

Town Hall,
Parliament Square,
Ramsey,
Isle of Man.

www.ramsey.gov.im

29th April, 2021.

Sir/Madam,

A Special Meeting of the Ramsey Town Commissioners has been called for **6:30p.m.** on Friday 30th April 2021, in the Boardroom of the Town Hall, Ramsey.

BUSINESS:

- 1. Apologies for Absence:**
- 2. Works and Development**

Town Clerk's Report - Meeting with Minister for Infrastructure to discuss proposed Ramsey Quayside works

- 3. Any other Business:**
(by permission of Chairman - any will be advised)

A handwritten signature in blue ink, appearing to read 'H. Politey', with a horizontal line underneath.

Town Clerk & Chief Executive.

**RAMSEY TOWN COMMISSIONERS
TOWN CLERK'S REPORT
RAMSEY QUAYSIDE
30 APRIL 2021 – PUBLIC**

Mr. Chairman and Members,

A special meeting has been arranged with the Minister for Infrastructure for 6:30pm on Tuesday 4th May 2021, to discuss the Ramsey Quayside project which is intended to address improvements to the highway, flood protection and environment improvements. A pre-meeting has been called for 6:30pm on Friday 30th April to confirm the Commission's stance.

The scheme is reported as addressing the structural failure of the highway, providing flood protection and enhancing the area around the quay is identified in the Isle of Man Budget 2021/22 at an overall cost of £1,515,000 with expenditure being undertaken in the 2021/22 financial year. In the absence of a planning application, it is clear that this targeted expenditure will not be met, and the Town will remain at risk of flooding.

Copies of the Town Clerk's Reports from January and March this year are appended as background.

In December 2019 the Commission resolved that the Department of Infrastructure be advised that the Commission: -

- ***Is unable to support the overall design proposals as presented due to concerns regarding the potential loss of parking;***
- ***supported the proposed seating/recreation area, and flood wall treatments***
- ***suggest installation of one-way return valves to drainage***
- ***wish to maintain the working harbour***
- ***wish the Department to present a scheme to the public and the Commission at the same time***

Although not able to support the overall scheme as presented, members recognised and welcomed the wish to "tidy" the quayside area.

From subsequent discussions the following matters have been identified for consideration:-

- 1. how the loss of parking is to be addressed, the proposed road surfacing both for the highway and the tabletop,**
- 2. ongoing maintenance and monitoring of the glass-wall.**
- 3. communication with the Fishermen as it has been suggested that there is opposition to the scheme from local boat owners/operators.**

In advance of the meeting the Town Clerk requested a copy of the draft planning submission which includes the proposed Planning Statement of Case which is attached.

**RAMSEY TOWN COMMISSIONERS - TOWN CLERK'S REPORT
RAMSEY QUAYSIDE - 30 APRIL 2021 – PUBLIC continued**

There are three factors which appear to remain contentious and the following summarises the position as understood by the Town Clerk:-

Parking

The Commission has said that it is unable to support the overall design proposals as presented due to concerns regarding the potential loss of parking, the scheme as drawn shows a reduction in on street free parking provision. On street parking on the Quayside was increase by the introduction of chevron parking between

Christian Street and East Street junctions to compensate for the reduction of on-street parking in Parliament Street during the construction phase of the regeneration works to Parliament Street, this arrangement was understood to be temporary and the department had given an undertaken to the Commission to revert to parallel parking as the chevron parking was considered by the Commission to be dangerous. The introduction of chevron parking provided approximately 32 additional spaces. The regeneration works resulted in a reduction of Parliament Street parking as noted in the following table:-

Regen Phase	Parking before	Parking after	Lost spaces	Notes
2	25	17	8	Compensated by provision of 69 new off-street car park spaces at Albert Road School Site in association with MER proposals.
2B	4	2	2	Compensated by increase of quayside parking through introduction of chevrons.
4	11	8	3	Compensated by increase of quayside parking through introduction of chevrons.
Market Place	83	69	14	
			27	

The Ramsey Quayside proposal provides for parallel parking to be reintroduced between West Street and East Street. The DoI maintain that a highways risk assessment concludes that parking spaces must alight to a pavement area and this is a feature of the parking provided throughout the scheme. This replaces the present position where all of the parking adjacent to the harbour is separated from pedestrian areas by the posts and chains in place.

This also means that even though parallel parking has been introduced it is not possible to accommodate parking on both sides of the road; this has resulted in a loss of parking provision with the number of spaces reducing from the present approx. 112 to approx 58 spaces within the new design.

**RAMSEY TOWN COMMISSIONERS - TOWN CLERK'S REPORT
RAMSEY QUAYSIDE - 30 APRIL 2021 – PUBLIC continued**

It may be relevant to note that the Commission was not in favour of chevron parking in the first instance, it has consistently said that it should be removed and was only accepted as a temporary measure to increase parking provision particularly during the construction phases of the regeneration schemes. The reversion to parallel parking, and therefore a reduction of parking to approximately 80 spaces on the quayside was always expected to take place. On this basis the number of spaces lost to the proposed scheme, excluding to the removal of chevron parking, is 22 spaces.

Following discussion at the January meeting the Town Clerk received notification from the Department of Infrastructure that it has no funding to provide any replacement parking provision to compensate for any loss of parking on the Quayside because of the Departments proposed scheme. The Director of Highways advised that the Department will not proceed with the scheme without the support of Ramsey Town Commissioners, and that the Department would have to wait to see if funding can be found.

The Town Clerk subsequently met with the Director of Highways where a suggested was put that Ramsey Town Commissioners acquire the remainder of the Albert Road School Site for off-street parking. Correspondence from the Director of Highways subsequently presented the Commission with an option that Government was prepared to acquire the Albert Road site for parking, but only if Ramsey Town Commissioners is willing to enter into a 10 year lease of the site. This would be at a commercial rate.

In 2019 the Department of Enterprise commissioned a study and report on car parking in Ramsey and Douglas undertaken by a summer student studying economics and politics. The study was commenced in July and presented in September 2019. The study is useful as it presents data relevant to parking in the town in a summer period pre Covid-19, the data there discounts any suggestion that parking is less used due to Covid restrictions or community concerns. The study results are referenced in the draft planning statement by the Department which states:-

Two hour disc parking is currently permitted at various locations on the Quay. The current arrangement of echelon parking is seen as unsafe and Ramsey Town Commissioners requested for these spaces to be removed from the quayside.

Upon implementation of the scheme, fifty four parking spaces will be removed from West Quay. A recent study showed that the parking spaces along the quayside are on average at only 65% of full capacity.

Data sets from the study are appended, the study references 964 on and off-street town centre parking spaces including 110 on Mooragh Promenade, and supports the view that car parking capacity in Ramsey is on average only utilised by approx. 68%, meaning on average that approximately 300 spaces are available during the week. In relation to West Quay the highest occupancy recorded in the study was 86% with average occupancy Monday to Saturday approx. 57%.

**RAMSEY TOWN COMMISSIONERS - TOWN CLERK'S REPORT
RAMSEY QUAYSIDE - 30 APRIL 2021 – PUBLIC continued**

The data presented would suggest that, subject to adequate management, the Town has sufficient available parking capacity to be able to accommodate the loss of spaces associated with the proposed Quayside scheme.

In terms of parking the Commission should decide

- whether it is satisfied that the loss of parking will not have a detrimental impact on the town centre.
- Whether it wishes to consider acquiring land at Albert Road by purchase or commercial lease to provide additional parking.
- Whether it would support the planning application for the scheme with the reduced parking.

Surface Materials

The Commission has from experience found that the granite material used in the regeneration areas is subject to staining particularly during periods of dry weather.

The propensity of these materials to stain is recognised in the Commissions Policy on Street Cleaning which states: -

7.3 Areas of the town centre which have been the subject of regeneration works where natural granite has been used as finish to roads and footpaths have been found to be susceptible to staining particularly where soft drinks, food have been spilt, and as a result of dogs urinating. The staining is more prevalent particularly during dry spells; in many instances a short period of rainfall will disperse stains.

7.4 The Commission will regularly monitor the condition of streets; in particular those located within the Town Centre regeneration area, and undertake additional deep cleaning where staining is apparent especially during periods of prolonged dry weather.

7.5 The Commission will continue to monitor new initiatives and treatment systems to reduce staining and trial such with a view to implementing these subject to performance and budgetary considerations.

Cleaning guidelines for granite (source www.hardscape.co.uk) state:-

Initial Maintenance

Materials are available for sealing the surface of the paving. These can be either impregnators or sealants to help with stain removal and provide some benefit in stabilising the sand in the joints in the short and longer term. If a surface sealant is used on paving, it must be applied in strict accordance with the manufacturers instructions, Sealants may affect the colour of the pavement and its slip/skid resistance and may require ongoing maintenance during the life of the paving. It is important that the surface of the paving is dry and clean before any sealant is applied. Should any paving become loose or start to rock, the reason for the damage should be ascertained and then appropriate measures taken to avoid any ongoing problems.

Where new services are to be installed or access is required to existing services under the paved area, the paving should be lifted carefully, cleaned and stockpiled for later use.

Cleaning of Paving

General Dirt and Detritus

To remove general dirt and detritus a cyclic maintenance regime is required. If detritus dulls the colour of the paving, it can be re-established by pressure washing or scrubbing with proprietary solutions following the manufacturers guidelines. This can be carried out by hand or by using industrial cleaning equipment. Ensure all soap has been thoroughly washed from the surface on completion of the cleaning.

Moss, Lichen and Algae

Moss, lichen and algae may grow on paving in areas which are heavily shaded or under trees or are not laid to an adequate fall, leading either to slow running off or ponding of surface water. If such growths do occur, the areas should be treated with an appropriate proprietary weed killer, used in accordance with the manufacturer's instructions. Such products are most effective when applied during a spell of dry weather.

Rust Stains

If rust stains occur on the paving, the first requirement is to eliminate the source of the staining. To remove rust stains, the surface should be wetted and the affected area treated with a prop solution. After cleaning, the paving should be well washed down to remove all traces of the acid.

Oil Stains

Oil does not penetrate readily into the body of granite paving, but if oil is spilt on the paving the spillage should be removed promptly with an absorbent material. After soaking up the majority of small spills, prompt washing with a prop solution should remove the stain.

Steam cleaning can be used on paving to remove more extensive or stubborn stains, but if this is unsuccessful, an emulsifying degreasing agent should be employed. Brush the cleaner onto the affected area and then wash the emulsified oil away with plenty of water. Neither hot water, steam cleaning nor emulsifying agents will affect the colour of the paving.

Bitumen Stains

Bitumen does not penetrate readily into granite. The best method of removal is to leave the bitumen until it has cooled and remove it with a paint scraper or similar mechanical device, If it is particularly resistant, the use of ice to make the bitumen even more brittle may be required prior to scraping it from the paving. Any residue should be removed with an abrasive powder and finally the whole area rinsed with clean water. Certain proprietary cleaning agents are available to remove bitumen, but these should be tested on an inconspicuous area of paving first.

Other surface materials such as concrete and tarmac will also be subject to staining, weeds etc to a greater or lesser extent, in any event whatever surface is chosen the Commission will be responsible for cleaning of the public footpaths and highway.

The Department has been in touch with manufacturers manufacturers about the finish on the paving and have provided the following options which create more colour within the paving... both links show the same material.

**RAMSEY TOWN COMMISSIONERS - TOWN CLERK'S REPORT
RAMSEY QUAYSIDE - 30 APRIL 2021 – PUBLIC continued**

<https://hardscape.co.uk/select/materials/magma/>

<https://www.flickr.com/photos/14778857@N08/sets/72157675062292762/with/31024429965/>

From an aesthetic view there is clearly a wish within the Department to link the works into existing areas of the town which have already been completed under the regeneration works. The visual impact of changes in style/materials may be a matter considered when planning consent is sought.

The Commission may wish to consider what materials/finishes it would find acceptable, or whether it is prepared to accept the additional ongoing cleansing and maintenance of material already used extensively in the regeneration areas.

Ongoing maintenance and monitoring of the glass-wall.

The Commission has said that it supported the proposed seating/recreation area, and flood wall treatments concerns related to the maintenance and cleaning of the proposed glass wall.

DoI have advised that they have been in contact with the following .

<https://floodcontrolinternational.com/case-studies/wells-next-sea/>

https://www.youtube.com/watch?v=kTFBTMKe5kA&feature=emb_logo

https://www.youtube.com/watch?v=ujJHfabjD24&feature=emb_logo

DoI references a similar product used in Hull.

<https://www.bbc.co.uk/news/uk-england-humber-44799579>

<https://www.yorhub.com/projects/paull-tidal-wall/>

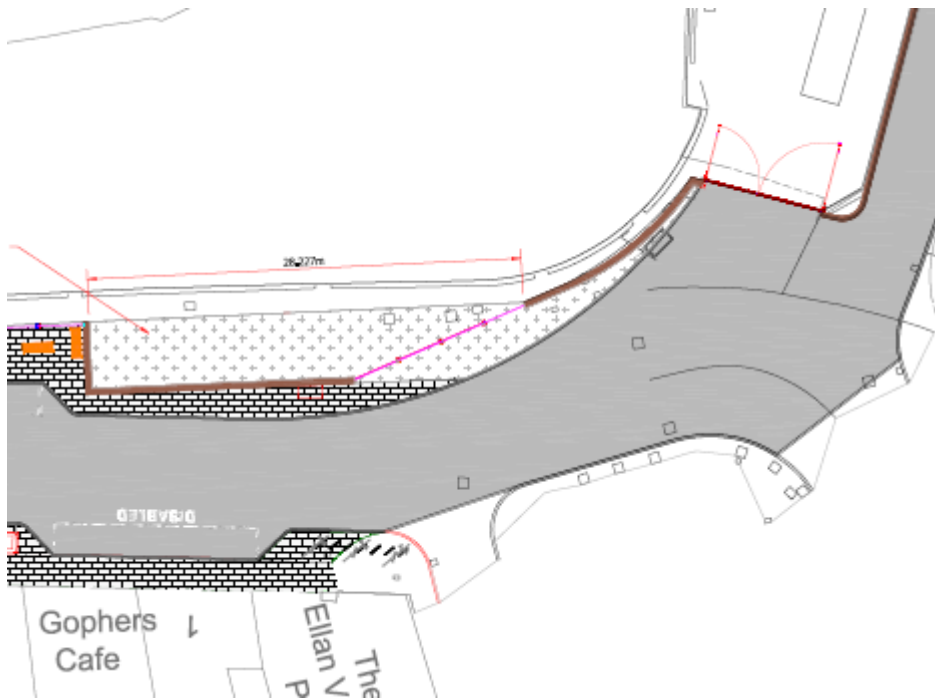
It is assumed that the glass wall forms part of the harbours Infrastructure and therefore maintenance and cleaning will be addressed by the Department.

The Commission may wish to seek confirmation that maintenance and cleaning will be undertaken to an acceptable standard by the Department's Harbours Division.

Communication with the Fishermen.

The Department has said that the scheme has been discussed with the fishermen representative. The initial landing area proposed in the earlier plans has been extended and a loading bay for lorries provided in response to concerns raised to the original design. The revised proposal is shown in the following plan extract.

**RAMSEY TOWN COMMISSIONERS - TOWN CLERK'S REPORT
RAMSEY QUAYSIDE - 30 APRIL 2021 – PUBLIC continued**



The Commission may wish to seek further confirmation that fishermen representatives have been consulted and that the works will not impact on the capacity of the harbour as a working port.

General

The plans proposed were placed on public display at the Town Hall during October 2020 and DoI officers attended to discuss proposals with interested parties.

<https://www.ramsey.gov.im/news/ramsey-quayside-proposals/>

The public were invited to submit views in writing or by email to the Commissioners enquiries – no comments were received. The display was highlighted in a media release and social media post. The Facebook post recorded a reach of 2753 people with 1136 engagements, 23 comments were posted and the post was shared 5 times. The matter was also posted on the Ramsey Community Pinboard and by Mr McGuinness on his Commissioners FB Page, comments submitted are appended. The overall response was limited and it could be argued did not result in widespread community support nor condemnation of the proposed scheme.

The Department has said that it would not submit the planning application for the scheme without the Commission's support. The Commission may wish to seek to negotiate the submission proceeding by agreement but without an indication of support so that the proposal can be tested through the planning process.

T P Whiteway
Town Clerk & Chief Executive

30 April 2021

		Occupancy																							
		Monday				Tuesday				Wednesday				Thursday				Friday				Saturday			
		#####		2:00 PM		10:00 AM		2:00 PM		11:00 AM		2:00 PM		11:00 AM		2:00 PM		11:00 AM		2:00 PM		11:00 AM		2:00 PM	
Car park	2019 Spaces	Number	Rate	Number	Rate	Number	Rate	Number	Rate (%)	Number	Rate	Number	Rate	Number	Rate (%)	Number	Rate (%)	Number	Rate (%)	Number	Rate (%)	Number	Rate (%)	Number	Rate (%)
Shoprite	206	137	67%	140	68%	145	70%	161	78%	148	72%	168	82%	165	80%	152	74%	187	91%	153	77%	146	71%	157	76%
Co-op	72	52	72%	62	86%	55	76%	58	81%	69	96%	60	83%	71	99%	62	86%	57	79%	47	65%	67	93%	72	100%
Albert road	69	64	93%	62	90%	65	94%	70	101%	74	107%	65	94%	72	104%	63	91%	66	96%	65	94%	45	65%	54	78%
IMER Station	44	44	100%	42	95%	41	93%	44	100%	40	91%	43	98%	45	102%	38	86%	43	98%	40	91%	40	91%	37	84%
St Pauls square	68	17	25%	21	31%	12	18%	27	40%	24	35%	14	21%	29	43%	22	32%	41	60%	28	41%	34	50%	37	54%
Market place	68	53	78%	45	66%	28	41%	32	47%	44	65%	39	57%	60	88%	32	47%	60	88%	45	66%	46	68%	55	81%
Ramsey Swimming pool	56	20	36%	17	30%	12	21%	19	34%	25	45%	19	34%	23	41%	19	34%	31	55%	30	54%	23	41%	27	48%
Street																									
West Quay	104	78	75%	56	54%	42	40%	74	71%	59	57%	68	65%	73	70%	63	61%	62	60%	89	86%	83	80%	72	69%
Parliament street	50	37	74%	34	68%	36	72%	43	86%	42	84%	38	76%	40	80%	36	72%	48	96%	39	78%	39	78%	48	96%
Mooragh Promenade	110	55	50%	58	53%	30	27%	52	47%	33	30%	52	47%	25	23%	47	43%	58	53%	38	35%	35	32%	32	29%
Alley off Parliament	8	5	63%	5	63%	5	63%	5	63%	7	88%	5	63%	5	63%	4	50%	7	88%	6	75%	7	88%	5	63%
Queens Promenade	98	75	77%	58	59%	51	52%	67	68%	55	56%	42	43%	59	60%	68	69%	54	55%	60	61%	42	43%	47	48%
Kings court	11	7	64%	9	82%	6	55%	10	91%	8	73%	10	91%	9	82%	9	82%	7	64%	7	64%	9	82%	8	73%
Total	964	644	67%	609	63%	528	55%	662	69%	628	65%	623	65%	676	70%	615	64%	721	75%	653	68%	616	64%	651	68%

This shows the average occupancy of all the sites reviewed at each period of time measured. The peak times discovered through this were 11am Thursday at 70% and 11am Friday at 75%. The lowest average occupancy rate occurred at 10am Tuesday at 55%.

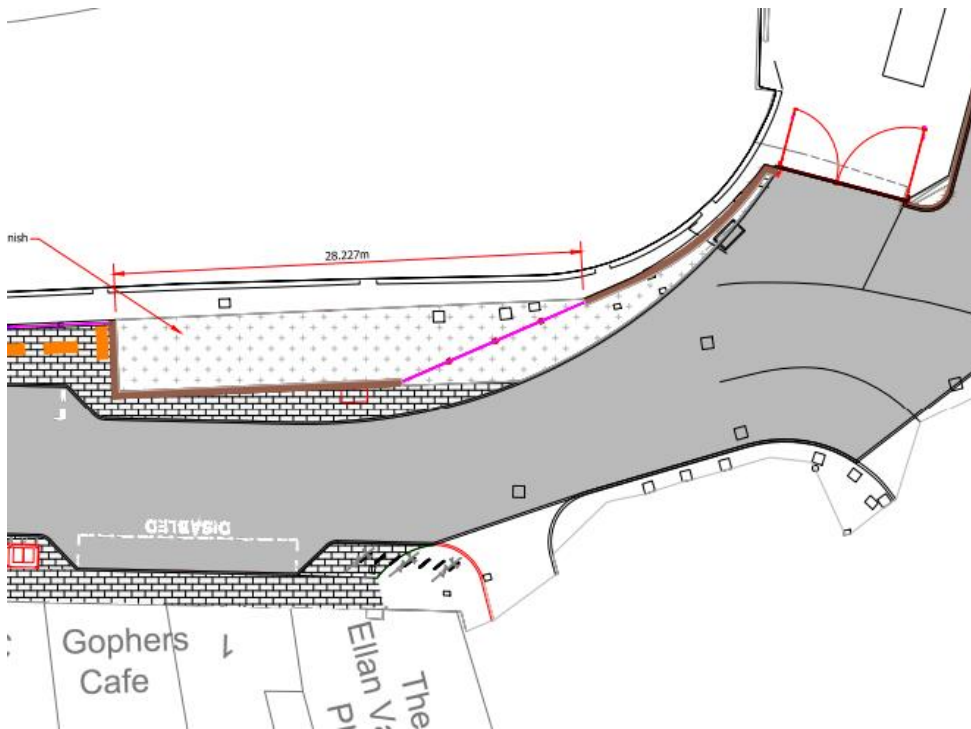
Rate				Disc zone restriction
Average morning rate	Average afternoon rate	Change in rate	Overall average rate	
75%	76%	1%	75%	2 Hours and 23 Hours
86%	84%	-3%	85%	
93%	92%	-2%	92%	None
96%	92%	-4%	94%	23 Hours
38%	37%	-5%	38%	Pay and Display
71%	61%	-15%	66%	
40%	39%	-2%	39%	23 Hours
64%	68%	6%	66%	2 Hours
81%	79%	-2%	80%	1 Hour
36%	42%	18%	39%	None
75%	63%	-17%	69%	
57%	58%	2%	58%	None
70%	80%	15%	75%	Residents
			67%	

**RAMSEY TOWN COMMISSIONERS
TOWN CLERK'S REPORT
RAMSEY QUAYSIDE
JANUARY 2021 – PUBLIC**

Mr. Chairman and Members,

Following meetings with the Hon. T. Baker, M.H.K., Minister for Infrastructure, and the Director of Highways, Department Officers have provided further information on the draft proposals for the Ramsey Quayside traffic and flood protection project. The information was circulated electronically to Members.

The Department reports that it has met the representative for fisherman and have agreed to an extended loading bay as shown on the attached plan: D-004, extract below:-



Further options on paving finishes have also been provided, with web links provided for viewing before physical samples are sought. The Department advises that it does create more colour within the paving and that both links show the same material.

- <https://hardscape.co.uk/select/materials/magma/>
- <https://www.flickr.com/photos/14778857@N08/sets/72157675062292762/with/31024429965/>

The Department has also provided reference data for the proposed glass walling, through the Company Flood Control International.

<https://floodcontrolinternational.com/case-studies/wells-next-sea/>

https://www.youtube.com/watch?v=kTFBTKKe5kA&feature=emb_logo

https://www.youtube.com/watch?v=ujJHfabjD24&feature=emb_logo

**Town Clerk's Report – Ramsey Quayside
January 2021 – Public**

Links are also provided to similar product used on a scheme in Hull, UK.

<https://www.bbc.co.uk/news/uk-england-humber-44799579>

<https://www.yorhub.com/projects/paull-tidal-wall/>

In regard the Wells-Next-The Sea the website states:-

In June 2012 Flood Control International and the Environment Agency (EA) completed the Wells Floodboard Replacement Scheme, with the installation of a new 1m high glass flood wall and sliding gate.

The existing 80m long flood defence comprised a low brick wall and an 18m long sliding barrier which were both topped with heavy timber floorboards which were installed in October and removed in April each year. The boards were very heavy, prone to rot and the 6-monthly lifting operation time consuming. When installed, the oak boards had a significant negative visual impact on the whole area.

Flood Control International worked closely with the Environment Agency's Technical Support Team to design a solution that would provide an effective flood defence to the area, whilst maintaining the view across the harbour permanently, protecting 500 properties. Norman Lamb, North Norfolk MP, said it was an "asset for the town. The new defences have transformed the quay and will be a real asset for the town," he said.

The solution utilised marine grade stainless steel supports and frames that were designed to sit over the existing post fixings, and toughened glass panels up to 4.2m long and 1m high, treated with a self-cleaning coating which requires minimal maintenance.

The Paull scheme provided a 1.1 metre high wall which raised the total tidal defence level to 6.8 metres above sea level. The glass wall is 520 metres long and this is the longest glass tidal defence structure in the UK. Paull is a community located on the north bank of the River Humber.

A datasheet for the system is appended for information.

Following circulation of the reference cases Mr. McGuinness took the trouble to contact both other councils who reported that they were improvements on the existing flood defences (wooden barriers, etc) but neither local authority was responsible for the ongoing maintenance or cleanliness.

Recommendation: for discussion.

T. P. Whiteway
Town Clerk and Chief Executive.

7th January, 2021.

**RAMSEY TOWN COMMISSIONERS
TOWN CLERK'S REPORT
RAMSEY QUAYSIDE
MARCH 2021 – PRIVATE**

Mr. Chairman and Members,

Following discussion at the January meeting the Town Clerk has received notification from the Department of Infrastructure that it has no funding to provide replacement parking provision to compensate for any loss of parking on the Quayside because of the Departments proposed scheme. The Director of Highways advises that the Department will not proceed with the scheme without the support of Ramsey Town Commissioners, and that the Department will have to wait to see if funding can be found.

The scheme which is reported as addressing the structural failure of the highway and enhancing the area around the quay is identified in the Isle of Man Budget 2021/22 at an overall cost of £1,515,000 with expenditure being undertaken in the 2021/22 financial year. In the absence of a planning application, it is clear that this targeted expenditure will not be met.

The Town Clerk has advised that the response would be reported to the Commissioners and the matter will be placed for discussion at their public meeting in March. The Department has been requested to advise how it now intends to address the flood risk to the area and the structural failure of the highway.

On 24th February 2021 the Town Clerk met with Mr Robinson, at the latter's request. Mr Robinson advised that the Department did wish to find a parking solution however Treasury had rejected a request to proceed with land purchase of the site at Albert Road. Mr Robinson advised that he understood that Treasury had suggested that the land be acquired by the Commission as DoI were not responsible for off-street parking. The Town Clerk pointed out that the acquisition was necessitated by the DoI's proposals to extinguish approx. 50 free on-street parking spaces. Further discussion elicited an option for the Treasury to acquire the site and lease to RTC for commercial rental to be funded by parking charges. The Town Clerk reminded Mr Robinson that the Commissioners had consistently to date rejected calls to introduce off-street parking charges as these were seen to be detrimental to the retail sector .it was suggested by Mr Robinson that the Commission could sub-let to DoI who would operate a charged system so that the Commission were not seen to be charging. The Town Clerk reiterated the concern about introducing off-street parking charges and pointed out that off-street charging could only work where there was effective control of on-street parking, such a move would require greater introduction of on-street parking restrictions and active regulation to prevent displacement of parking from charged options.

Mr Robinson undertook to write to the Commission outlining further thoughts and options.

Recommendation: for discussion.

T. P. Whiteway
Town Clerk and Chief Executive

22nd February, 2021.

Ramsey Quayside Proposals - Your Feedback is Needed

Following the display of plans in the Town Hall and on the RTC website in July (<https://www.ramsey.gov.im/news/ramsey-quayside-proposals/>) the DOI have written to the Board in the attached letter regarding the proposals.


They have stated that the feedback from the display was positive, I have not been made aware of the written correspondence they received but as they only had 4 hours on a Friday between 10am and 2pm for in person discussion I am not sure I am comfortable with this assertion. Especially following the feedback I have received on here and in person.

Before Wednesday's Board meeting where we are being asked to give support to this scheme I would very much like to hear your thoughts as Ramsey residents on this matter. Please comment below.

One last thing I have noted from the letter, the parking issue appears to have the proposed solution of adding spaces at the Albert Road School site. This is proposed as a short term solution of 5 years (with a further 5 year option) so to my mind is just putting off the parking issue. As well as the temporary nature of this solution it strikes me as a bizarre Government strategy to sell off land that was being used as a car park to a private owner only to rent it back at a later date to use as a car park for a 5/10 year period in order to replace parking in the town that the Government is choosing to remove against the wishes of the local authority.

I reaffirm the Department's commitment to the residents of Ramsey that it will not proceed with sea defenses, either with or without the larger highway scheme, without the support of the town as expressed through the Commissioners.

Yours sincerely



Jeffrey F Robinson
Director of Highway Services

cc: Mr Whistway

The Town Clerk and Chief Executive
Ramsey Town Commissioners
Town Hall and Library
Parliament Square
Ramsey
IM9 8LY

Director of Highway Services Division
Jeffrey Robinson, BSc (Hons)
PHD (Eng MSc MEng)

Contact: Wendy Rogers
Telephone: 01624 680744
Email: Jeffrey.Robinson@jag.gov.im
Our Ref: 288466
Date: 27 September 2020

Dear Mr Whistway

I am writing to you to seek confirmation of Ramsey Town Commissioners support for the proposed West Quay Scheme and an assurance that it will not object when the planning application is submitted. Without this support, the Department of Infrastructure is unlikely to proceed with this planning application. The Department has, from the outset, made it clear that it will not fund the construction of the

agencies with a view to help them to make better use of the existing resources. It is also possible that the local community supports the construction.



32 comments 6 shares

Like

Comment

Share

All comments



Write a comment...



Top fan

Jacqui Kneen

As a working ratepayer I felt the consultation was discriminatory. It's 2020. Consultation should be available in the evening, and online. I still have only see the plans on here so can't visualise. That said the loss of parking spaces and loss of har...
See more

Like · Reply · 32 w



Richard Crowhurst

Well, why don't you tell the DoI that? And have you seen the dissenters being open-minded and sensible on here? If this was taken to an open public hearing and people were asked for their opinion, I expect that it would descend into a shouting match with half of the people present walking out of the meeting after a vote of no-confidence in the dept., and that would resolve absolutely nothing. At least the way they have chosen to handle this avoids all the shouting and refusals to cooperate. At the end of the day we will need some kind of barriers to stop spring and storm driven high tides from flooding Ramsey quayside and other streets, which by the end of this century maybe as much as 3ft above the top of the quay at spring tides. That is an absolute must. But if you have a better idea then why don't you suggest it on here and to the dept.? To me the only thing that could be improved is the unloading access for fishing boats. And quite frankly it is all too easy too criticise what is proposed, but have no better solution to offer yourself. As an engineer and an environmentalist myself I cannot see any better proposal than what is being offered here. And as for the loss of car parking spaces for great big unattended 4*4 shopping wagons to take up road space all-day long, maybe it is time to reassess how we allocate street space, and for what? People or parked cars?

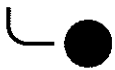
Like · Reply · 31 w



Richard Crowhurst

Jacqui Kneen - I have lived within Ramsey for the past 30yrs and have witnessed the streets flooding at high water at least 10 times, and probably more than this during that period. Properties with underground cellars along the quayside have also had to endure flooding many times making their use impossible, though this proposal will be unlikely to reduce this. Furthermore if Ramsey is at a high risk of flooding due to the predicted 0.6-1.2m sea level rise by 2100, what do you propose is done about this? Stick our heads into the sand as usually happens here! I see a department desperate to address these difficult issues and maintain a working harbour, proposing a clever and imaginative scheme, and then a whole load of car users whining about their right to leave a car wherever they choose to, and at the same time trying to deny others of their rights to enjoy the streets of a town that is not cluttered up with parked cars. I presume therefore by your comments that you have a far better scheme in mind?

Like · Reply · 32 w



Top fan

Jacqui Kneen

Richard Crowhurst the dept has a responsibility to work with rtc and the public to come up with scheme that takes into account how the area is used by the town. They haven't.

Like · Reply · 32 w



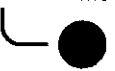
Write a reply...



Richard Crowhurst

From what I see Jacqui by the ridiculously naive comments left on facebook forums like this one by people whose only concern is about where they are going to park their ever growing in size, 4*4 cars "shopping" cars, do you really think that the DOI is going to arrive at a more acceptable solution in a public debate? They have consulted with RTC and given people a chance to respond with comments. What would you prefer: a full scale shouting match in a public hall with angry car users and fishermen, conservationists who don't want to see anything change, with people walking out and no conclusions reached at the end of the evening? Perhaps that is your idea of a healthy democratic process? Maybe it is time for dissenters who are only concerned about themselves to wake up and smell the coffee regarding public facilities that we take so much granted, rising sea levels, and those people who will be shouted at even more for not taking some kind of responsibility for the situation. As I said in my earlier post, people love sticking their heads into the sand here and refusing to see the writing on the walls, until it comes along and punches them right in the face. But that is the usual Manx way that everything is dealt with. Like loosing the south beach to a housing developement, it is time for people to wake up, get their heads out of the sand, be realistic, and smell the ##### coffee !!!

Like · Reply · 32 w · Edited

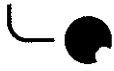


Top fan

Jacqui Kneen

Richard Crowhurst it IS possible to design schemes that work for the people living with them. But that involves being rational and open minded. We don't have be fearful of different opinions.

Like · Reply · 32 w



Write a reply...



Write a reply...



Jenny Harrison

This is a very drastic change to what is in reality a working harbour.....Let's see some sensible ideas/plans that will compliment what is already there. Against in principal



Like · Reply · 32 w

6



Richard Crowhurst

Jenny Harrison - so what do you proposed is a better scheme, Jenny?

Like · Reply · 32 w



Write a reply...



Luke Mckinlay

I think it is a very positive improvement to Ramsey. Without the investment now, we'll likely not see another opportunity for many years to come. With change some form of resistance is always inevitable, the DOI have managed this well and accepted many of the concerns and made alterations to the plan to accommodate. The area would certainly benefit from a facelift. Definitely in support 🙌

Like · Reply · 32 w

1



Lamara Craine

I am very much in support of the redevelopment scheme particularly now that the concerns of many were presented to the DOI in person at the public meeting at the town hall a few months ago. Although I recall that the DOI representative stated that the section of the Albert Road carpark was coming available after a lease to a building contractor was expiring. This seems to be in contrast to the letter here although it does not make it clear.

Like · Reply · 32 w · Edited

2



Sharon Kearns

I agree that the Quay is desperate for some attention, but I don't think this plan is suitable for the area. The loss of parking is not acceptable, and to say you can use Albert Road car park is not the solution. I also think this design will cause problems for the fishing boats. This seems like a government department flexing its muscles....take this or else

Like · Reply · 32 w

2



Karen Moore

Ramsey is a working harbour, fishermen are sustaining the food chain it is not a tourist hotspot. Granite there is ridiculous, staining from boat oil, grease and fish stains. Our fisherman need to be able to unload their catch where they can berth, making the wall higher will just cause more unloading problems.

The harbour is tidal and water overtopping and receding is part of nature a stone wall can only stop some of it, the businesses opposite have managed for centuries this is just a bad thought out scheme. Keep Sulby river clear of debris and the river can carry on flowing to sea.

Against this scheme 🙄

Like · Reply · 32 w

👤 1

Matt Clayton

Is it logical and will it pan out for the good? Or is it bollox, under-hand other agendas at play?. Choose the best one. 🇬🇧

Like · Reply · 32 w

Richard Crowhurst

Matt Clayton - what do you think should be done about the predicted 0.6-1.2m sea level rise (dependant upon what action is taken wrt climate change) over the next 100yrs, Matt?

Like · Reply · 32 w

Richard Crowhurst

A very, very helpful suggestion, Matt. Suggest that to the DOI.

Like · Reply · 32 w

👤 1

Richard Crowhurst

Matt Clayton - a very, very helpful suggestion, Matt. Or the usual comical reply from someone with absolutely nothing better to suggest.

Like · Reply · 32 w

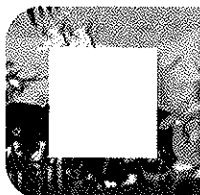
Matt Clayton

Richard Crowhurst ask Noah..

Like · Reply · 32 w

Matt Clayton

Richard Crowhurst aye aye cap'in <https://youtu.be/IuQjR2IsYl0>



YOUTUBE.COM

The Animals Went In Two By Two Song | HooplaKidz Nursery Rhymes & Kids Songs

Like · Reply · 32 w

Write a reply...

Matt Clayton

Post says.. feedback required... Nothing more. Jog on.

Like · Reply · 32 w

Write a reply...

Andrew Feeney

Sell it on and rent it back makes sense to them. Get the money in for the site, then use a little to rent the area back for parking which the owner will have to pay to do up / manage etc.

Like · Reply · 32 w

Steph Tiesteel

What will they do about the dilapidating buildings on the other side of the street??
Ok to have a picturesque Quayside - until you turn round!!!!

Like · Reply · 32 w · Edited

6

Lamara Craine

Steph Tiesteel I reckon investors would be mad to ignore the proposed development and that they should snap up these buildings while theyre for sale now as they will be prime position when the quay is done.

Like · Reply · 32 w

1

Write a reply...

Rob Anderson

This is going to take as long as Douglas prom

Like · Reply · 32 w

1

Steph Tiesteel
Rob
Anderson longer

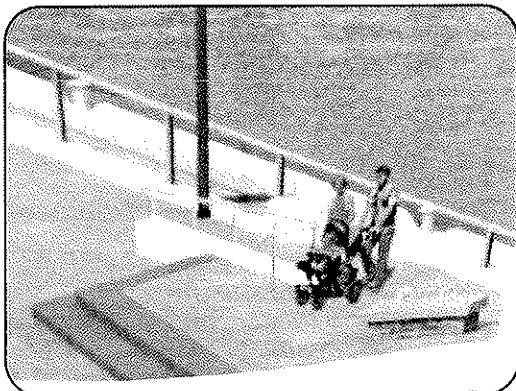
Like · Reply · 32 w

1

Write a reply...

Lamara Craine

This seating area is going to be lovely



Like · Reply · 32 w

1

Keith Pringle

Those paving slabs looks awful

Like · Reply · 32 w

4

Rebecca McKay

I feel it goes against Ramsey being a working harbour, I'm really not sure how the fishing boats will be able to use this.
Also that granite is awful, it will be stained and chipped in no time at all the same as in the street and will need replacing.
I agree the area needs a face-lift, but not with something that will look awful in 5yrs time and at the loss of parking which we badly need.

Like · Reply · 32 w

8

Matty Danger Livesey

Rebecca McKay the granite in the street was a poor job all over.
Poor workmanship. No attention to detail. The granite is moving and sinking which causes the chipping and cracking because of the sub standard job.

Like · Reply · 32 w

Rebecca McKay

I can believe that, but I don't have much hope the Quay would be better.
They seem to tender out to cowboys. The current roofing at Ayre View in Bride is a god example.

Like · Reply · 32 w

1

Write a reply...

Write a reply...

Darren Marsh

Needs to happen

Like · Reply · 32 w

Boakesey

Boakes

PM sent.

Like · Reply · 32 w

Richard Crowhurst

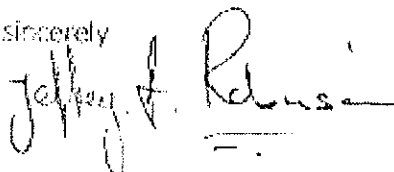
At the moment the quayside has been given over to people parking cars along it, then walking away and leaving them there. Any measure which reduces this is a big advantage and prioritises the rights of people, not the rights of car drivers to take up 5 sq.m of road space by leaving a vehicle on it. If you are going to take a car into town then it should be parked in a place where it is not an inconvenience to other people, or buy an electric bycycle. At the moment our streets have been taken over by one person flexing their muscles by driving big cars around and demanding their right to park wherever they want. Where and when does this end?

Lamara Craine shared a post.

Admin · 14 September 2020 ·

I reaffirm the Department's commitment to the residents of Ramsey that it will not proceed with sea defenses, either with or without the larger highway scheme, without the support of the town as expressed through the Commissioners.

Yours sincerely



Jeffrey F Robinson
Director of Highway Services

The Town Clerk and Chief Executive
Ramsey Town Commissioners
Town Hall and Library
Parliament Square
Ramsey
IM9 1RT

Director of Highway Services Director
Jeffrey Robinson 2019 (Photo)
MHA 0193 433000

Contact: Varsity Region
Telephone: 01162 433004
Email: jeff@ramsey.gov.im
Our Hub: 2019
Date: 14 September 2020

Dear Mr Whiteaway

I am writing to you to seek confirmation of Ramsey Town Commissioners support for the proposed West Quay Scheme and an assurance that it will not object when the planning application is submitted. Without this support, the Department of Infrastructure is unlikely to proceed with this planning application. The Department has, from the outset, made it clear that it will only build a sea defense if the local community supports the construction.

Juan McGuinness - Ramsey Commissioner

14 September 2020 ·

Ramsey Quayside Proposals - Your Feedback is Needed

Following the display of plans in the Town Hall and on the RTC website in July (<https://www.ramsey.gov.im/news/ramsey-quayside-proposals/>) the DOI have written to the Board in the attached letter regarding the proposals.

They have stated that the feedback from the display was positive, I have not been made aware of the written correspondence they received but as they only had 4 hours on a Friday between 10am and 2pm for in person discussion I am not sure I am comfortable with this assertion. Especially following the feedback I have received on here and in person.

Before Wednesday's Board meeting where we are being asked to give support to this scheme I would very much like to hear your thoughts as Ramsey residents on this matter. Please comment below.

One last thing I have noted from the letter, the parking issue appears to have the proposed solution of adding spaces at the Albert Road School site. This is proposed as a short term solution of 5 years (with a further 5 year option) so to my mind is just putting off the parking issue. As well as the temporary nature of this solution it strikes me as a bizarre Government strategy to sell off land that was being used as a car park to a private owner only to rent it back at a later date to use as a car park for a 5/10 year period in order to replace parking in the town that the Government is choosing to remove against the wishes of the local authority.

4 comments 1 share

Like

Comment

Share



Patricia Babb

"defense"? We are not American yet!

Like · Reply · Share · 32 w



Chris Hardisty

So if you don't agree with some aspects they won't do it? The hauling of trawler catch has to be more important than parking. Though parking is an issue. The Albert road site should be a multi-storey car park maybe 3 would do.

Like · Reply · Share · 32 w



Clare Crellin

There are fantastic sea defences in Castletown. take a look. this is what we need in Ramsey.

Like · Reply · Share · 32 w · Edited

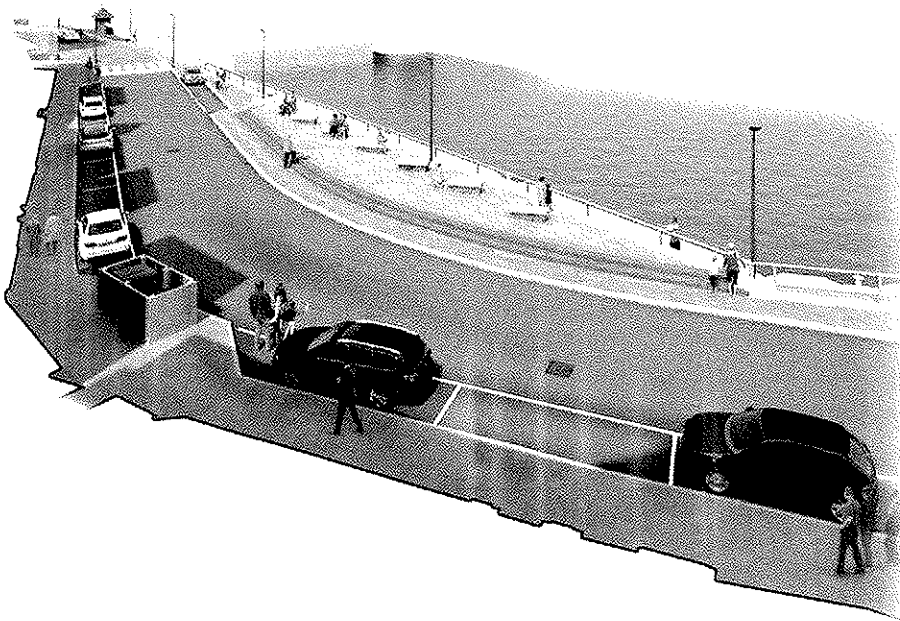


Dave Llewellyn

Ramsey is a working port. West Quay is a frequently used part of that working port. Vehicle access to the whole length of West Quay to seaward of the swing-bridge is essential for the continued use of the port by the island's struggling fishing industry. The defensive wall is a requirement. The disruption to the fisheries is intolerable.

Plans for the upgrade of the Quayside and the installation of a flood barrier are presently on display at the town hall.

Department of Infrastructure Officers will be at the Town Hall between 10am and 2pm on Friday to answer questions on the scheme, alternatively we'd be happy to pass any comments on to the Department through our email enquiries@rtc.gov.im



Isle of Man Department of Infrastructure

29 July 2020 ·

Ramsey - proposals for West & East Quays

The Department of Infrastructure's proposals for the reconstruction of the highway and footpaths (including flood defences and social areas) on Ramsey quayside are currently on display at Ramsey Town Hall during their normal opening hours (daily 8:45am - 4:30pm & Friday 8:45am - 4:00pm).

A member of the Department's design team will be in attendance on Friday between 10am & 2pm to answer any questions from the public.

Highway Services

2,753

People reached

1,136

Engagements

Boost Unavailable

  33

23 comments 5 shares

Like

Comment

Share

All comments



Comment as Ramsey Town Commissioners



Doreen Lomax

Looks very nice. But were are all the parking spaces that you seem to cram in like sardines. Are you going to build a multi-story car park somewhere in Ramsey.

Like · Reply · Message · 39 w



Mary Brew

I wish. Get the cars off the prom. Ramsey is just a car park...

Like · Reply · Message · 39 w

Reply as Ramsey Town Commissioners

Ian Raithby

So far so good.. but what about the commercial fishing boats ?? or is this all part of the proposed marina scheme designed to get rid of the commercial users of the harbour and turn it into a leisure only town.?. when the cement boat is in, and mezeron.s " silver river " where are the fishing boats going to land their catch when large sections of the quayside are turned into a " public space "waste land... the public need to no a lot more about this, and the thinking / reasoning behind it all needs explaining,

Like · Reply · Message · 39 w



Charlotte Ferran

Good idea. Something needs doing especially now with all the abandoned buildings xxx

Like · Reply · Message · 39 w



Teresa Jones

Looks nice, have no idea what's needed for the harbour but it definitely needs an overhaul, looks a real eyesore now 🙄

Like · Reply · Message · 39 w



Chris Martin

Oh of course the pen in the river and push the flooding upstream to include all the new properties on Gardeners Lane. Flooding the town from upstream. The only scheme that will hold water is a tidal barrier, flood gate and pumps for the river water potentially using Mooragh Lake as a buffer. This scheme is a waste of money

Like · Reply · Message · 39 w



Clive Mitchell

You couldn't even start to imagine the cost of that. Incidentally, this is the sea so adding a wall doesn't just move the water uphill. There is quite literally a bountiful quantity to fill all areas.

Like · Reply · Message · 39 w

Chris Martin

We need a sea defence, the victorians started the process at Lewaigue. We can choose to jig about with high harbour walls and flood out Lezayre on a river in flood/High tide combo or start to see that the only way to protect us is a flap gate between the piers and decent promenade defences. This has to include pile driven shutter and back fill in the areas vollen to the point. With predictions of 70cm to 1M of increased sea level you can push the tide up the river and flood Sulby aswell if they want. Tons of infill material is dumped at the amenity site every week and then taken to Douglas.Start now before its too late.

Like · Reply · Message · 39 w

Reply as Ramsey Town Commissioners

Clive Mitchell

Since it's perfectly functional as it is - being a commercial fishing harbour. It might be a better idea to just build a wall on the other side of the road on the border of the pavement and road, with access gates fitted with rails for simple wooden b... See more

Like · Reply · Message · 39 w

Linda Thompson

I hope it won't take years to get sensible plans through like Douglas prom. The quay certainly needs updating but car parking needs to be carefully thought out. It looks like the fishing boats will be able to operate from where they are now...? but I'v... See more

Like · Reply · Message · 39 w



Annabell Storm

Lee Storm

Like · Reply · Message · 39 w

Lee Storm

Nice, less for the bank to moan about on the flood front "If" this happens. It'll probably take 10years, like douglas prom

Like · Reply · Message · 39 w

Reply as Ramsey Town Commissioners

Sharon Kearns

Ramsey is a working Harbour isn't it ? Where are the boats suppose to tie up ? Where are they going to off load their catch ?

This shows we're going to lose valuable parking space.....is an alternative car park also in the plans ?
A very pleasant looking design, but not really practical for Ramsey's needs.

Like · Reply · Message · 39 w

9

Will Challoner

The plans should at least be available to view online. It's 2020 we all have internet access 🧑

Like · Reply · Message · 39 w

3

Tom Lomax

Car parking ?

Like · Reply · Message · 39 w

Jan Ferguson

Were to the fishing boats land their catch?

Like · Reply · Message · 39 w

8

Stephen Rand

Jan they're supposed to use the north Quay but it catches the weather.

Like · Reply · Message · 39 w

1

Andy Morgan

Stephen
Rand Doh.

Like · Reply · Message · 39 w

Reply as Ramsey Town

Andy Morgan

Jan
Ferguson Whitehaven. 🧑 1

Like · Reply · Message · 39 w

Jan Ferguson

Andy Morgan 🧑

🧑

1

Like · Reply · Message · 39 w

Reply as Ramsey Town

Reply as Ramsey Town Commissioners



Mark Anderson

Where are people supposed to park?

Like · Reply · Message · 39 w



Caroline Cardona

Wheres the parking? 1

Like · Reply · Message · 39 w



Peter Webb

Personally, I like it the way it is. If it ain't broke why fix it, most especially when the Government is going to be a bit short of cash for a while. What you have now is all "made up" ground. The cost could suddenly escalate for "unforeseen work below ground". Judging by the mess the Douglas Prom has been and will be for some time, I'd leave it alone.

DEPARTMENT OF INFRASTRUCTURE

HIGHWAY SERVICES DIVISION

Regeneration of West Quay, Ramsey

- PLANNING STATEMENT OF CASE -



Highway Services
Department of Infrastructure

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Chapter 1 – Introduction

1.0 General

The purpose of this document is to explain the development of the proposed improvement scheme for West Quay, Ramsey.

Its aim is to demonstrate why an improvement scheme is necessary and show how the proposed scheme will provide the necessary environmental catalyst to enhance and regenerate West Quay.

1.1 Background

Ramsey harbour and quayside area has always been an important focal point of the town, and although the emphasis has gradually shifted away from commercial towards leisure activities, the importance remains today. Local fishermen use West Quay to unload their catch and heavy freight is still imported into Ramsey harbour on large Mezeron vessels. There is a balance that exists between commercial and leisure activities along the quayside and our proposed scheme will try to preserve this equilibrium.

Although Ramsey is still an active commercial port, some emphasis has changed towards seasonal leisure craft and the surrounding properties that define the area now comprise of shops, restaurants and offices largely unrelated to the harbour activities. The quayside has become a hub for many people who use the area to socialise, especially during the warmer summer months.

Ramsey Harbour represents an important gateway to the Isle of Man and the Town Centre has already benefited from a great deal of infrastructure improvements within the Island wide regeneration works. The whole of Parliament Street through to Market Square has been regenerated and West Quay is the missing link to tie it all together. Parked vehicles still dominate West Quay, and a reduction in their numbers will provide an opportunity for a significant environmental benefit to the area.

As climate change continues to affect our Island we have to try and secure the safety of our people and infrastructure. Ramsey has succumb to a number of still water flooding events in recent years and the need for some protection has been growing.

Chapter 2 – Why the Improvement is Needed

2.0 General

It is widely accepted that West Quay has reached the end of its useful life both in highway terms and from an aesthetic viewpoint. Ride quality along the whole quayside is very poor, due to failure of the foundations, settlement, reflective cracking, trench reinstatements, and patching and repairs.

2.1 Objective

The protection of Ramsey is highlighted within the Department of Environment, Food and Agriculture's National Strategy on Sea Defences Flooding and Coastal Erosion: Evidence Report. Table 5-2 (Appendix B) ranks Ramsey as the highest risk location from all sources of flooding requiring attention.

The objectives of the scheme are to improve the existing sea defences and introduce a greater sense of place in an attempt to increase footfall in the area.

Chapter 3 – Planning Policy

3.0 General

This section aims to frame the redevelopment proposals in terms of local planning policy and also the wider policy and guidance, illustrating how the proposals align with and help deliver the key objectives of the 2016 Strategic Plan.

3.1 Strategic Objectives

The objectives by which this Strategic Aim can be fulfilled are grouped by subject; Resources, Environment, Economy, Transport and Communication, and Social. These provide a framework for the formulation and evaluation of land-use policies and standards. The objectives support making the optimum use of existing and planned infrastructure and services, protect, maintain and enhance the built environment, high quality development throughout the Island protect the individual character and identity of settlements and promote urban regeneration.

In terms of the economy, the viability, vitality and diversity of the economy should be maintained and improved by enabling improved employment opportunities, while there is a need to safeguard and provide for the needs of existing and new location-dependent businesses. Improved access to buildings, spaces and services for less able people is critical, while the promotion of community safety and security within regeneration and refurbishment schemes is encouraged by the adoption of the principles of "Designing Out Crime".

The proposals meet the relevant strategic objectives by enhancing the built environment to bring benefit to sustainable forms of transport and less able section of the community. The improvements protect the individual character of the town centre and support its location dependent businesses.

3.2 General Policy 2

This policy normally permits development which is in accordance with land-use zoning and proposals set out in the appropriate Area Plan subject to certain criteria being met. Amongst other things, these criteria seek to protect the character of the townscape; to ensure appropriate design; to ensure that developments on adjoining land are not prejudiced; to ensure road safety for pedestrians and other road users and to take account of community and public safety.

The proposals meet the relevant objectives of GP2 by enhancing one of the key public spaces within Ramsey, supporting existing and future adjacent uses and establishing a much improved environment for pedestrians and other users.

3.3 Environmental Policy 10

This policy relates to the need for a Flood Risk Assessment and mitigation strategies where there is a potential risk of flooding.

A flood risk assessment has been carried out and mitigation measures outlined. A flood wall has been included in the planned works for West Quay.

3.4 Environmental Policy 35

This policy is relevant as part of the proposals lie within the Ramsey Conservation Area. EP35 states that: Within Conservation Areas the Department will permit only development which would preserve or enhance the character or appearance of the area and will ensure that the special features contributing to the character and quality are protected against inappropriate development.

Sympathetic use of a higher quality materials and development of communal areas will greatly enhance the appearance and character of the town centre.

3.5 Environmental Policy 43

This policy relates to Urban Regeneration and establishes support for proposals which seek to regenerate run-down urban areas. While West Quay has a number of significant strengths such as the sweep of Victorian properties, the quality and condition of some of the public realm is judged to be in a poor condition which serves to detract from the overall quality of the town centre.

The proposals will deliver a significant improvement to the area and can be expected to be a catalyst to regeneration and drive economic growth.

3.6 Conclusion

It is considered that the design of the redevelopment proposals meet with the relevant planning policies and guidance.

The proposals will support adjoining buildings and land uses, enhance the character and appearance of the town centre, improve road safety for pedestrians and other road users and will benefit the community as a whole. In addition, there would be economic benefits due to both the improved appearance and the resulting easier and safer usage of the streetscape.

Chapter 4 – Design Standards

4.0 The Manual for Manx Roads (MfMR)

The MfMR provides guidance to developers, their consultants and design engineers, local authorities, and the public on the ways in which new development can contribute towards the provision of an accessible, safe and sustainable transport network within the Island. It also sets out the framework of advice and standards applied by the Department of Infrastructure for alterations and additions to the highway network.

A key recommendation of the Manual is that "increased consideration should be given to the 'place' function of streets. This function is essentially what distinguishes a street from a road, where the main purpose is to facilitate movement. Streets have five principal functions in all. In addition to those of place and movement, streets need to allow for access, they often need to provide room for parking, and they must accommodate drainage, utilities, and street lighting."

It suggests: "The underlying theme when designing streets... is catering for movement. The movement framework is important for a number of reasons. It can affect how much people walk or cycle, the level of public transport use, the sustainability of the community and its environment, and quality of life."

On creating quality spaces, it suggests: "Good design is fundamental to achieving high-quality, attractive places that are socially, economically and environmentally sustainable. Places often fail because of poor relationships between dwellings and streets. It is, therefore, important to ensure a high level of co-operation among the disciplines involved in various elements of design."

On recognising the needs of users, the Manual suggests: "Of crucial importance is the need to provide for everyone regardless of age or ability – the concept of inclusive design."

- Walking "The propensity to walk is influenced not only by distance, but also by the quality of the walking experience. This will depend on how stimulating and attractive the environment is, together with how safe and secure people feel within it. Design that accommodates the needs of children and disabled people is likely to suit most, if not all, user types.

"Of particular importance to pedestrians is the ease with which they can cross a street, and route continuity. Designers should aim to keep pedestrian paths as straight as possible to minimise diversion from desire lines. Low traffic speeds, together with wide and unobstructed routes whose alignments minimise the need to change level, also serve to enhance the environment for pedestrians."

- Cycling "Cyclists should generally be accommodated in the carriageway. In areas with low traffic volumes and speeds, there should be little need for dedicated cycle infrastructure."

- Servicing "Streets need to accommodate vans and lorries (including, for example, refuse collection vehicles)... In some circumstances, it may mean that large vehicles need to execute multi-point turns for the relatively small number of times they need to gain access, rather than being able to turn in one movement. This is preferable to allowing their requirements to dominate the design of the street."
- Emergency Vehicles "The requirements for emergency vehicles are generally dictated by those for large fire appliances. Providing for these will cater for police vehicles and ambulances."

DRAFT

Chapter 5 – Evolution of Preferred Design

5.0 General

The proposed layout has been developed in accordance with the overarching design principles in that the scheme must:

- Give increased consideration to the 'place' function of streets
- Promote the concept of inclusive environment
- Reflect a user hierarchy
- Acknowledge and satisfy pedestrian desire lines
- Promote lower speeds
- Seek to influence driver awareness
- Minimise unnecessary street furniture
- Protect the

In developing the recommended option, the following criteria were considered:

<u>Environmental</u>	The environmental enhancement should be optimised.
<u>Technical</u>	The proposals should satisfy the recommended standards.
<u>Financial</u>	The proposals should be economically viable and fall within the constraints of the Department's capital budget.
<u>Timelines</u>	The scheme should be feasible within a time period before issues become critical.

5.1 Low-Speed Environment

The proposed design for West Quay will implement changes to the road alignment in an effort to formalise the running lanes and reduce speeds along the quayside. As West Quay is a HGV route there still has to be some emphasis given to vehicle movements so that traffic can move efficiently along the quayside.

The proposed layout for West Quay aims to successfully combine its role as an integral part of the civic space and public realm of Ramsey with its function within the road network.

5.2 Parking

Two hour disc parking is currently permitted at various locations on the Quay. The current arrangement of echelon parking is seen as unsafe and Ramsey Town Commissioners requested for these spaces to be removed from the quayside.

Upon implementation of the scheme, fifty four parking spaces will be removed from West Quay. A recent study showed that the parking spaces along the quayside are on average at only 65% of full capacity. (Full findings shown in Appendix C)

The study suggests that parking within the whole of Ramsey is not at a premium, stating that during the course of the study it was only ever at 75% of full capacity. Looking on an individual basis, only the Albert Road and MER car parks were ever at full capacity on more than one occasion. Furthermore the co-op car park was at full capacity on one occasion.

In order to mitigate the impact of the proposed scheme and to take on board the feedback from the consultation, the Department is looking to work with Ramsey Town Commissioners to create extra parking spaces within reasonable walking distance of the Town Centre.

5.3 Surface Treatments

The colours and textures of all surface treatments, railings etc will be the same as, or compliment those specified along Parliament Street through to Market Square.

The flood defence walls will consist of four different types in an attempt to give a more aesthetic look to the defences.

The four finishes are:

- Type A – Concrete
- Type B – Glass
- Type C – Dwarf Wall with Glass
- Type D – Demountable Aluminium & Steel Panels

5.4 Flood Wall

Flood risk modelling to establish the impact of the proposed coastal defence wall on West Quay concludes that the proposed design for the sea wall presents betterment to the shorter return period tidal events, but results in increased fluvial flood depths and extents from the Litney Stream.

The Manx Utility Authority (MUA) and their consultants JBA are developing a series of improvement measures to minimise the anticipated increase in fluvial flood depths at the Litney culvert and agreements are in place between the Department of Infrastructure and the MUA to ensure that these works are done concurrently or in advance of any works to enhance the sea defences on West Quay.

5.5 Consultation

A presentation of the proposed works was given to the commissioners on Monday 9th December 2019 with a verbal agreement given to hold a public exhibition in the future.

The presentation was attended by the majority of the members and feedback was generally supportive. However, concern over the loss of on-street parking was expressed by a number of members.

It should be noted that the members who expressed concern over loss of on-street parking were of the similar opinion that they would support the proposals if alternative off-street parking arrangements were secured within walking distance of the quay.

The Department is working with Ramsey Town Commissioners to identify other areas where parking spaces can be created within the desired walking distance of the local amenities.

The plans were also sent through to the Manx Blind Welfare for comment and they confirmed they had no concerns with the proposals.

Chapter 6 – Summary

6.0 General

The Statement of Case has explained the development of the proposed improvement scheme for West Quay.

The area in question has long been in a state of disrepair and there is a huge opportunity to tie in aesthetic enhancements with the construction of the essential flood defence wall. This scheme will not only serve as protection for the town but it will enrich the quayside in hope that it will grow into a social hub in Ramsey and stimulate economic activity within the area.

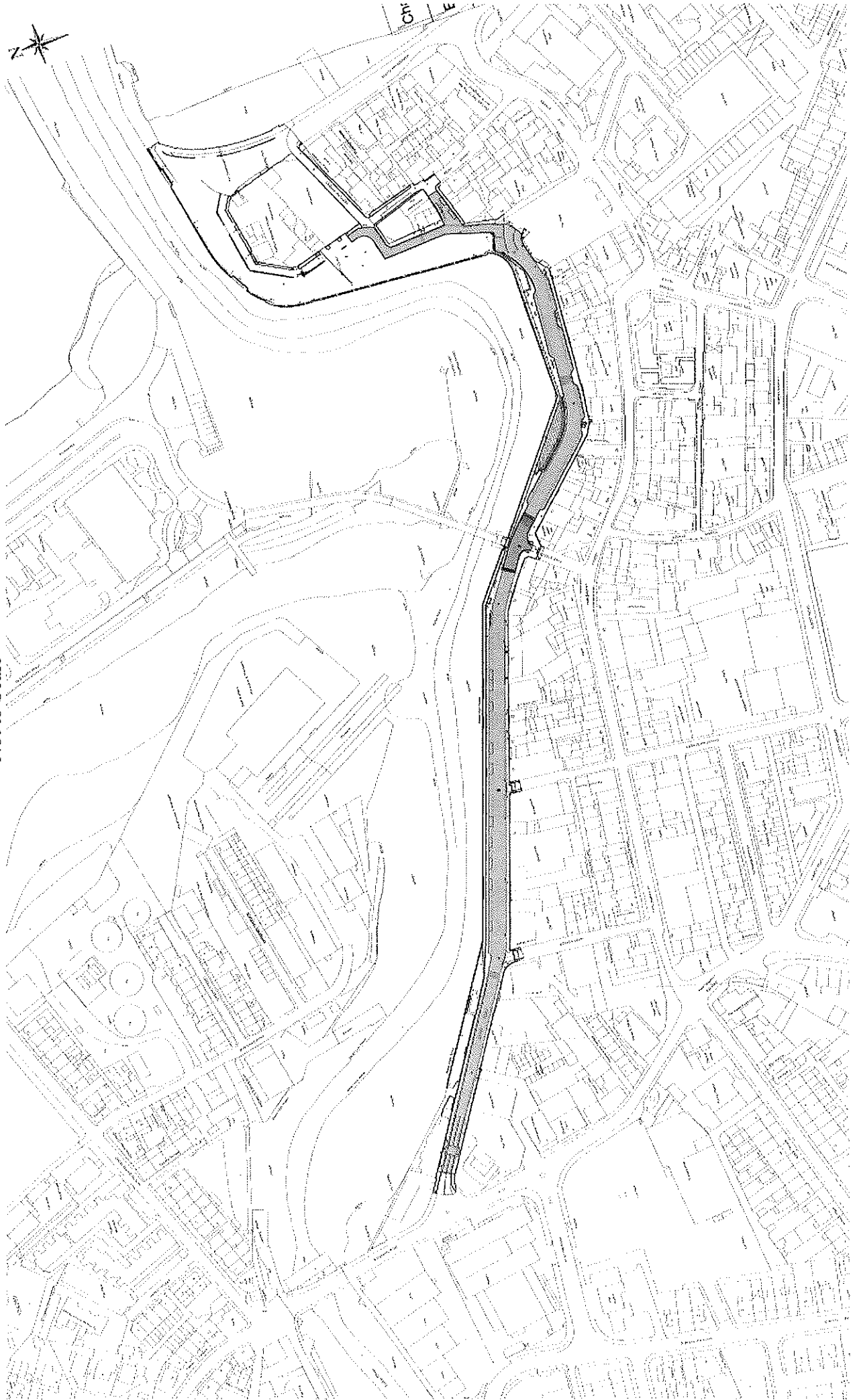
An investigation of the practical available options has been undertaken and the Department concludes that the option proposed and shown on the enclosed plans best meets all the needs and criteria for access, pedestrian facilities and the health, safety and welfare of harbour users.

The Department of Infrastructure therefore submits this West Quay Improvement Scheme for planning approval.

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APPENDIX A – LOCATION PLAN

Not to Scale



APPENDIX B – JBA Action Area Analysis

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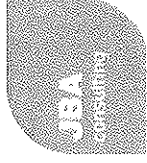


Table 5-2: Summary Action Area Analysis

Action Area	Current Risk		Future Risk (2060s)		Revised (JBA) 2060s		Assessment of Risk	Recommendation
	Rank	Score	Rank	Score	Now	2060s		
J2: East and Coastal Ramsey	1	202	1	404	H	H	Highest risk location from all sources of flooding requiring attention; includes the grid square at highest combined risk across the Island. Also highly sensitive to climate change impacts in the future.	Review schemes already planned by DoI and Manx Utilities and consider potential to bring forward schemes to address high level of risk e.g. Manx Utilities Litney Stream and DoI Ramsey Harbour.
A3: Douglas Bay	2	123	2	246	M	H	Douglas Bay is at risk of wave overtopping and still water level flood risk; it also has a history of tidal flooding. Many areas identified as being at risk of surface water flooding and the area is very sensitive to future climate change impacts.	Confirm the wave overtopping risk to properties and assets and identify if any specific areas need to be made aware of potential flood risk or provided with property level protection (e.g. flood doors, airbrick covers) to increase resilience to flooding.
A1: Glass, Douglas, Dhoo, Middle River Confluence	3	99	3	197	H	H	There is a known and frequent history of flooding and the combined scoring puts this area as one of the highest risk meaning there is a need to reduce risk now. The area is also highly sensitive to future climate change impacts.	Flood risk management schemes are potentially required in three locations although a combined scheme may be possible. A study is required to better understand flood risk mechanisms and potential impacts and identify the most cost beneficial options. Manx Utilities is commissioning a study of the Douglas River (all tributaries) catchment to identify possible solutions.

APPENDIX C – PHOTOGRAPHS OF WEST QUAY

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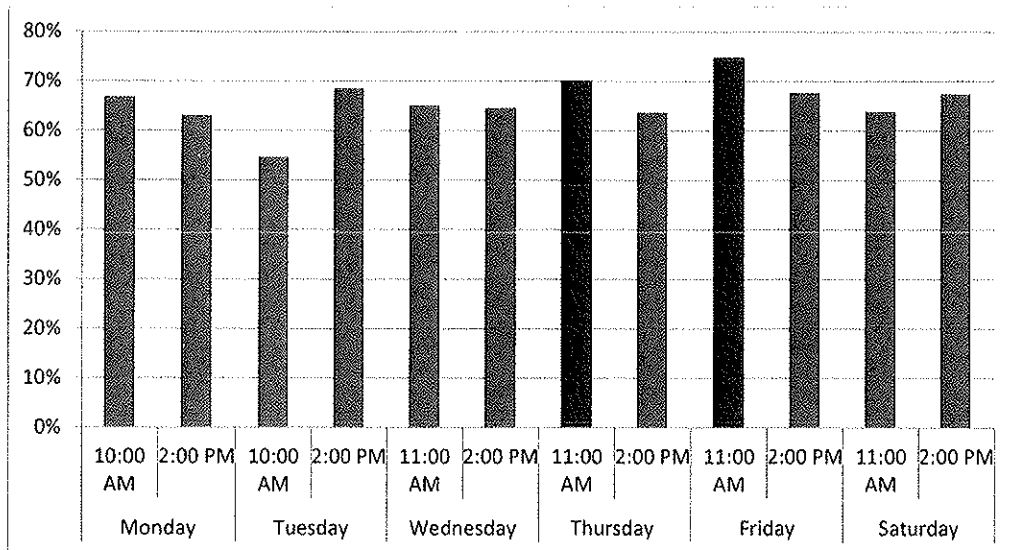
These images illustrate the dated appearance and the disrepair that the quayside has come to be known for.

APPENDIX D – PARKING STUDY OCCUPANCY REVIEW

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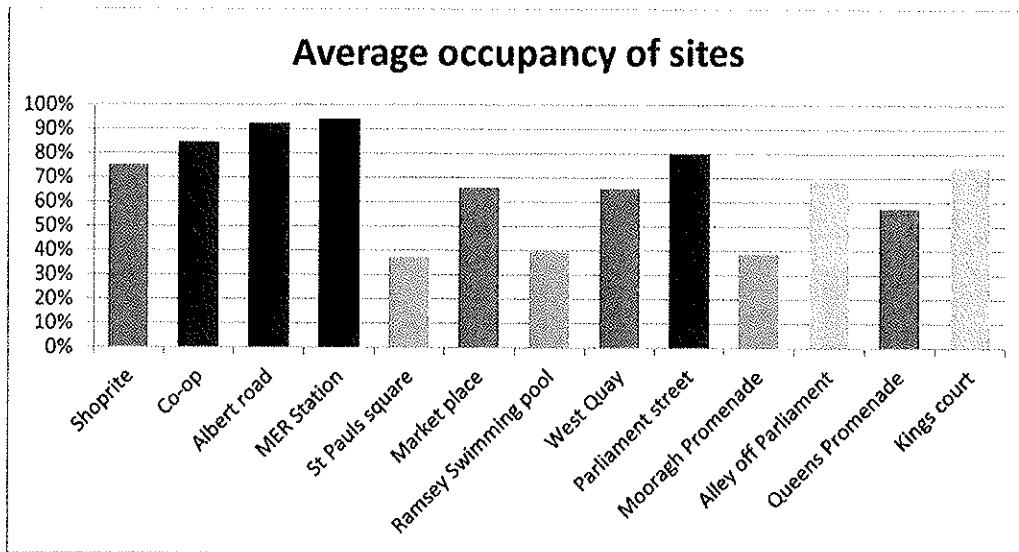
the town centre, which would feature the most car activity providing a better reflection of the current parking situation.



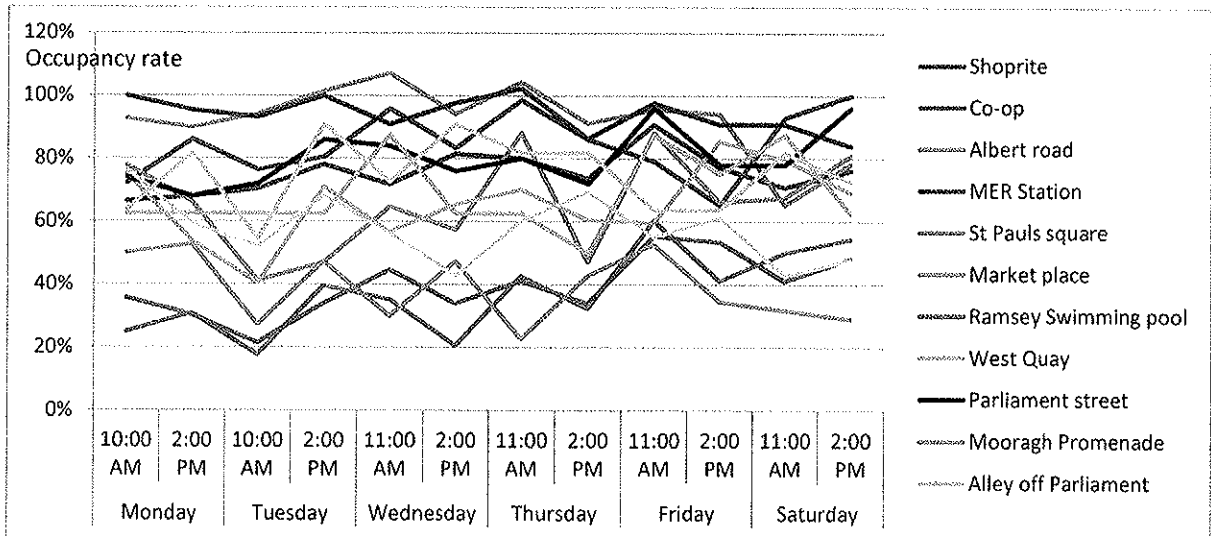
This shows the average occupancy of all the sites reviewed at each period of time measured. The peak times discovered through this were 11am Thursday at 70% and 11am Friday at 75%. The lowest average occupancy rate occurred at 10am Tuesday at 55%.

Rate				Diso zone restriction
Average morning rate	Average afternoon rate	Change in rate	Overall average rate	
75%	76%	1%	75%	2 Hours and 23 Hours
86%	84%	-3%	85%	
93%	92%	-2%	92%	None
96%	92%	-4%	94%	23 Hours
38%	37%	-5%	38%	Pay and Display
71%	61%	-15%	66%	
40%	39%	-2%	39%	23 Hours
64%	68%	6%	66%	2 Hours
81%	79%	-2%	80%	1Hour
36%	42%	18%	39%	None
75%	63%	-17%	69%	
57%	58%	2%	58%	None
70%	80%	15%	75%	Residents

The data in this table was derived from the occupancy and capacity data table. This was used to gain the average occupancy of the sites.



This shows the average occupancy of the sites viewed over the week measured. The highest occupancy rates were discovered at the car parks: MER station at 95% and Albert road at around 90%. The lowest occupancy rate sites were: St Pauls square, Ramsey swimming pool and Mooragh Promenade at around 40%. Alleyway off Parliament and Kings Court street had few spaces so did not give an accurate representation of car occupancy rates.



This graph shows the change in occupancy at each of the sites over the period viewed. The MER station and the Albert road car parks both declined on Saturday compared to the weekdays. Albert road exceeded 100% occupancy on Wednesday 11am and 11am Thursday; this was due to illegal parking. The Co-op reached maximum capacity on Saturday at 2pm, and had the highest overall occupancy on Saturday. Furthermore, Parliament Street was second in highest capacity rate on

