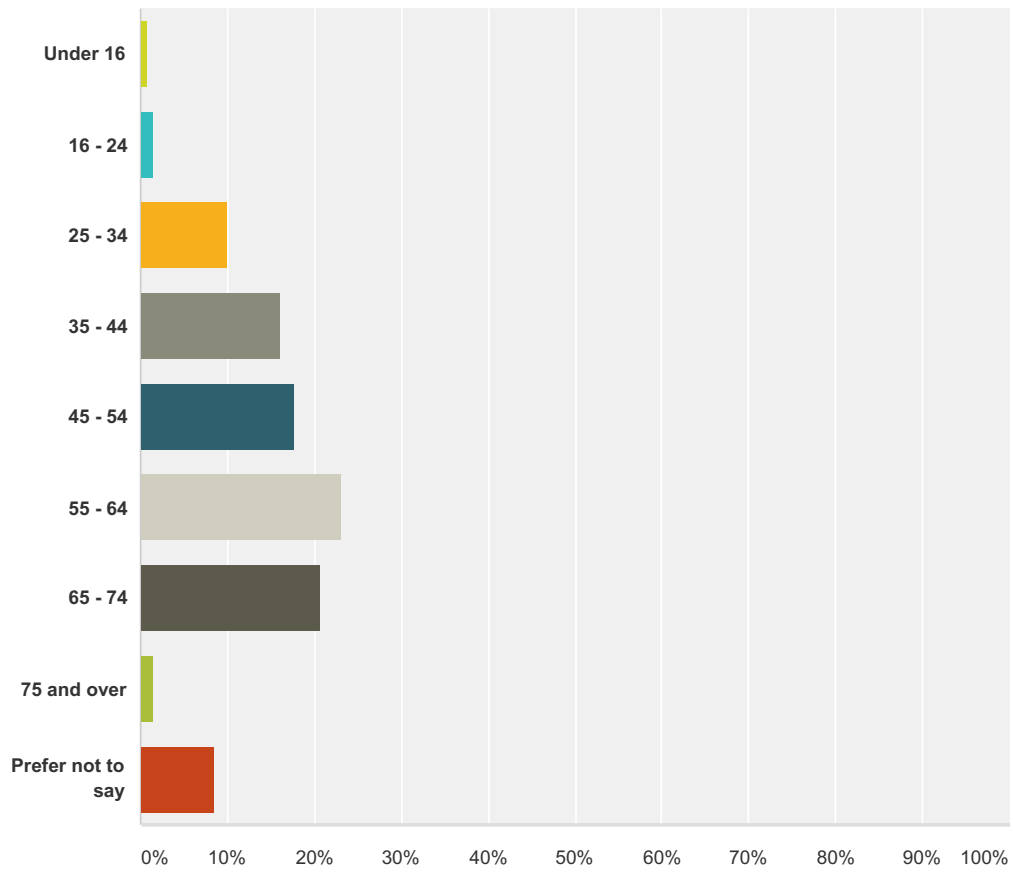
Answered: 122 Skipped: 75



Answer Choices	Responses
Yes	2.46% 3
No	86.07% 105
Prefer not to say	11.48% 14
Total	122

Q18 Which of these age groups do you belong to?

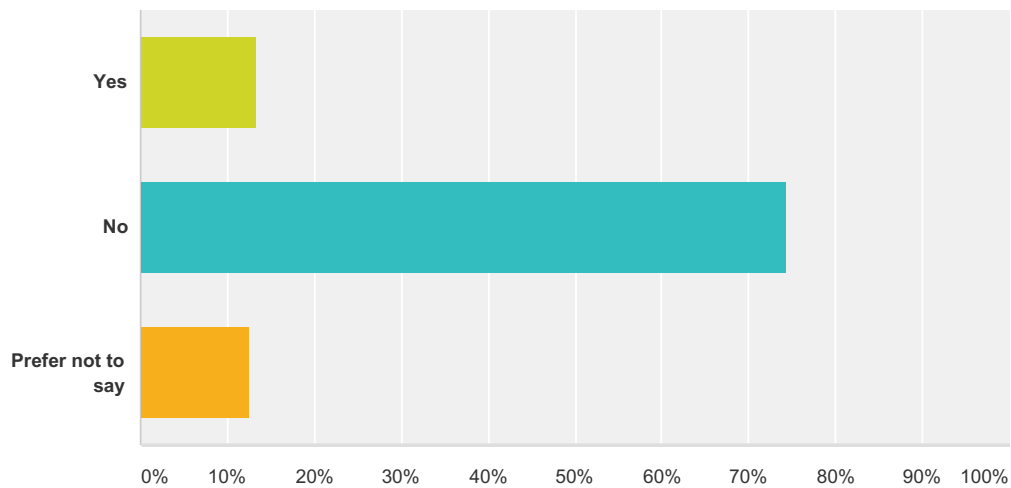
Answered: 130 Skipped: 67



Answer Choices	Responses	
Under 16	0.77%	1
16 - 24	1.54%	2
25 - 34	10.00%	13
35 - 44	16.15%	21
45 - 54	17.69%	23
55 - 64	23.08%	30
65 - 74	20.77%	27
75 and over	1.54%	2
Prefer not to say	8.46%	11
Total		130

Q19 Please tell us if you consider yourself to have a disability, or a long-term illness, physical or mental health conditions. (The Disability Discrimination Act 1995 and the Equality Act 2010 define a person as disabled if they have a physical or mental impairment, which has a substantial and long term effect (i.e. has lasted or is expected to last at least 12 months) and has an adverse effect on the person’s ability to carry out normal day-to-day activities).

Answered: 128 Skipped: 69



Answer Choices	Responses	Count
Yes	13.28%	17
No	74.22%	95
Prefer not to say	12.50%	16
Total		128