

Appendix A - Informal Consultation Responses

	<u>Who</u>	<u>When</u>	<u>Method</u>	<u>Location</u>	<u>Response</u>
1	WTC Councillor	25/09/2017	Email	Woodbridge	Herewith my views with regard to the Car Parking problems in Woodbridge with regard to how car parking can better support the economy of the town and businesses, and can better support tourism: Woodbridge is in very short supply of parking for the general public as a whole and it is becoming a real issue with every month that goes by. One solution to the problem would be to have small buses – say 16 seaters - doing a loop from the Martlesham Park and Ride to Woodbridge every 15 minutes, dropping people/tourists off at various stops in Woodbridge Town and picking up passengers/tourists enroute and taking them back to the Park and Ride. At present, at least two thirds of the Park and Ride at Martlesham is greatly underused. A small charge could be made and shoppers/tourists would not have to waste hours getting stressed out, looking for a parking space in Woodbridge and giving up the idea of spending some hours in the town. The tourist organisations in Woodbridge and its surrounds could advertise this facility in their promotional leaflets. The charge could be used to help finance the buses, pay for the gardening maintenance of the Park and Ride area which is looking very shabby at present. Woodbridge does not have spare land to build a high rise parking lot that is convenient for the Town centre. Perhaps too, in the main tourist months, one or two buses an hour could drive to Sutton Hoo to drop off tourists that wish to see this famous historic site. I strongly believe the Town would benefit from this idea instead of loosing shoppers and visitors to the historic market town of Woodbridge thru lack of ample parking.
2	Retailer in Beccles	27/09/2017	Email	Beccles	As a retailer in Beccles, adequate car parking is essential for our businesses. I have noticed an increase in customers driving to shop in Beccles from our surrounding villages and from aNorwich. The Blyburgate car park works well at present - we have a good combination of short and long term parking. I would suggest that this remains the same. I would also like to maintain the differential in car parking costs - so that a shorter stay costs less than all day. Increasing these costs will deter visitors and encourage inappropriate parking. I cannot comment on other carparks in the town as I do not generally use them.
3	Retailer in Beccles	27/09/2017	Email	Beccles	I response to the consultation on parking I come from a business owner perspective and we must without fail increase the parking provision in Beccles. With more houses being built it is soooo important. Tesco offer 3 hours free but this could go further and on a Friday there isn't a space to be had. In the car parks you can only park for a maximum of 3 hours, what good is that if you want to spend the day in Beccles. Our businesses depends on people being able to park and wandering around the town to see what we have to offer. A number of times people come into the shop and say they need to get back to the car. Please support you local businesses or they will die. Also my staff find it sooo difficult to park if they have shift longer than 3 hours? Do you want people to work in the town?
4	Member of the Public	27/09/2017	Email	Landguard	I write to oppose the proposal to introduce parking charges at Landguard Felixstowe. This small car park is used by so many local people for short periods of time as they bring elderly relatives to look at the ships, and the estuary - or to pop in for a coffee at the cafe. This simple pleasure would be spoilt by the

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					introduction of parking charges. I also suspect that parking machines may be likely to suffer theft/vandalism in this remote spot. I'm sure the funds raised vs the costs of installing, collecting and maintaining these would not be significant enough to make this viable - but would spoil the lives of many council tax payers.
5	Member of the Public	27/09/2017	Email	On-street	In taking on responsibilities for enforcement from the police Suffolk Coastal should secure funding from the police for as long as possible. The police enforcing parking rules is not a good use of their resources, which they tend to avoid but it is something they are funded to do so it would be wrong for Suffolk Coastal to take on responsibility without funding as council tax payers will in effect be paying again for something they already fund. I'm not in favour of raising new parking charges as the enforcement would soak up any revenue raised through wardens and ticket machines. One good idea which is used to good effect in other towns and also in other countries is the use of parking disks where the driver indicates the arrival time and the time allowed for free parking is indicated on adjacent signs. This would ration out the available parking spaces.
6	Member of the Public	27/09/2017	Email	Felixstowe	If you are going to remove the free car parking in Felixstowe you better make damn sure you protect the people who live on the sea front streets it's already a complete nightmare with people blocking drive way parking on double yellow lines and leaving no where for the people who live in the streets to park I would like to see a residents parking only in the summer and bank holidays at least Manning road this bank holiday just gone was a joke people parked where ever they liked . I think you are going about it the wrong way and have free parking in all car park in the town and put a levie on the shops and bars to cover the parking attendant.
7	Member of the Public	27/09/2017	Email	Felixstowe	Anyone coming to Felixstowe looks to have free parking outside any shop in Hamilton Road. The parking is awful, I'm having to drive between two rows of parked cars nearly every day whilst looking for a disabled parking bay space, disabled spaces are often filled with cars with no blue badge on show.
8	Member of the Public	27/09/2017	Email	General	These are very challenging times for retailers, and I'd like to point out that every pound that's spent on parking is a pound less spent in the local shops! Charging for parking is likely to deter visitors to the area, with a further knock on effect for the retail economy. I urge you to think again about the economic impact of parking charges.
9	Member of the Public	28/09/2017	Email	General	I do not understand SCDC parking model when compared to other authorities in the area. All these authorities will have to take on the extra responsibility of enforcing yellow lines and yet they already have very different models when it comes to applying car park charges. Using Babergh as an example. Car parking in both Hadleigh and Sudbury have 3 hours FREE parking. I really do not understand why we cannot have a similar system.

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10	Member of the Public	28/09/2017	Email	General	<p>The availability of free parking is a major consideration where and when we choose to go to entertainments, to eat out or to shop. At present we go to a number of locations in the Suffolk Coastal area but would be going to places in other districts if it were not for the availability of free parking. This even applies cases the Suffolk Coastal location would be the not be the first choice (where another location has a wider range of shops for example). In some cases the alternative places out side of Suffolk Coastal are about the same distance but in those where the alternatives are further away I am quite happy to drive a little further. As car technology improves fuel efficiency this is an extra incentive to be prepared to drive further. We are more inclined to go back as tourists to places which have free and plentiful parking and I know many other people feel the same. Introducing parking charges is a burden to tourism.. Incidentally, the availability of free parking right next door to where we are going is the reason we chose to go to the viewpoint café at Felixstowe Landguard from time to time. I have noticed in places elsewhere that where parking charges and parking restrictions have be introduced more chaos and inconvenience has been created for residents and any visitors who might continue to visit and there is more poor parking rather than less. At present, where there is ample free on-street and free off-street parking there are fewer problems than would otherwise be the case. I have a strong preference for free parking even over very cheap parking. I do sometimes to pay to park but only in a limited number of very large urban locations and at certain times. The fact of paying for parking is sufficient reason on its own for me to chose to go elsewhere but if I was prepared to pay the inconvenience of having to pay (whether with coins or by some phone or computer based process) and the concerns about whether I was paying the correct amount would cause me to look elsewhere for parking. I have noticed that even people who are usually happy to pay for parking are influenced by free parking such that it gives them a positive impression of a place so that they feel more inclined to revisit and to spend more money in businesses in that location. I know some people who are in the situation of just about managing who would have problems if they had to pay for parking at places they can currently access for free. This would impact people of all ages. As a volunteer committee member of a number of local organisations I always consider the availability of free parking as a major positive factor when we choose locations for events and functions. As a Suffolk Coastal District Council tax payer (even if I where not a car driver) I consider the current provision of free parking to be good value for money given the boost it gives to the local economy and it is an indicator of a good council which provides an essential service to the community and visitors.</p>
11	Member of the Public	28/09/2017	Email	Felixstowe	<p>I would like to raise my concerns regarding the councils possible wishes to put in place parking meters at three places in Felixstowe. I would like to point out that The Port Viewing Area (also known as the John Bradfield Viewing area was donated by the Port of Felixstowe for the benefit of the general public and all the council has to do is maintain it. (i.e.: empty the rubbish bins and make sure the are is free of rubbish). The area at Manor Terrace is common land so is off limits to the council. Garrison Lane car park I am unsure about and would have to do more research. It seems that wherever there is a spare piece of land</p>

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					the council seems to take it over and make it a pay and display car park. The council seems to forget that they do not own any of the land there car parks are on. It is all owned by Trinity College Cambridge. The council is supposed to be encouraging people to visit the area. People are not going to visit if they suddenly find out upon arrival they've got to find spare change for a parking meter. The council should be employing somebody to issue Parking notices as there are several areas people just park on yellow lines and know they will get away with parking in that place. I've lived in Felixstowe all my life so I know a little about the area.
12	Member of the Public	28/09/2017	Email	Felixstowe	I think it is bad for tourism to stop the free car parking. I speak to people who are visiting the town and enjoying the seaside, they bring business into a small town and to start charging for areas that have been free is not the right approach to attract and grow tourism in our lovely seaside town. Please think twice before implementing these charges as it will drive people away. The viewing point is so popular many families bring older relatives for short trips to see the port and Harwich and enjoy a cup of tea etc., It appears that the Council is trying to destroy all the good the community has to offer to tourists and local shops. Please re-consider this proposal
13	Member of the Public	29/09/2017	Email	Felixstowe	I would like to make the following comments. Introducing charges at the viewing platform would affect 4 businesses. First the fort, who wants to pay for parking and entrance to the fort? A similar argument for the museum. Third the ferry. A thriving business but one which can never guarantee a return trip. How would it be to be unable to return by boat and having returned by other means find a ticket! Lastly the view point cafe another thriving business. Cafes and restaurants along the front do not have parking charges why should they? This brings me to my final observation. The car park along longer road beyond the traffic lights is very underused, as is the garrison lane car park. Stop parking on both sides of the promenade allow just the seaward side. Also investigate the possibility of permits for the residents of the side streets This would relieve congestion and direct people to the pay car parks. By all means look at parking charges in garrison lane.
14	Member of the Public	28/09/2017	Email	Framlingham	I see from this morning's EADT that the Council is considering reviewing car parking charges. Whilst I have no axe to grind over charges I would appreciate clarification of what I think may be "The Elms" car park in Framlingham. Is what appears to be Framlingham's main car park the car park accessed from New Road? If so could you please clarify who owns this car park and who is responsible for its management, regulation and "policing"? I understand from the Town Council that it's owned by Framlingham College yet it appears to be a public car park. If my memory serves me correctly (which it doesn't always) when I first visited Fram four or five years ago there was usually no problem in finding a space but now the car park seems to be full or almost full from morning to evening and I find it difficult to resist the impression that many of the vehicles parked there are parked long term. In particular there's a yellow Nissan Juke almost permanently parked in the first disabled parking space. True the driver has a Blue Badge but I have good reason to believe that he's a local resident and is using the space as his personal parking space. One of the

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					problems with the car park seemingly always being full is that parents dropping off and collecting children to and from Sir Robert Hitcham Primary School are struggling to park and are now parking in a nearby residential road and up along New Road. If The Elms car park is indeed the one I've been writing about may I suggest that consideration be given not only to charging for parking here but also to some different form of management and regulation. Perhaps some form of short term parking might help parents dropping off and collecting children. If the Council is taking over enforcement of double-yellow line restrictions may I suggest that consideration be given to on-road parking generally. Framlingham can be something of a nightmare to drive into or through due to on-road parking. Beyond Fram two villages suffer from on-road parking - Brandeston, which isn't too much of a problem and Earl Soham where the main road through the village which is an A road is almost permanently reduced to a single carriageway due to on-road parking.
15	Member of the Public	30/09/2017	Email	Framlingham	Despite a lack of publicity, it has been brought to my attention that proposals are presently being consulted upon to introduce pay and display parking in Framlingham. Whilst on the face of it, this may appear to be a sensible idea, it forgets the small size, the catchment, and the demography of a town in a predominantly rural area with a fragile level of prosperity; a concern betrayed by its beauty. I spent much of my professional life working in the regeneration sector, particularly small towns in the Welsh Valleys, before moving to Suffolk. As a result, I am very aware of the damage that pay parking (and pedestrianisation) can inflict on small towns seeking to introduce inappropriate policies only suited to considerably larger centres. There is no doubt that long residence times of vehicles in small towns can be a problem but this can easily be addressed through a reasonable amount of sensibly enforced, shorter stay parking of say 30 mins; managed via discs and/ or cameras using ANPR technology. However, caution should be observed with over zealous enforcement - once a visitor has a 'bad' experience, they are unlikely to return and Framlingham cannot afford to suffer bad press, particularly given such high levels of social media usage! The viability and vitality of Framlingham as a commercial centre would be best sustained by providing more free parking, not by removing it - perhaps additional spaces on the grossly underused park opposite the Station Pub on Station Road would be appropriate? On my daily short visits to support our local businesses, I should point out that I have never failed to find a parking space, so am also less than convinced that we yet have a problem with under provision. There is little doubt that increased housing numbers in the town will put a strain on the current provision but charging will either discourage valuable customers from staying for longer periods or from stopping at all (or both) and is therefore certainly not the answer. I would be delighted to come and talk to you about some of my experiences, as I am sure would my father, formerly a shopkeeper and head of a family business of 100 years standing. He was Chairman of the Chamber of Trade in Harrogate, North Yorkshire; a town that despite its outward appearance suffered considerable decline in its independent retail provision following the introduction of a range of unsuitable traffic and parking management policies - he is also an

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					outspoken opponent of pay parking in small towns.
16	Chairperson, Bramfield and Thorington Parish Council Vice Chair, Cookley and Walpole Parish Council.	30/09/2017	Email	Waveney vs Coastal	<p>While it makes interesting reading , the Parishes with which I have most involvement would have a far greater interest in the Waveney situation, especially relating to Halesworth and other Waveney towns. It would be reasonable to assume that most residents never- or hardly ever go to places like Felixstowe and Wickham Market, but make frequent and regular visits to Halesworth to shop, visit GP, dentist, optician, use the railway station, catch bus to Norwich etc and may also be more likely to visit Lowestoft, Southwold than any of the SCDC towns mentioned. In fact both Walpole and Cookley, and Bramfield and Thorington Parish Councils made donations to Halesworth Town Council towards the cost of keeping the '1st hour free' in the main car park in Halesworth town centre.</p> <p>Would it be possible for this information to be provided please?</p> <p>Responded: Please see the attached email in reference to the Waveney end of East Suffolk.</p>
17	Member of the Public	01/10/2017	Email	Suffolk Coastal	<p>You have asked for public views on car parking in Suffolk Coastal. I have one major view, in that I would like to see the same type of parking arrangement in all SCDC car parks as is currently provided at Wickham Market, whereby people can park in any slot for free for a half-hour period (with the same ticketing arrangements). Advantages are: 1. It is more environmentally friendly. On those car parks with free half-hour slots people would not be driving around looking for one or waiting with their engine running. 2. It is more user friendly. As well as not looking for a free slot, you feel cheated when you are forced to pay because there are none available. 3. It provides better support for the economy and businesses as people would feel more inclined use the car parks at any time of the day. 4. It would free up some of the roads where roadside parking is free, e.g. before 10:00 or on a Sunday I would look for a free space in Woodbridge Thoroughfare rather than hope to get one in the car parks. 5. It would provide better support for tourism as all car parks would have a similar operation. I recognise that some car parks have no free time slots, so if it is considered to be economically unreasonable to introduce free half-hour parking to all sites then consideration for this should at least be given to those car parks that do have half-hour slots. I also note that the residents of Wickham Market are pleased with the way their parking system is working, and suggest this has much to do with them having this arrangement.</p>
18	Member of the Public	01/10/2017	Email	General	<p>It seems to me that if the council reinforced the no parking areas close to existing car parks then a lot more money could be derived from existing car parks without he need for major change elsewhere. Take Cliff road in Felixstowe , the car park is relatively unused but the local roads are heavy used for parking . If the council were to make the road double yellow lines then the drivers would be forced to use the car park instead of the roads . not only gaining more parking fees but making local residents lives easier and a</p>

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					lot safer. Hope this observation is of help and look forward to your observations.
19	Member of the Public	01/10/2017	Email	Felixstowe	I understand that Suffolk Coastal District Council is proposing to make changes to the Felixstowe car parks of Eastwood Ho, Garrison Lane and Manor Terrace, amongst others. In respect to this SCDC are "asking the public to put forward views on current problems and possible solutions". Upon visiting these car parks over the weekend I have been unable to find any notices advertising the consultation on changes, or any calls for members of the public, especially car park users, for their views. Given the very short timescale on the consultation period being less than two weeks away, are Suffolk Coastal District Council planning to advertise the consultation at the affected locations to the very people these changes will affect?
20	Member of the Public	04/10/2017	Email	Framlingham	I have recently been made aware of a proposal to move the parking in Framlingham to a pay model. This strikes me as likely to be significantly detrimental to the local businesses that currently benefit from the ease with which people can park and utilise the local services. I have lived in the Framlingham area for the majority of my life and have never considered there to be a problem with parking and am struggling to see the reasoning behind a change in policy. The only obvious driver behind a shift to a paid parking model would appear to be as an exercise in revenue generation, I feel that while this may well be successful in the short term it would be at the cost of a downturn experienced by local traders. The ease with which people can visit Framlingham is its very lifeblood and anything that restricts that would be a considerable threat to the towns ongoing prosperity. Should you be running any consultation events I would hope to be invited as I would very much like to raise the above points in person.
21	Member of the Public	04/10/2017	Email	Lowestoft	I would like to observe the parking issues that effect town centre businesses in Lowestoft. At present there are a number of town centre streets which allow limited parking, but at present these are not enforced and this means customers of businesses that rely on passing trade or short stay parking are unable to find a place to park as all spaces are occupied all day. This applies particularly the High Street, London Road North (at the north end) and London Road South. Also streets off these. If CPE was introduced and enforced they would expect to see more potential customers, and therefore increase their business. Car Parking charges for off street parking should be reconsidered, as free parking at North Quay and other Supermarkets, discourages motorist from coming into the town centre. Other parking or driving issues in prohibited areas. Here I would point out the motorist who continue to drive through Gordon Road which conflicts with the unimpeded access of busses to the bus station. Also driving through the London Road Pedestrian area, especially between Regent Road and Milton Road East, and the lower part of the High Street, between the triangle Market and Old Nelson Street. CPE powers should allow for penalties to be imposed for the contravention on the orders in these areas.

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22	Member of the Public	05/10/2017	Email	Felixstowe	As a resident of Felixstowe and a volunteer at Landguard Fort, I feel that I must protest at the proposal to charge for all parking at Landguard Point which includes the Viewing Point Car Park and the car park opposite the Fort. If the Council is trying to promote tourism then making these two car parks into a pay and display car park, then this will have a detrimental effect because instead of parking and then spending 2 hours in the Fort, the majority of our visitors will not bother. Also if we put on an event at the fort, such as the reasonably successful play which we have just had, then people will not want to have to pay for car parking on top of their tickets to get in and therefore we are likely to finish up making a loss which is not the idea. The Visitors Centre and Cafe will also suffer as will the museum who rely on the free parking for their customers. I hope these views will be taken into consideration.
23	Member of the Public	06/10/2017	Email	Felixstowe	I am extremely concerned about imposing charges at the Landguard viewpoint. The viewpoint attracts many visitors to Felixstowe especially if there is a very large ship loading/unloading. The type of person visiting the viewpoint is totally different to those visiting the town/beach. Furthermore the viewpoint visitor is annual and not just confined to a few summer months.
24	Saxmundham Town Council	06/10/2017	Email	Saxmundham	1. Background: This report is in response to Suffolk Coastal District Council's consultation in relation to the implementation of Civil Parking Enforcement (CPE) in April 2019. 2. Present Situation: Saxmundham has expanded considerably during the last fifteen years. It also serves an area far larger than itself: typically that covered by the IP17 postcode. Indeed, the two supermarkets, the doctors' surgery, the dentist and the railway station serve an even greater area. Despite the hourly bus and train services, most of the customers from outside Saxmundham arrive by private car. The sheer number of cars using the town's facilities has exposed problems of capacity and road safety. 3. Problems arise for two reasons: 1. An almost complete lack of control 2. Insufficient longer-term parking. Control and Monitoring: Apart from the supermarket and local authority controlled car parks, there appears to be little monitoring of inconsiderate or dangerous on-street parking, particularly in, but not restricted to, the High Street. Drivers often park within the zig-zags of the Pelican crossing and, occasionally, on the crossing itself. This is clearly illegal but, owing to the lack of supervision, motorists know they can 'get away with it'. Offending motorists are so confident of their avoiding prosecution that they abuse any private individual challenging their illegal actions. The High Street is narrow but it is not uncommon to see a car parked outside the pharmacy or dentist with another vehicle parked outside the butcher directly across the road. The danger this creates, particularly with traffic queueing at and emerging from the traffic lights, is not hard to imagine. There is more than sufficient short-term parking in either the supermarket and Market Place car parks. Long-term parking: This is particularly acute for commuters using the railway station. Prevented from using the time limited supermarket car parks, commuters are forced to use the often very narrow streets surrounding the station, the North Entrance, and, unbelievably, Lambsale Meadow leading to the doctors' surgery. There can be a 200-metre line of parked cars on the west side of North Entrance between Fairfield Drive and Brook Farm Road which, together with the parking in Lamsdale Meadow,

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					<p>results in severe congestion at the junction. Review of Local Development Plan: Whatever the extent of increased housing in the area, this will inevitably impact on traffic and parking. Particularly in the area of the railway station which has very limited availability for any additional car parking. 4. Solutions: There needs to be a complete re-think regarding the parking in Saxmundham. The following are some suggestions: 4.1. Provide suitable longer term off-street parking for railway passengers. The car park should be 'pay and display' with a minimum time of four hours. This will discourage short-term parking but will be suitable for shoppers travelling to Ipswich or Lowestoft on the train. Complementary to providing this off-street parking for commuters, parking in the streets surrounding the railway station: particularly Albion Street, Chapel Road and the eastern end of Rendham Road should be strictly controlled. To accommodate the needs of residents, a residents' low-cost parking scheme should be considered. 4.2. Even if no further restrictions are imposed, the legality and suitability of the signage in the High Street should be checked. Consider imposing a no-waiting order on Lambsale Meadow and the west side of the adjacent stretch of North Entrance. 4.3. Strictly control the parking in the High Street. As mentioned above, illegal and inconsiderate parking is rife mainly owing to the almost complete absence of enforcement. Particular attention needs to be given to illegal parking on and near the Pelican Crossing. Prevention of any parking along the entire east side of the High Street, is essential. South of the Bell Hotel is often full of queueing traffic and north of there is too narrow. In addition, there should be no parking in the southernmost 100 metres of the west side of the High Street adjacent the traffic lights. Deliveries to the local businesses such as the butcher are essential and short term and should be permitted. 5. Further Comment: On the subject of parking and road safety, below is an extract from a letter from me to Saxmundham Town Council regarding the location of the bus stop at the north end of the High Street. "It is becoming increasingly apparent that the road system adjacent the junction between Street Farm Road and Saxmundham High Street is becoming dangerous. Traffic on Street Farm Road itself and the nearby Car Wash facility has increased; indeed the Car Wash must serve scores of vehicles per day. Several services such as the County Council offices, the library, the vets and Christie Care all depend on Street Farm Road for vehicular access. There are two main problems: · The Leiston-bound bus stops a few yards to the north of the junction immediately south of the railway bridge. There is a bend in the road so that the bridge abutments further restrict the sight-line. A driver emerging from Street Farm Road or the Car Wash has a very restricted view of southbound traffic. Immediately north of the railway bridge is St. John's Road. When a bus is parked at the existing bus stop, traffic turning southwards from St John's Road cannot be seen by that turning northwards from Street Farm Road or the Car Wash and, obviously, vice versa. It is not difficult to predict that a collision will occur between vehicles simultaneously making these manoeuvres. · To the south of the Street Farm Road junction (outside the Telephone Exchange/Sorting Office) is a lay-by in which cars are permitted to park in echelon. The bays are not long enough to accommodate larger cars or vans so that they protrude into the</p>

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					<p>carriageway. Southbound traffic has to cross the centre line to pass. the problem is particularly acute for cyclists who cannot easily be seen and have to move to the centre of the carriageway. · It is impossible to reverse into the spaces in the lay-by. Drivers, particularly of cars, reversing out of the bays have an extremely restricted view of traffic approaching from the north; indeed, the accepted procedure is to back slowly out in the hope that any approaching vehicles will stop. I suggest the Highway Authority close the lay-by to parked cars and allow the space to be used as the bus stop. There is adequate short-term parking space in Saxmundham; the lay-by is not needed as a car park. This scheme would have the following advantages: 1. The northward sight-line of traffic emerging from Street Farm Road and the Car Wash would be much improved. 2. Buses would be able to stop in the lay-by without impeding traffic flow in either direction. 3. The constriction caused by larger vehicles protruding from the echelon bays would be eliminated.” This suggestion is still valid.</p>
25	Member of the Public	06/10/2017	Email	Felixstowe	<p>One thing I noticed when I moved to this town a few years ago was the amount of people parking in cycle lanes and blocking them making me have to pull out into traffic to continue my journey. The main place this has had a big effect on me is High Road West at the Garrison lane crossroads heading into Walton. There is heavy traffic and always cars parked in the cycle lane along the stretch from the cross roads to Devon road. I do not feel safe on my bike as there are a lot of cars, trucks and buses I have to pull out in front of because of people blocking the cycle lane</p>
26	Member of the Public	06/10/2017	Email	Felixstowe	<p>My personal view is that the introduction of car park charges is inevitable, of course the introduction of more 'pay' areas will not initially be well received. However, maybe the pill could be made less bitter by offering 'residents' of Felixstowe a discount, presumably this could be achieved by issue of a card (on request) based on the electoral roll? I would like to stress, that this is a personal view, and I am not representing the Landguard Fort trust as a body by stating my opinion.</p>
27	Member of the Public	06/10/2017	Email	Felixstowe	<p>I am a regular volunteer at Landguard Fort and I can see the problems that occur on busy summer Sundays at the Viewpoint and the Landguard area. There are parking charges at other areas on the Felixstowe seafront and so many people decide to come to Landguard to avoid paying the charge. The result is that all the proper car parking spaces are full and so we then get the 4X4 drivers parking on the mound between the Fort and the Bird Observatory, which does the ground no good at all. We have stopped doing tours of the outer batteries as the guide has found that leaving the Fort after 3.30 is a nightmare due to the amount of traffic going down the Viewpoint Road. If charges were introduced in line with the charges in the rest of Felixstowe seafront, perhaps a little bit lower, then the traffic would be more evenly spread throughout the resort which would benefit more of the businesses and spread out the traffic as well. I actually believe it would help with visitor numbers to the Fort and to Felixstowe museum and the Viewpoint cafe as people would only stay for the duration of the ticket they have paid for and not camp out all day. The volunteers to the Fort would look to be reimbursed for their parking charges so I trust a share would be paid to the Fort so that we are not out of pocket. I would suggest</p>

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					though that the charges only apply from Easter until the end of September as outwith that time parking is relatively modest at Landguard, except when the novelty of a big new ship coming in occurs.
28	Member of the Public	06/10/2017	Email	Landguard fort	DO NOT AGREE
29	Landguard Ranger Landguard Partnership	06/10/2017	Email	Felixstowe	<p>I am disappointed to see that Manor Terrace car park isn't being considered for pay and display. If pay and display is implemented at the viewpoint and fort car park it will mean heavier use of manor terrace car park. This end of the Site of Special Scientific Interest is already suffering the effects of heavy footfall and with heavier footfall more areas of vegetation will disappear and gradually bare patches of sand and shingle will appear. This will then lead to the Reserve falling in to 'unfavourable condition' If these changes go ahead as suggested then mitigation works should be considered to reduce the impact on the SSSI Nature Reserve These could include a new path through that part of the Reserve and fencing off more vulnerable areas. From the people that live at Manor Terrace point of view, why should they have to put up with increased traffic past the homes because it leads to what would then be the only free car park in the area? This car park should at least have a height barrier to deter motor homes or travellers from using it.</p> <p>Response sent: Thank you for your email. Just to clarify, where it says "Discussions will include the possibility of changes to the free car parks at Eastwood Ho, Garrison Lane and Manor Terrace and the uncharged short stay spaces in Highfield Road and Crescent Road car parks". This could include the introduction of charges, nothing has been discounted at this time. Response: thank you for making that point clear to me.</p> <p>And then: I am glad to hear that the viewpoint and fort car parks are being considered for being pay and display. Hopefully having some control on the car parks will deter people from using them at all times of the night. From the Landguard Bungalow on the Nature Reserve I can hear revellers in the small hours of the morning that don't need to be there. I would be in favour of gating viewpoint road at a point just past the Customs House with a pay as you leave barrier</p>
30	Kelsale-cum-Carlton Parish Council	06/10/2017	Email	Kelsale-cum-Carlton	<p>Please find below a response from Kelsale-cum-Carlton Parish Council in respect of the recent consultation circulated:-</p> <p>"Kelsale-cum-Carlton Parish Council support the provision of and encouragement to use, designated Public Car Parks, thus minimising the use of on-street parking. Moreover, the Parish Council looks forward to long term security of tenure (or acquisition) of the sole public car park in Kelsale-cum-Carlton, in order to enable both visitors and residents to enjoy this scenic and historic village without undue hindrance due</p>

	<u>Who</u>	<u>When</u>	<u>Method</u>	<u>Location</u>	<u>Response</u>
					<p>to increased on-street parking. With that understanding we offer free car parking in the village car park and also intend installing a free secure bicycle rack to encourage bicycle use. This approach also negates the need for yellow lines in the village.</p> <p>Kelsale-cum-Carlton Parish Council are supportive of the principles of this consultation and look forward to working with SCDC to advance the long term security of tenure/acquisition of the village centre car park in the near future.</p> <p>I trust that you will take the above comments into consideration.</p>
31	Anon	09/10/2017	Telephone	Slaughden	<p>Many members at Slaughden Sailing Club are on a low income, if charges were to be introduced to the car park, would a season ticket be available.</p>
32	Town Clerk, Leiston-cum-Sizewell Town Council	09/10/2017	Email	Leiston	<p>Leiston Town Council have noted your current consultation regarding the Civil Parking Enforcement changeover.</p> <p>They do not have the same pressures as other market towns although there are some serious issues that need attention please.</p> <p>Our SCDC car parks are adequate and the charging regime sensible and, in the case of Sizewell, most welcome. The town is currently fortunate to have a large East of England Co-op car park in its centre which relieves the burden on the authority car parks. The High Street Car Park is a valuable asset to the town for the evening trade and the Neighbourhood Plan seeks to maintain or expand this facility in due course.</p> <p>Regarding the High Street Car Park and the Sizewell Road Car Park however members would urge you to incorporate a few 30 minute free slots (or even 20 minutes) to avoid the issue of parking on Double Yellow lines and pavements that occurs outside adjacent shops.</p> <p>This leads onto the real problem members would like East Suffolk to address once the power is devolved please. Leiston is an industrial town built before the age of motor vehicles and, with close terraces and narrow roads, it does not have the capacity to accommodate all the on street parking that is required nowadays. Parking restrictions in the residential areas of the town are badly abused and ignored.</p> <p>Members ask that your operatives, when patrolling Leiston, pay particular attention to enforcing roadside parking restrictions throughout the town but especially pavement mounters in the town centre.</p>
33	Project Officer, Landguard Partnership	09/10/2017	Email	Landguard	<p>With regard to the consultation in relation to the implementation of Civil Parking Enforcement (CPE) in April 2019 the following comments have been made by Landguard Partnership members.</p> <ol style="list-style-type: none"> 1. Net income derived from car park charges at Landguard should be ring fenced for the use of the Landguard Partnership to benefit the Landguard Peninsula, for maintenance, upkeep, conservation and enhancement of the area. 2. The Port own the two principal car parks at Landguard which are leased to SCDC. As part of the last S106 variation (FSR2) they have dropped any objections to the introduction of car park charges, however they have stated that income derived from them should be for the benefit of Landguard.

	<u>Who</u>	<u>When</u>	<u>Method</u>	<u>Location</u>	<u>Response</u>
					<p>3. The income from car park charges is vital to the continuance of the Landguard Partnership, the management of the heritage and natural environment, and improvement in visitor facilities at Landguard. Landguard is an important tourist destination and community recreational asset with well over 500,000 visitors a year.</p> <p>4. During high season, weekends, holidays and event days Landguard suffers from insufficient parking. This is exacerbated by the lack of car park charges which would assist in the churn of vehicles. It would also fund car parking enforcement at Landguard, preventing the large numbers of improperly parked vehicles and overnighting motor homes.</p> <p>5. The most popular car park, Viewpoint car park, (or John Bradfield Dock Viewing Area as it is also known) is in need of refurbishment including resurfacing. This was not an issue until earlier this year as the car park was according to the S106 going to be replaced by 2018. However as part of the variation this will only happen if FSR2 is completed and there is no planned date to do this now.</p> <p>6. It is the view of members that a car parking tariff at Landguard needs to be tailored to the needs of the area and attractions. It is not the intention to have high charges. The attractions at Landguard (Café, Fort, Museum) would like to see a voucher system, i.e. pay £2.00 for parking but the ticket would include a £1.00 off voucher. The other option is first half an hour free and then increasing charge for duration of stay (As Tariff 1). Also suggested is to make the front row of parking spaces on the Viewpoint car park Blue Badge only.</p> <p>7. As well as the Viewpoint car park and Landguard 2, the Viewpoint road and Landguard car park areas Landguard 1 and 4 also need to be included to ensure a joined up parking plan at the site. Ownership of these areas includes the Port, Harwich Haven Authority and English Heritage.</p> <p>8. It is also thought that Manor Terrace should be part of the Landguard car parks as the majority of users go onto the Landguard Nature Reserve.</p> <p>9. A free parking pass system should be introduced for Landguard staff and volunteers.</p> <p>10. It has been suggested that the car parks at Landguard use an Automated Number Plate Recognition System. This would reduce manual enforcement and act as a security measure, especially at night where the area is vulnerable to misuse / vandalism.</p> <p>11. Some additional info is attached including discussion from last Partnership meeting, and results of surveys carried out at Landguard in 2014 and 2016.</p> <p>12. Please note SCDC have indicated they also wish to carry out a feasibility study over car parking at Landguard.</p> <p>Extract from Landguard Partnership Meeting Minutes held on 29th September 2017.</p> <p>Additional information.</p>

	<u>Who</u>	<u>When</u>	<u>Method</u>	<u>Location</u>	<u>Response</u>
					<p data-bbox="875 172 1877 204">Extract from Landguard Partnership Meeting Minutes held on 29th September 2017.</p> <p data-bbox="875 244 1043 276">4. Car Parking</p> <p data-bbox="875 316 2145 675">4.1 PG explained that the Landguard car parks have been included in the Council's forthcoming 'Consultation on the management of off street car parks and on street parking restrictions.' SCDC have been requested to carry out a feasibility study regarding the introduction of charging at Landguard to determine the work and costs involved in refurbishment and the provision of ticket machines and signage etc. as well as ongoing management costs. There may also be the requirement to include the areas owned by PoF and EHT. Inclusion does not mean car park charges will be automatically introduced. This is just the first consultation. If it goes through the whole process it will then give the LP the choice to introduce charges. If the Landguard car parks had not ben included now then the LP would not be able to even propose charging until at least April 2019.</p> <p data-bbox="875 715 2134 786">4.2 In the latest variation of the S106 the Port declared that they will not object to the introduction of car park charges. A discussion was had regarding car park charging at Landguard.</p> <p data-bbox="875 826 2141 898">PD: The Port had provided the Viewpoint car park for the benefit of community. He thought it will be hard to sell the introduction of charging to the community.</p> <p data-bbox="875 938 2011 962">GN: There was already a lot of virulent comment on social media and a case needs to be made.</p> <p data-bbox="875 1002 2130 1321">PG: Other attractions had car park charging and were still popular. He believed there would be an outcry on social media for a couple of months before they were accepted as the norm. A sample survey taken in 2014 found that over 75% of people asked about introducing charging were in favour as long as the money went to support Landguard's upkeep. The car parks at Landguard were not part of the Norse contract with SCDC for maintenance and there was a question mark over who was responsible for maintenance, especially now the completion of FSR2 is an unknown. The Viewpoint especially could do with resurfacing and refurbishment soon. It was also pointed out that the Partnership has to pay around £3,500 business rates annually for the car parks.</p> <p data-bbox="875 1361 2130 1433">AS: There needed to be an agreement with SCDC around maintenance and charging, and that net income from car park charging, if introduced, will go to Landguard.</p>

	<u>Who</u>	<u>When</u>	<u>Method</u>	<u>Location</u>	<u>Response</u>
					<p>GH: The issue is that the LP is not a legal entity and only SCDC can charge. The council can't divert the money to Landguard. Other organisations would want a similar deal.</p> <p>PG: The rent of the Viewpoint cafe went into the LP budget as stipulated in the S106 agreement. Also part of SCDC's annual contribution to the LP already came from SCDC car park budget.</p> <p>TC: Car park charges could cause a reduction in Fort admissions and in turn revenue. He would not support charging at Landguard unless the revenue was ring fenced for the LP.</p> <p>AT: There must be an agreement on maintenance and charging before the governance review. If and when car parking charges are introduced it ideally needs to be a local offer tailored to Landguard.</p> <p>DS: If we don't introduce car parking charges it will affect long term sustainability if the area. A clear explanation needs to be communicated to the public as to why they are necessary.</p> <p>AS: There is a need for noticeboards to inform public. Create branding and public face.</p> <p>Action: PG / HG / PW</p> <p>Extract from: Landguard Visitor Survey, Report of Findings</p> <p>Prepared for: Landguard Partnership, July 2016</p> <p>Produced by: Destination Research Ltd</p> <p>Car Park Charges</p> <p>Respondents were asked to specify the extent to which they would agree with the introduction of parking charges at Landguard if the income went to the upkeep and running of Landguard, especially the site's heritage and nature conservation. Almost half agreed (37%) or strongly agreed (10%) with the possibility of introducing parking fees. Some were undecided and expressed no opinion either way (16%). Just over one third (37%) disagreed with the idea of charging for parking. Of these, a quarter (27%) strongly disagreed with the idea. The average score was 3.1 out of a maximum score of 5.</p>

Who	When	Method	Location	Response																																																												
				<table border="1"> <thead> <tr> <th>Car park charging</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Strongly agree</td> <td>10%</td> </tr> <tr> <td>Agree</td> <td>37%</td> </tr> <tr> <td>Neither agree nor disagree</td> <td>16%</td> </tr> <tr> <td>Disagree</td> <td>10%</td> </tr> <tr> <td>Strongly disagree</td> <td>27%</td> </tr> </tbody> </table> <p>Extract from: Landguard Partnership Survey 2014</p> <table border="1"> <thead> <tr> <th>5 If car parking charges were introduced</th> <th>VSH</th> <th>CSH</th> <th>CSO</th> <th>Total</th> <th>%</th> </tr> </thead> <tbody> <tr> <td colspan="6">What would be a suitable amount?</td> </tr> <tr> <td>First hour free and then hourly rate</td> <td>36</td> <td>15</td> <td>84</td> <td>135</td> <td>27</td> </tr> <tr> <td>First two hours free then higher charge per hour</td> <td>27</td> <td>16</td> <td>88</td> <td>131</td> <td>26</td> </tr> <tr> <td>Standard hourly rate</td> <td>12</td> <td>2</td> <td>37</td> <td>51</td> <td>10</td> </tr> <tr> <td>Single daily charge</td> <td>11</td> <td>19</td> <td>39</td> <td>69</td> <td>14</td> </tr> <tr> <td>Other / free</td> <td>22</td> <td>16</td> <td>73</td> <td>111</td> <td>22</td> </tr> <tr> <td>No Response</td> <td>2</td> <td>3</td> <td>4</td> <td>9</td> <td>1</td> </tr> </tbody> </table>	Car park charging	Percentage	Strongly agree	10%	Agree	37%	Neither agree nor disagree	16%	Disagree	10%	Strongly disagree	27%	5 If car parking charges were introduced	VSH	CSH	CSO	Total	%	What would be a suitable amount?						First hour free and then hourly rate	36	15	84	135	27	First two hours free then higher charge per hour	27	16	88	131	26	Standard hourly rate	12	2	37	51	10	Single daily charge	11	19	39	69	14	Other / free	22	16	73	111	22	No Response	2	3	4	9	1
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34	Member of the Public	10/10/2017	Email	Felixstowe	<p>In reference to the consideration of car parking charges on all car parks in Felixstowe and other coastal towns. I personally think it is an excellent idea. Many other coastal resorts do this and you can see the extra input the towns have received because of this.</p> <p>My only concern would be the residential streets near the sea front and attractions would be become</p>																																																											

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					<p>heavily used because people will try to avoid the parking charges. I hope this would be taken into consideration. At present visitors, employees and users of the facilities on the seafront already park on the residential streets for long periods of time and also damage residents cars so they can park there to avoid paying for parking.</p> <p>I have already raised my concerns over this situation. Residential parking would be a sensible answer.</p>
35	Member of the Public	12/10/2017	Email	Woodbridge	<p>As a resident of central Woodbridge whose property has no allocated off-road parking, my primary concerns relate to the ever-increasing numbers of people entering Woodbridge daily to work or shop who choose not to use the public car parks and instead clog up the already-full residential streets close to the town centre. I live in Deben Road – a small, narrow road with no off-road parking for many residents - and during the day, at least 50% of the cars parked in the road belong to people who walk into the town to work or to shop. None of the terraced properties at the Thoroughfare end of the road have any allocated street parking and the garages belonging to residents towards the river end of the road are old and in many cases too small for modern cars – thus almost everybody resident in the road needs to park in the road. Some of the properties are single car households but several are not, which means that every available space in the road is needed by residents. Currently, there is extensive building work taking place at a property in the road and recently Anglian Water was also doing repairs: the knock-on effect of the contractors' presence is that there is even less parking available and the non-resident people parking in the road have been parking increasingly poorly, including parking opposite a driveway for multiple vehicles between 17 & 19 Deben Road, causing blockage and a hazard. Additionally, the nature of the road is such that cars park on different sides of the road at different points along its length to maximise the number of cars that can park. Inadequate double yellow lines mean that non-residents frequently park poorly and don't leave adequate space for larger vehicles to navigate the road, meaning that larger vehicles are unable to access many of the properties – including fire engines and ambulances should there be an emergency situation. Similarly, due to non-residents' cars clogging the road, some residents have no choice but to park in the turning bay at the top of the road until a non-resident returns from the town and vacates one of the limited spaces; again, this causes problems for vehicles legitimately using the road (such as delivery vehicles) that need to turn and would potentially be very serious should emergency vehicles need access to the road. The proposed development of the old SCDC site adjacent to Deben Road appears to have been designed with inadequate parking provision; thus, word-of-mouth of the free parking in Deben Road spreads amongst workers and visitors to the town coupled with the potential future problem of new neighbouring residents needing to find parking for additional vehicles is only going to compound the issue. Like other residents of the road, I have previously contacted SCDC regarding the increasingly dire parking problems in Deben Road, but received a depressingly dismissive response and nothing was done. Indeed, one fellow resident was so exasperated by the parking problem that they converted their front garden into a parking space! Sadly, those of us whose cottages front the public</p>

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					<p>footpath have no front garden and so no option to do similarly. All we need in Deben Road is for residents to be issued with parking stickers and signage to be erected stating that it is a residents-only parking zone. This alone – without any proactive enforcement – would serve as a deterrent to a significant proportion of the opportunistic parkers and thus could potentially alleviate an ever-increasing problem. A small one-off expenditure on signage and permits would all but solve this problem in many other central, clogged residential roads.</p> <p>Having friends living in Woodbridge – the roads neighbouring Kingston Field, Market Hill/Seckford Street & Sun Lane, for example – I know that this parking of workers and visitors in residential roads is an increasing problem in areas close to the town centre as regular visitors to Woodbridge are unwilling to pay for parking in the town while at work or visiting. Any parking charge increases in Suffolk Coastal car parks is only going to compound the parking problems for town centre residents without garages or allocated parking spaces. I urge you, please, alongside whatever decision is made regarding public car parks and charges, to implement residents' parking zones in our residential roads, particularly those such as Deben Road where many of us have no option but to park on the road as our properties have no allocated off-road parking.</p>
36	Member of the Public	12/10/2017	Email	Woodbridge	<p>1. Supporting the economy of Woodbridge town centre: The current state of Thoroughfare parking – at all times of the day, since many drivers ignore restrictions they deem inconvenient – actively mitigates against the pedestrian shopper. The latter is likely to spend more, and more widely, than the driver who parks to dash into a shop for a loaf of bread. Illegal parking in Thoroughfare tends to happen where pedestrian pavement is most narrow (the distance from shop front to curb varies throughout the street and legal parking bays have been placed where sufficient space is left for pedestrians to pass comfortably). Pedestrians are discouraged from lingering at shop fronts where others must step onto the road in order to pass by. Local shops should be stopped from parking their business vehicles as near-permanent fixtures in legal parking bays. This practice may save a shop from parking expenses but it does so by passing the cost of doing business on to the Council and thence to the rate payer. They also flaunt the current time restrictions for such parking (and if they have been given a permit to do so, it should never have been given). There is a proposal to remove the weight restrictions for traffic using Thoroughfare. If this is successful, thought should be given to restricting shop deliveries to before 9 a.m. and after 6 p.m. (at around 9:40 a.m. on 11th October 2017, an extremely large articulated lorry delivering for the company LISA caused significant problems for pedestrians and motorists alike).</p> <p>2. Supporting tourism in and around Woodbridge: Woodbridge town centre attracts a great many tourists during a fairly protracted season. While Market Hill and the river front attract forays by groups at all times, it is the Thoroughfare where they inevitably congregate. Many must wonder why Thoroughfare is not a Pedestrian Zone in reality (and not simply by signage) as is common now in many picturesque town centres in Britain and on the Continent. For most residents it is now second nature to take a hurried</p>

	<u>Who</u>	<u>When</u>	<u>Method</u>	<u>Location</u>	<u>Response</u>
					<p>glance over the shoulder before stepping out to bypass someone gazing at a shop window; you can identify the tourists by the way they start when passed by a car or van (hybrid and electric vehicles tend to be the most startling). I believe that if you want to improve the tourist experience in Woodbridge, the single most effective way would be to ban non-essential traffic in Thoroughfare and restrict deliveries to the early and late hours. 3. Local parking issues in and around Woodbridge: a) The biggest single issue is illegal street parking. It has reached ridiculous proportions in Woodbridge. There is not a day of the week when numerous examples can not be found in Cherry Tree Road, Kingston Farm Road, Avenue, Cumberland Street. On most days, the same can be said of Church Street, Quay Street, Kingston Road and, of course, Thoroughfare. Given zero risk of being caught and punished, a substantial and growing minority of drivers park where they will – on single and double yellow lines, on blind bends, opposite road junctions and road corners. Builders and similar businesses need to be reminded that double yellow lines apply to them as well as everyone else. On one occasion, 8 contractors vehicles parked in Cumberland Street to attend to work on one house – to the detriment of pedestrians who had to step into the road to bypass them all – a matter of 30 yards or so. If vehicles MUST be parked in the locality of a job, the same rules should apply as those for parking skips on the road – i.e. a permit must be paid for, which limits both size and duration. The practice of parking partially or wholly on pedestrian pavements may allow other vehicles to pass more easily but often requires pedestrians to step out into the path of the passing traffic, especially if the pedestrian is pushing a children’s buggy, or an adult’s pushchair. It also tends to accelerate the deterioration of the pavement adding to the perils facing pedestrians. These examples of low level illegality do need to be addressed: they are obvious and constant reminders to the young that laws can be safely ignored. But meetings, posters, information events will only serve to confirm the already convinced. Parking laws (or rules) need to be policed to have any effect. Hopefully, the County Council has bought into this idea (as have other councils – a very good example, Wokingham) and will be hiring the necessary number of Civil Enforcement Officers (as opposed to Parking Attendants) to ensure this happens. It needs to be made clear that the CEOs’ remits are not confined to official car parks. b) Before action can be taken to address the foregoing, the state of yellow lines and signage need to be attended to. Yellow lines in Kingston Farm Road and Avenue are especially confusing. When last “upgraded” old lines were poorly covered with black paint and are now showing through; new lines were themselves poorly painted and are worn away in several places. It is often unclear to drivers where they may or may not park. Kingston Field is a very popular destination for visitors to Woodbridge as well as for residents. For the visitors (such as those bringing children to football matches) there is little indication that a car park is situated in Avenue. There are no Car Park signs at the main road junctions of Cherry Tree Road or Kingston Road, at the beginning of Avenue, nor is there a sign at the junction of Cherry Tree Road and Kingston Farm Road showing the way to the car park. Consequently, those unfamiliar with the area have a good excuse for not using the car park (which is often less than full even during football matches).</p>

	<u>Who</u>	<u>When</u>	<u>Method</u>	<u>Location</u>	<u>Response</u>
					<p>c) If there are no plans to employ a CEO responsible for the Woodbridge area (presumably also with shared responsibility for other areas) then you may as well not bother with renovating or changing yellow lines and improving signage. It would simply be a waste of funds better spent elsewhere. d) Laws and rules governing car parking are largely to do with public safety and facilitating the flow of traffic (pedestrian as well as vehicular). Therefore I think it relevant to address the traffic flow around Kingston Field, a very popular venue which attracts a large number of cars needing to be parked. Traffic along Cherry Tree Road, along Kingston Farm Road at the edge of the park and along Kingston Road is effectively single-track during daylight hours in Spring, Summer and Autumn – and often during Winter - due to the parking. Yellow lines on Cherry Tree Road are “strategically” placed such that it is possible to have two cars parked opposite each other leaving insufficient space for some of the larger vehicles to pass. Delivery vehicles exiting Beech Way are sometimes stuck until the a car owner can be located – usually on Kingston Field – to come and move it. At least 10% of all vehicles that enter Cherry Tree Road, from Ipswich Road, use the entrance to Beech Way to turn back, with the consequence that the junction is in permanent poor repair (pothole patches soon being eroded). The junction of Kingston Road with Station Road is especially dangerous for pedestrians, there being no pedestrian pavement and insufficient room for two vehicles to pass at the same time (which sometimes try to observe the 30mph target). All the above issues would be much alleviated if a one-way system were introduced from Ipswich Road to Station Road via Cherry Tree Road, Kingston Farm Road and Kingston Road, at the same time restricting parking in Cherry Tree Road to one side only (as it is in Kingston Farm Road). 4. Conclusion: I have tried to keep to the point in my observations. Probably I have strayed somewhat but I did find it difficult to fully understand what it was you were asking for in the newspaper article and on your website pages “Suffolk Coastal car parking consultation” and “Have your say on car parking in Suffolk Coastal”. The document "Car Parking (On and Off-Street) Local Area Plans for Suffolk Coastal" is somewhat stark without the context given it by documentation provided to the SCDC Cabinet (Agenda Item 9 of the meeting on 5th September 2017) which gave me something to start working from.</p>
37	Beccles Town Council	12/10/2017	Email	Beccles	<p>I am just checking if would be possible for Beccles Town Council to submit its response to you on 8 November? The Assets and Environment Committee have met and considered the consultation and agreed a response. However, I would also like to give full council a chance to comment too. If it is not possible to submit on 8 November, I will just send through to you the Assets Committee’s response.</p> <p>Response sent: Waveney District Council will meet on the 1st November to consider the responses and any proposals to make changes. Therefore I would urge you to send in whatever you have as soon as possible. The main decision on actually implementing changes will be taken on 17th January so it would be worth updating the District Council if the Town Full council have additional comments even during December.</p>

	<u>Who</u>	<u>When</u>	<u>Method</u>	<u>Location</u>	<u>Response</u>
38	Wickham Market Traffic and Parking Working Group	12/10/17	Email	Wickham Market	<p>1. The new parking scheme in Wickham Market came into effect in Jun 2015 and is generally working well, but a few problems are now evident partially due to its success. The aim was to introduce free parking in all of Wickham Market's car parks, to create space in the Chapel Lane car park so that patients attending the Surgery could get a space and to free up the Village Hall car park for Village Hall users. The change involved the following:</p> <ul style="list-style-type: none"> a. Changing the car parking in "The Hill" car park to make all spaces free for 30 minutes and 2 hours for £1. b. Changing the Chapel Lane car park to 1 hour free and 2 hours for a £1. In this car park there are six spaces for the Doctors Surgery, 2 Spaces for the Resource Centre and the Parish Clerk and all residents of the Kitson Court social housing get free car passes. c. Changing the Crafers Long Stay car park to give 1 hour free, 4 hours for £1 and over 4 hours for £1.50. In addition, the Wickham Market business parking at £10 per month uses this car park. d. To bring the Village Hall car park under Suffolk Coastal District Council (SCDC) control so that users of the Village Hall can park for free at the Village Hall. <p>2. The position as at October 2017 is as follows:</p> <ul style="list-style-type: none"> a. The Hill short stay car park is working well and the 30min free normally means there are 1 or 2 spaces available although it is also often full. Immediately adjacent to this car park are 9 spaces for on road parking with restricted times. However, this isn't enforced and it is effectively used as all day free parking. If these spaces are absorbed within the TPO covering the Hill it would provide more short stay spaces and support the retail centre, and this change is requested. <p>It is noted here that Wickham Market is a Key service Centre and the new developments in its environs putting more pressure on the parking provision.</p> <ul style="list-style-type: none"> b. The Chapel Lane car park services the medical centre, library and Resource Centre. It now has 4 disabled spaces, 6 allocated to the medical centre, 2 reserved for the Resource Centre/Library and 30 other spaces. This worked well for a while, but is now quite often full. A principle reason for this is change of use of Kitson Court from Sheltered Housing to Social Rented Housing. As Sheltered Housing it was provided with 5 dedicated spaces in the car park for residents and visitors, so when the new parking regime came into force it

Who	When	Method	Location	Response								
				<p>was decided that all residents of Kitson Court would be issued with a parking permit and the 5 designated spaces removed. As Social Rented Housing there is a significantly higher demand for parking permits. So far 13 permits have been issued, reducing spaces to only 17 for patients visiting the medical centre, with a potential for further reduction as there are up to 40 residential units in Kitson Court. This is becoming a private car park rather than a public one not able to support the medical centre. The policy for issue of parking permits needs to be critically reviewed. In addition it is worth noting that the medical centre have requested a further 6 dedicated parking bays.</p> <p>c. The Crafers Long Stay car park has 39 normal spaces and 4 spaces for disabled drivers. It used to be empty and now it is often completely full. 50 business car park tickets are sold each month, but the demand is for about 60 so there is significant competition for each ticket. In addition, there is now virtually no long stay car parking for visitors to the village which causes problems particularly on market days.</p> <p>d. The Village Hall car park is generally working well and only 2 cars have been issued warning tickets.</p> <p>e. SCDC's income from car parks in Wickham market has increased as can be seen in the table below:</p> <table border="1" data-bbox="974 874 1431 951"> <thead> <tr> <th data-bbox="974 874 1093 914">Year</th> <th data-bbox="1093 874 1205 914">2013</th> <th data-bbox="1205 874 1317 914">2014/5</th> <th data-bbox="1317 874 1431 914">2015/6</th> </tr> </thead> <tbody> <tr> <td data-bbox="974 914 1093 951">Income</td> <td data-bbox="1093 914 1205 951">13,767</td> <td data-bbox="1205 914 1317 951">11,921</td> <td data-bbox="1317 914 1431 951">18,031</td> </tr> </tbody> </table> <p>The figures in the table show 2013 and the 12 months before and after the change. In addition, since tickets are required in all car parks, less the Village Hall, the income from Excess Charge Notices has risen dramatically.</p> <p>3. The Wickham Market Town Team is working hard to revitalize the centre of the Village. They have been instrumental in setting up Inspirations, a Community Interest Company, which is a successful shop containing a mix of about 20 retailers. They are also very much involved with trying to purchase and renovate the only village pub, The George, which burnt down in 2013. In addition, another village group from the Wickham Partnership have enabled the De Vere Care group to set up a new care home in Lehmann House creating about 30 new jobs. All these initiatives have increased the car parking requirement in the village to an extent where unless we can increase the number of car parks the revitalization work will stall.</p> <p>4. A location has been found which is suitable for a new long stay car park and the land owner is</p>	Year	2013	2014/5	2015/6	Income	13,767	11,921	18,031
Year	2013	2014/5	2015/6									
Income	13,767	11,921	18,031									

	<u>Who</u>	<u>When</u>	<u>Method</u>	<u>Location</u>	<u>Response</u>
					<p>prepared to lease the car park, but capital funding is required to construct it. The Wickham Market Traffic and Parking Working Group believe if the new car park can be realized then it will have the following benefits for the village:</p> <ul style="list-style-type: none"> a. The business parking can be moved to the new site releasing Crafers Long Stay car park for its original use as a short stay and support the retail centre. b. The number of business parking spaces can be increased to meet demand. c. Kitson Court residents can be given tickets for the new car park which will release space for the Chapel Lane car park for in servicing the medical centre, library and Resource Centre. d. Residents from Chapel Lane, Mill Lane and Church Terrace will be able to purchase long term tickets that will allow them to move their cars from the congested on-street car parking that currently exists. e. The car park for Lehmann House is not adequate. The new car park will allow adequate parking for visitors and staff so that emergency vehicles can have the required access at all times. f. The new car park is within a short walking distance to The George which has limited parking. g. A number of bays can be made large enough for vans as currently there are no spaces large enough in any of the car parks. h. The new car park will allow visitors to come to Wickham Market and enjoy the shops and facilities in the Retail Centre so that it has the ability to thrive. <p>5. SCDC support is seen as absolutely essential to make the new car park project a success.</p>
39	Aldeburgh Town Council	13/10/17	Email	Aldeburgh	<p>Aldeburgh Town Council would like to give the following responses:-</p> <p><i>Darsham - Railway Station – develop new car park and add it to the Order along with the existing Train Operating Company car park.</i></p>

	<u>Who</u>	<u>When</u>	<u>Method</u>	<u>Location</u>	<u>Response</u>
					<p>ATC would support this to enable more sustainable transport for the area. Despite improvements, the crossing point remains at night dark in parts and therefore potentially dangerous to those crossing the A12 on foot; we would strongly suggest that further additional street lighting be installed at this point, regardless of whether additional parking is actioned.</p> <p><i>Aldeburgh - Implement Pay and Display tariffs at Slaughden Quay/Sea Wall/Slaughden Road (land ownership needs to be clarified as unclear if highway or council land).</i></p> <p>ATC would welcome this which it is hoped would help to alleviate parking issues in the town currently, and regularise an already used site. In order for this to be satisfactory, it would be desirable for the area to be mildly improved visually to clearly demark the extent of the use of the land, and the parking surface of the area in question to be either graded or similar together with an extension of the 30 mph zone to the junction of the area in question and the track rising to the Sea Wall.</p> <p>We would suggest that the charging process would be in line with that at Sizewell – a short period of free parking indicated by the display of a ticket, followed by charging in increments of 2 hours, 4 hours or if longer up until 6pm (or when decided). Possible seasonal variations in line with dog activity on the beach - May to October, with no charge November - April. No overnight stays by RVs or similar, cars may be parked overnight. Aldeburgh Yacht Club to be encouraged to participate in rolling this out, together with deterring members and the Public from exceeding the speed limit; it is understood that a portion of the road (probably past the area currently under discussion) is owned and maintained by the AYC.</p> <p><i>Aldeburgh – High Street plus</i></p> <p>Re: parking charges on the High Street: ATC would welcome time limits for parking on High Street, but not charges. With a thriving High Street, keeping local shops alive is something we should strive for and allowing local people to shop paramount. Charging visitors in the larger off High Street parking areas is far more acceptable providing the charges are reasonable, with a short free period, proved by a time stamped issued ticket. In helping to assist make the Suffolk Coast a year round destination, there is the potential for car park charges could be seasonal with reduced</p>

	<u>Who</u>	<u>When</u>	<u>Method</u>	<u>Location</u>	<u>Response</u>
					<p>or zero charges in the winter (as above, seasonal variation).</p> <p><i>District Wide - Special Filming Permit Agreement – to give permission to park production vehicles in car parks to enable Suffolk to be used for more filming.</i></p> <p>ATC would support this to further encourage the use of the County for more filming.</p> <p><i>Discontinue Resident Off-Street Season Ticket discounts - currently a discretionary 50% reduction can be applied for in seven named car parks in Aldeburgh, Felixstowe and Woodbridge. This was introduced historically where a resident lives at an eligible address that has no off-street parking and charges were first introduced in a nearby car park.</i></p> <p>ATC would question whether this is a necessary change in a little known parking option. Our understanding is that it would only impact on predominantly elderly long-term residents; in the high season the removal of this option may reduce the ability of those to continue to be independent. We would suggest this requires looking at on a case by case basis and not be a blanket change.</p>
40	Beccles Town Council	13/10/17	Email	Beccles	<p>Follow on from no. 37:</p> <p>Waveney District Council’s proposal to implement a 2 hour parking limit in some bays at Kilbrack in Beccles in order to allow dentist patients to park was discussed by the committee. The committee generally agreed that there was parking close by in Blyburgate car park and given that the change might be detrimental to residents, there should be no amendment to the current Kilbrack parking arrangements.</p> <p>The committee supported Waveney District Council’s proposal to amend the Blyburgate car park regulations in order to reflect reality.</p> <p>The committee did not recommend any further amendments.</p>

	<u>Who</u>	<u>When</u>	<u>Method</u>	<u>Location</u>	<u>Response</u>
41	Members of the Public	13/10/17	Email	Landguard	<p>We would like to object to the proposed car parking charges at Landguard, Felixstowe.</p> <p>My father is one of many elder visitors to Felixstowe who makes regular use (daily) of Landguard facilities inc. the car parking area.</p> <p>Currently this parking is free and given the financial burden car parking fees would impose on these visitors, it would seem to be a poor way to encourage current and new visitors to a historical part of Felixstowe.</p> <p>By charging to park you going to deny people who are in the later stages of life the opportunity to sit their cars and view the boats etc, some who cannot leave their vehicles but enjoy this free facility.</p> <p>If you are trying to raise money it would seem more appropriate to charge those people in employment who park else where, than those retired / elderly.</p>
42	Members of the public	13/10/17	Email	Framlingham	<p>With reference to SCDC's Car Park consultation Framlingham Town Council have included as an option extending the Elms car park to create an additional 70 spaces. I can only assume this would be by extending the car park onto land that is part of the Mere.</p> <p>Framlingham Mere is a principle element of the castle's Scheduled Ancient Monument status and A SWT Nature Reserve. It is also listed by the EA as a flood warning area. It also goes against the District Council's policies regarding the importance of maintaining both heritage and important areas of the natural environment.</p> <p>Although understanding the pressure for additional car parking close to the town centre the proposed option on this site is completely unsuitable.</p>
43	Member of the public	13/10/17	Email	Woodbridge	<p>Below are the comments I would like to submit for the car parking consultation:</p> <p>I believe that well planned parking schemes, that are efficiently enforced, support the economy of town centres & their businesses by providing a safe & pleasant environment in which to shop, work, spend leisure time etc. There is so much competition from the</p>

<u>Who</u>	<u>When</u>	<u>Method</u>	<u>Location</u>	<u>Response</u>
				<p>internet – shopping on line, home deliveries, virtual offices – that people simply will not bother to go into the town centres unless it is a positive & rewarding experience. So often town centres are polluted & noisy with traffic looking & queuing for a parking space ; delivery vehicles are causing obstructions; cars are parked on the pavement so that you can't get passed; pedestrians are expected to “share” spaces with vehicles & cycles who are impatient & unsympathetic to the needs of pedestrians ; signage is poorly sited & often misunderstood. I live in central Woodbridge and this is a fair description of the town centre on most days.</p> <p>Woodbridge is also a tourist/holiday town; people also come here for sightseeing and are drawn in for events throughout the year. If they can park relatively easily for a moderate charge they will be encouraged to spend money in the town. They too want to enjoy a safe & pleasant environment. I think it is important that there is a range of car parks available – long, medium & short stay, with appropriate price structure. I am disappointed to see that Woodbridge is planning to dispense with Resident Off-Street Season Tickets as I feel they serve a need in the town. Personally I would have liked to purchase an annual season ticket which could be used by my guests & tradespeople working at my house where parking is limited; but the scheme was not designed for this (although I think residents in Bury St Edmunds, for example, can do this.)</p> <p>I would like to draw your attention specifically to Cumberland Street, Woodbridge. The signage at the junction with Station Road limits access during the working day (10 - 3) to deliveries & residents (i.e. no through traffic) There are some infringements, but mainly the street has a brisk flow of traffic with legitimate business throughout the day.. At the town centre end of the street there are 30 minute parking bays, which have a “no parking” restriction between 10 a.m. & 3pm. Currently this is not enforced, but when it is it will mean that valuable parking spaces will be standing empty. 30 minute parking from 8 am until 6 pm would be of real benefit to the small businesses & the Sorting Office at this end of the street. It is just long enough to collect a parcel, get a take away, go to the bank, pop into the florists or the craft shop – all of which are very close at hand. I also</p>

	<u>Who</u>	<u>When</u>	<u>Method</u>	<u>Location</u>	<u>Response</u>
					<p>think there should be a blue badge parking space here. Currently badge holders park on the double yellow lines, sometimes with 2 wheels on the pavement whilst they go for a meal or to the hairdressers. But the street & the pavements are so narrow that traffic, access to off street parking & even front doors are obstructed, whilst pedestrians have to walk in the road. Cumberland Street has a great number of pedestrians, because people are walking into town from their homes around Ipswich Road area, or because they have parked in the streets around the Cherry Tree pub, Notcutts etc. Many have young children with them as there is the Caterpillar Children's Centre next to the Sorting Office, and quite a number of pedestrians are older people using mobility aids because they are living in the sheltered housing at the far end of the street.</p>
44	Member of the public	13/10/17	Email	Lowestoft	<p>I personally think a lot could be done to help Belvedere road car park be used more thought-out the year and not just in the tourist season. I work in Kirkley as a Community development worker and these points have come up a number of times from residents.</p> <p>For example,</p> <ul style="list-style-type: none"> • Installing electric car charging Pods in, a govement grant can be applied for by the council to pay for the installation. • More free parking, free parking bays like in Beccles. • CCTV is something that a number of people have asked me about so they, and there car, is safe. <p>General parking in Kirkley,</p> <ul style="list-style-type: none"> • Better information about car parking in Kirkley including Free spaces. • Again more free or discounted spaces for shoppers in under used carparks. <p>Please let me know if you have any information relating to these suggestions that I can feed back to residents when asked.</p>

	<u>Who</u>	<u>When</u>	<u>Method</u>	<u>Location</u>	<u>Response</u>
45	A member of the public	17/10/17	Email	General	<p>A few points to think about relating to <i>Play & Display</i> meters.</p> <ol style="list-style-type: none"> 1. All these meters are controlled by a micro-processor, which can be programmed to do whatever it's told to do. 2. Make all charges payable with two coins e.g. £1.50 is OK but £1.60 is not. 3. Make available pay-by-the-minute and enable users to put in any coins they have and get a ticket for the appropriate number of minutes e.g. if the charge is 1.6p/minute and a user has 95p, then they would be issued with a ticket for 60 minutes (always round up fractions of minutes – it makes you seem generous and the customer feels better about paying). 4. Contactless payment from a credit card would be good if you can get the technology in. 5. If the machine is out of action (usually because it's full of money and has not been emptied), allow the customer to write their own free ticket, using a code displayed on the machine. This code would allow the meter attendant to identify the machine and the time "issued". It's not the customer's fault the machine is not taking money. 6. Make the ticket issued (part) refundable in local businesses, who in turn could get a refund against their business rates. For example, if I were to have a valid counterfoil for a £1 parking ticket and went in to a local shop, they could refund me, say 50p against purchases of over £5. The shop could then submit the counterfoil as 50p credit against their business rates.
46	Felixstowe Town Council	17/10/17	Email	Felixstowe	<p>Thank you for the opportunity to respond to Suffolk Coastal District Council's consultation in relation to the implementation of Civil Parking Enforcement (CPE) in April 2019. The Town Council's Finance & General Purposes Committee considered this matter at its meeting of 27 September 2017.</p> <p>Committee understands that CPE provides an opportunity for the District Council to produce Local Parking Plans defining off-street and on-street parking control policies.</p> <p>At this stage you are seeking comments on the following:</p> <ul style="list-style-type: none"> • How car parking can better support the economy of town centres and businesses. • How car parking can better support tourism. • How CPE can address other local parking issues - and where there are particular problems related to poor parking.

	<u>Who</u>	<u>When</u>	<u>Method</u>	<u>Location</u>	<u>Response</u>
					<p>Your email on this matter referred to ideas from town and parish councils having already been received and these were documented in an attachment. Insofar as the Town Council is concerned, please note that no previous response has been provided and this is the first time that we are commenting on the matter. Town Councillors are aware of the consultation and are also welcome to respond as individuals.</p> <p>The Town Council understands the requirement to generate income through parking charges and the need for a possible small increase in those charges is recognised. However, in an era where the digital revolution is transforming the way we shop, any move towards raising parking charges may be detrimental to the local high street offer. Therefore, the Town Council believes that to support tourism and the economy of Felixstowe's town centre and businesses parking must be seen as a service which attracts, rather than deters, visitors. To achieve this aim the focus should firmly be on providing a parking experience which is innovative and user-centric based on the following principles:</p> <ul style="list-style-type: none"> • Ample provision of attractively signposted, well-maintained and conveniently located parking facilities to meet current and future demand. • Tariffs for the town centre which are profiled towards supporting a high turnover and footfall of visitors to Felixstowe's shops and businesses. • The use of digital technologies which supply user-friendly, easy payment and innovative parking opportunities. • Consideration of how a 'rover' scheme might provide flexibility for visitor parking and contribute towards the turnover of spaces. • Rewarding the loyalty of regular visitors. • Schemes which promote good value, easily accessible parking close to the resort and seafront. • Giving special consideration for sites such as the Garrison Lane car park which provides much needed additional free parking for visitors and residents in high season. • Easing the pressure on residential areas which routinely occurs as a result of the popularity of Felixstowe as a destination resort. • Retention of a scheme which allows a reasonable parking provision for residents.

	<u>Who</u>	<u>When</u>	<u>Method</u>	<u>Location</u>	<u>Response</u>
					<ul style="list-style-type: none"> • A robust and appropriately resourced enforcement programme to reduce inappropriate parking and support the objectives above. <p>As part of the approach to achieving the above aspirations, the Town Council asks that charging structures are based on localised arrangements. In this way fees in each area of the district can be well-related and responsive to local market conditions. We do not believe that a 'one-size fits all' approach is appropriate to this district which comprises of towns and villages with such variety of size, economy and geography.</p> <p>Additionally, the Town Council recognises that car parks in Felixstowe are all single-level. Over the longer-term there should be strategy devised towards increasing the density of off-street parking provisions close to the town centre and resort.</p> <p>We hope that these comments are helpful to you. Thank you again for the opportunity to have been consulted. The Town Council looks forward to learning the results of your consultation exercise and any subsequent proposals.</p>
47	Slaughden Sailing Club	13/10/17	Letter	Slaughden	<p>I am writing on behalf of Slaughden Sailing Club, Slaughden Quay, Aldeburgh to express our concerns about the plans to start charging for parking in the Slaughden area of Aldeburgh.</p> <p>We are a community based Sailing Club, drawing most of our membership from the local area, many of whom live on very modest means. The introduction of car parking charges outside our club would probably deter many of our members from participating in the sport that we try to make affordable to all, and might well therefore also have a detrimental effect on our club membership numbers.</p> <p>Not only would our members be affected during the active season, but also those with boats laid up in the nearby boatyards, needing to do seasonal maintenance work would also be disadvantaged.</p>

	<u>Who</u>	<u>When</u>	<u>Method</u>	<u>Location</u>	<u>Response</u>
					<p>Some of our members leave their vehicles outside the Club's Premises when they go away on their boats for week end, or longer trips, a reality that used to be covered by a registration and overnight permit scheme, which has been discontinued in recent years. Sometimes weather conditions mean that it is not possible to accurately predict how long these members will be away, so they would have difficulty in prepaying for the correct amount of time.</p> <p>I am informed that "Annual Parking Permits" at advantageous rates are usually available for Suffolk Coastal District Council Car Parks for regular users, these would need to be very modestly priced to prevent the imposition of an unacceptable burden upon our members.</p> <p>Another issue that has been raised, is the condition of the unmade road leading to Slaughden Quay, which becomes very uneven, potholed, and waterlogged at times, can we believe that after the imposition of car parking charges, this will be significantly improved and properly maintained to a standard similar to the car parks on Thorpe Road to the north of Aldeburgh?</p> <p>You will gather from these comments, that we at Slaughden Sailing Club are very worried that the introduction of car parking charges in this area will be very damaging to the ongoing usage and membership of our club.</p>
48	Arts organisation working with people with learning disabilities	18/10/17	Email	Lowestoft	<p>Please can I submit some of the issues around car parking from the perspective of an arts organisation working with people with learning disabilities at the Bethel (Home of the Lowestoft Players)</p> <p>Parking in front of the Bethel is now forbidden as there is not a lowered curb .</p> <p>There is a large area of space which we were using for carers and clients which did not restrict pedestrian access. However this is no longer possible.</p> <p>There are only 2 disabled parking spaces to the side of the building near Marks and Spencers but these are often taken by customers.</p> <p>There is no other long term parking available nearby for our students and carers. Carers are having to resort to leaving their clients with us whilst finding a space to park all day or have to disappear to move</p>

	<u>Who</u>	<u>When</u>	<u>Method</u>	<u>Location</u>	<u>Response</u>
					<p>cars at intervals during the day.</p> <p>Not all our students have blue badges as their conditions may not be physical. However they have conditions which make them very vulnerable and need constant 1:1 support .</p> <p>We are getting really concerned about the continuing situation to the point that some carers have said their clients can no longer afford the parking charges on a weekly basis, the difficulty in parking, and the safety of their clients.</p> <p>We have made our concerns known to the council but there are no plans to reinstate parking in front of the Bethel. A dropped curb would have to be made.</p> <p>Please can you highlight our concerns with relation to your current review. we will also be reviewing our continued presence in Lowestoft in 2018 . One of the issues we will be the difficulty for our students and carers to park in Lowestoft and whether it is realistic to continue running our courses from there.</p> <p>We look forward to hearing any feedback from you</p>
49	Halesworth Town Council	18/10/17	Email	Halesworth	<p>WDC's Economic and Regeneration Department expressly states that they "are particularly interested in hearing views on the following:"</p> <ul style="list-style-type: none"> - How car parking can better support the economy and businesses. - How car parking can better support tourism. - How Civil Parking Enforcement can address other local parking issues – and where there are particular problems related to poor parking. <p>Halesworth has virtually no on-street parking and so all shoppers, visitors and business employees without their own owned parking places are forced to use the town's public car parks. Halesworth acts as a centre for shopping, social and leisure activities, not only for its own residents but also for the many surrounding villages which have no village shops. These businesses are reliant on the custom they receive from the surrounding villages for their economic viability. Removing the free first hour parking will again result in residents travelling to other market towns, as happened when the free first hour was removed by</p>

	<u>Who</u>	<u>When</u>	<u>Method</u>	<u>Location</u>	<u>Response</u>
					<p>WDC in 2016. The number of shoppers will decline, as it did in 2016, and many independent traders will become economically unviable, leading to staff lay-offs and closures. Halesworth will become far less attractive as a place to live which will create problems for the extensive plans to increase the housing stock in Halesworth.</p> <p>The six public car parks in Halesworth are all currently owned and operated by WDC, who set the tariffs and collect the monies. The WDC's current tariff policy is not aimed at supporting and stimulating the local business economy or supporting employment (the first bullet point in their stated strategy). Rather, its focus appears to be aimed at generating income for WDC's budget. The current WDC parking tariff policy discourages sustainable business and puts at risk the economic viability of the town</p> <p>Proposals</p> <ol style="list-style-type: none"> 1. Pricing Policy Thoroughfare Car Park. <p>The pricing policy urgently needs to be changed from maximising income for WDC to stimulating and supporting the local economy and local businesses. To this end it is essential that the free first hour parking in the main Thoroughfare car park be maintained, without HTC demanding cash compensation to pay for what WDC clearly considers to be lost income. It should not be viewed as a benefit for which HTC and local businesses have to pay but as a principled economic policy supporting the economic viability of Halesworth</p> <p>Notwithstanding the above, HTC appreciates the financial pressure that all local authorities operate. Therefore, WDC should consider undertaking a review of the tariffs in all the other car parks in Halesworth, to evaluate if they can be increased to a reasonable degree, to help compensate for the lost revenue from the free first hour in the Thoroughfare car park.</p> <p>When WDC ended the free first hour in 2016, there was a significant drop in foot-fall which had serious economic effects on many businesses, such as having to lay off staff.</p> <ol style="list-style-type: none"> 2. Angel Link North Car Park <p>Currently employees in the town have to find a parking space as best they can. A significant proportion of the town's employees live outside the town and have to use a car because public transport routes are</p>


	<u>Who</u>	<u>When</u>	<u>Method</u>	<u>Location</u>	<u>Response</u>
					<p>very limited and do not serve any of the surrounding villages.</p> <p>This relatively under used car park could be converted to one dedicated to local business employees use, providing provide businesses with annual parking permits for specific parking bays. This would relieve pressure on the Thoroughfare car park and reduce random parking on roads outside the town centre.</p> <p>3. The Thoroughfare.</p> <p>This main shopping street in Halesworth is already partially pedestrianised. Its legal position is misunderstood by many and to make its situation clearer, it should be designated a no parking area, covering its entire length.</p> <p>This proposal will be supported by most shops because one of their major problems is vehicles parking outside their shops blocking their shop frontage.</p> <p>4. Chediston Street Residents Parking</p> <p>The need for additional residents parking zones is being investigated.</p> <p>5. The Market Square</p> <p>This is the only free on-road parking available in the centre of the town, apart from the few bays leading to the Market Square. Parking is limited to 2 hours but this limit is not enforced. It is also the site of the weekly market and where events are frequently held. WDC should address this lack of enforcement to enable more people to benefit from this free parking place.</p> <p>6. Norwich Road (A144)</p> <p>From the Wissett Road junction up to the far side of the railway bridge, 20 to 28 cars park all day on the north bound side of the road, dangerously narrowing this section of the main road. The car owners are believed to work in the Police Service opposite. The situation can be improved by removing the grass verge between the road and the pavement and making proper parking bays which would return the road to virtually its original width.</p> <p>To ensure freedom of passage on the railway bridge section, double yellow lines have to be painted on at</p>

	<u>Who</u>	<u>When</u>	<u>Method</u>	<u>Location</u>	<u>Response</u>
					least the north bound side of the road and possibly on both.
50	Member of the public	21/10/17	Email	Framlingham	<p>I would like to register my strong objection to increasing this car park by encroaching onto the Mere. The Mere is an iconic feature of Framlingham and any reduction in size would be a huge and tragic loss to the town.</p> <p>I appreciate extra parking is needed but this area is a delightful wildlife area and should not be damaged by development of any kind.</p>
51	Member of the public	23/10/17	Email	Felixstowe	<p>As a Felixstowe Town Centre resident I welcome the introduction of car parking charges to the Seafront. This will alleviate car cruising round trying to find a free car parking space.</p> <p>Please consider introducing parking permits for residents. The side roads to the sea front and to and from the Town Centre are getting congested such that as a resident I can rarely park in the road in which I live.</p>
52	Kirkley People's Forum – Community Development Worker	25/10/17	Email	Kirkley	<p>Currently I'm working in Kirkley, engaging with residents and Business owners, asking what they would like to see improve in the area.</p> <p>One thing that keeps coming up is car parking in Kirkley and I would like to feed this back.</p> <p>Residents and Businesses have said they would like to see.</p> <ul style="list-style-type: none"> . A scheme in Kirkley where people get a discount or free parking for using shops. (Similar to the scheme Wilkinson in town use to have) . Free Christmas Parking in Kirkley. . Free parking spaces in Clifton road and or Belvedere Road Car park like other areas. <p>Please feed back any information so I can let people know.</p>

	<u>Who</u>	<u>When</u>	<u>Method</u>	<u>Location</u>	<u>Response</u>
53	Bungay Town Council	25/10/17	Email	Bungay	<p>The following is a response to the CPE consultation and includes desired TRO changes which are seen as both improving safety and parking in the town of Bungay. They are identified as items which are must have and those that should be considered/more widely discussed</p> <p>Main requirements identified as follows:</p> <ol style="list-style-type: none"> 1. Full enforcement of existing and future schemes including out of hours 2. Maintenance of 1-hour free parking 3. Residents parking permit scheme on all town car parks 4. Bridge St and Boyscott Lane car parks to be brought into pay and display / residents parking as above – possibly 100% residents 5. Additional/reduced/varying double yellow lining 6. On street residents parking scheme 7. Better identification of parking restrictions and features e.g. Wightman roundabout 8. Better 'double yellow' protection for junctions 9. Other TRO/Parking Issues <p>1. Full enforcement of existing and future schemes including out of hours</p> <p>Policing must be frequent, irregular and include out of office hours enforcement</p> <p>2. Maintenance of 1-hour free parking</p> <p>Important both for visitors and residents and to improve both trade and footfall.</p> <p>Consider - discounted season ticket scheme for shop employees to reduce long term on street parking - will contribute to the local economy and add to the parking revenue of the council</p> <p>3. Residents parking permit scheme on all town car parks not just Wharton St</p> <p>4. Bridge St and Boyscott Lane car parks to be brought into pay and display / residents parking as above – possibly 100% residents parking</p>

<u>Who</u>	<u>When</u>	<u>Method</u>	<u>Location</u>	<u>Response</u>
				<p>5. Additional/reduced/varying double yellow lining</p> <p>St Mary's Street should have double yellow line church side, additionally provision of two further barriers outside the other St Edmunds Church openings, preventing vehicles mounting the pavement at these points – see appended photographs</p> <p>Single or double yellow lines in Castle lane. The section of highway between the gates of Scott House and the gates of The Moorings on the western side. Vehicles avoiding parked cars have to cross on to designated foot path due to narrow highway</p> <p>Double yellow lines circling the island on roundabout outside Wightmans or some roundabout id required</p> <p>Consider - The parking bays on the roundabout by Wightmans should be removed. They cause confusion and danger.</p> <p>Consider - parking on ALL roads leaving the town centre should be on the off-side and NOT on the nearside so that traffic leaving the town centre should have priority and parked vehicles act as a calming/speed reducing 'natural' barrier to vehicles entering the town, especially in St Johns Rd and Lower Olland St.</p> <p>Note -Probable better alternative to have effective traffic calming at the bottom of St Johns Hill which avoids the dangerous prospect of having HGVs weaving in and out of parked vehicles (HGVs only allowed northbound through town) and avoids the safety issue of resident's cars being parked opposite side of road to house</p> <p>6. On street residents parking scheme</p> <p>Consider - flexibility for small one-road residents parking schemes to be possible and easily brought into operation. Schemes for Outney Rd, Staithe Rd, part of Upper Olland St, Nethergate St, St Johns Rd, Wingfield St, Webster St, Scales St, Lower Olland St could be considered on a case by case basis</p> <p>7 Better identification of parking restrictions and features e.g. Wightman roundabout</p>

<u>Who</u>	<u>When</u>	<u>Method</u>	<u>Location</u>	<u>Response</u>
				<p>Greater clarity of restrictions throughout the town centre, particularly on the area outside the Indian restaurant at the junction of St Mary's St. / Priory Lane</p> <p>Conversion of H bars to double yellow lines in town generally. Many do not understand H bars, yellow lines less ambiguous.</p> <p>Refreshing of faded lines whole town in general</p> <p>No parking signage should be made much more prominent on the right-hand side of Earsham street after Chaucer Street.</p> <p>8 Better 'double yellow' protection for junctions (particularly those with limited visibility)</p> <p>Bowls club side of Bardolph Road where it meets St John's</p> <p>Double yellow lines around the entrances to Rose Lane and Boyscott Lane.</p> <p>Consider - Out of the town centre in residential estates several turning areas are regularly obstructed by thoughtless/selfish parking such as Throckmorton Road, and some junctions have similar parking right beside them obstructing vision such as on Kings Road. Should some of these be protected by yellow lines?</p> <p>9 Other TRO/Parking Issues</p> <p>TRO setting up contraflow cycle lane in Bridge St should be modified to stop vehicles parking on that side of Bridge St at any time.</p> <p>Disabled Parking bays in St Marys</p> <p>Existing TRO imposing 7.5-ton weight limit for southbound lorries appears only to apply to Broad Street. It should include southbound traffic in Broad St, Trinity St, Wharton St, Lower Olland St, and St Johns Road.</p>

<u>Who</u>	<u>When</u>	<u>Method</u>	<u>Location</u>	<u>Response</u>
				<p>Consider - There is no long-term car park or anywhere where excursion coaches, etc can park</p> <p>Consider - There is a growing problem of more lorries using Bridge St as a short cut to the new ind estate off Ditchingham Dam. Perhaps a ban on ALL lorries and coaches using Bridge St would be better (and easier to enforce).</p> <p>St Marys outside St Edmunds</p> 

<u>Who</u>	<u>When</u>	<u>Method</u>	<u>Location</u>	<u>Response</u>
				 <p>The 'Response' column contains two photographs of a residential street. The top photograph shows a line of cars parked on the side of a road, with a 'LIVE' watermark in the top left corner. The bottom photograph shows a white van parked on the side of the road, with a 'LIVE' watermark in the top left corner. A large, faint watermark 'ASAT' is visible across the entire table.</p>

	<u>Who</u>	<u>When</u>	<u>Method</u>	<u>Location</u>	<u>Response</u>
54	Suffolk Chamber of Commerce in Lowestoft & Waveney	27/10/2017	Email	Lowestoft and Waveney	<p>Thank you for the opportunity to comment on the first round of consultations which Waveney District Council are undertaking regarding the implementation of Civil Parking Enforcement (CPE) in 2019.</p> <p>Following discussions during the Suffolk Chamber of Commerce in Lowestoft & Waveney Board meeting on 12th October 2017 we would like to formally confirm that the Chamber agrees with the proposed implementation.</p> <p>The Board noted that Civil Parking Enforcement in place, in the locations listed, would support the Waveney economy by attracting more visitors through a smoother flow of traffic and better available parking.</p>
55	Member of the public	29/10/2017	Email	Felixstowe	<p>Having moved into felixstowe the beginning of this year from trimley due to lack of residential parking but now find a similar situation every weekend, bank holiday or summer period. We live behind premier inn riby road and despite free parking at the bottom of garrison lane when this fills up our road is used as the next best thing. The road is now uneven despite complaints to review the surface as its not seen as a main road. Removing free parking will just fill up residential parking. Other towns have free parking on certain days after a certain hour which encourages off peak and more visitors.</p> <p>With the internet, putting more or higher car parking charges will keep people in their homes or blocking other people's drives. Introducing permit parking would need policing an additional expense. Maybe if current illegal parking in the town and surrounding roads was addressed this would discourage some issues.</p>
56	Member of the public	29/10/2017	Email	Woodbridge	<p>I guess the formal consultation is over... however...an appeal:</p> <p>Can you PLEASE change the layout for access / egress to be near where the current (informal) access to the undeveloped land is. And then "pedestrianise" the roadway from the gate to Kingston Field / Tennis Club all the way to the level crossing? (ie make it accessible to vehicles ONLY for access to the level crossing / boatyard. With NO PARKING in that section of roadway.</p> <p>I have seen numerous close calls with pesestrians / kids crossing from the car park to the tennis club / field. The only safe way is to stop 2-way traffic across in front of that gate.</p> <p>It would also greatly enhance the pedestrian flow to the river and across towards the station.</p>

	<u>Who</u>	<u>When</u>	<u>Method</u>	<u>Location</u>	<u>Response</u>
57	The Landmark Trust	30/10/2017	Telephone then follow-up email	Slaughden	<p>Martello</p> <p>Telephone – happy about the introduction of charges but some concern on potential impact on their land and access to Martello Tower. Agreed that road could do with maintenance. Email follow-up:</p> <p>Attached map (below) shows the extent of our immediate ownership around the tower; I have hatched the area that is accessible to vehicles approaching along the sea wall. There is an existing barrier which defines our northern boundary but this would need to be closed if we are not to be inundated with vehicles seeking to avoid paying any parking charges!</p> <p>Do let me know if I can provide you with more information.</p>

AS AT 31st October

Suffolk LXX-4 (1927)

RIVER ALDE

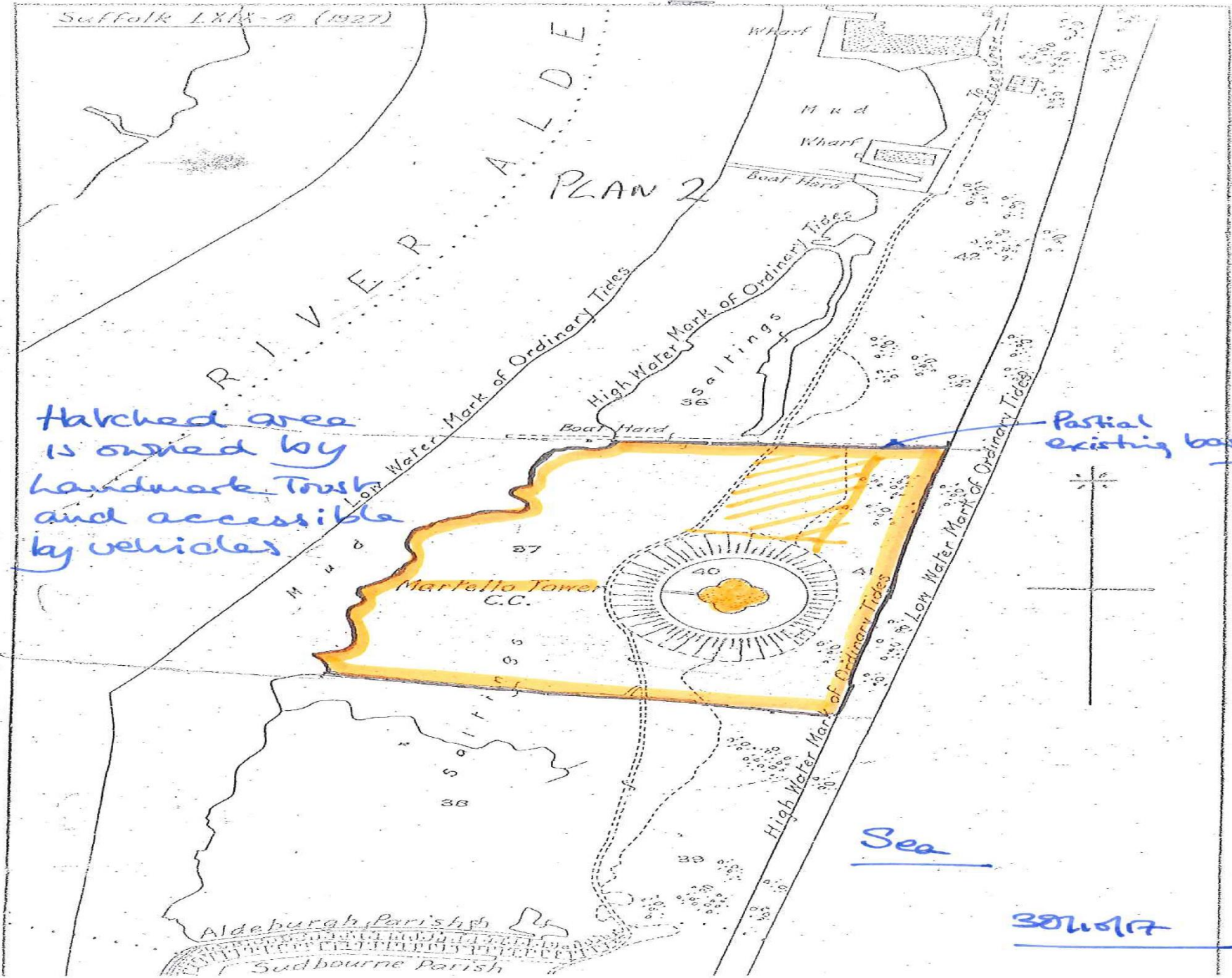
PLAN 2

Hatched area is owned by Handmark Trust and accessible by vehicles

Partial existing barriers

Sea

381117



58	Orford & Gedgrave Parish council	31/10/2017	Email	Orford & Gedgrave	<p><u>PLANNING FOR PARKING AND TRAFFIC IN ORFORD WITH A 10 TO 20 YEAR PERSPECTIVE.</u></p> <p>Orford, in the summer months particularly, is a haven for holiday makers and day trippers alike. All these people mean a significant increase in the volume of traffic entering the village. This August bank holiday weekend an estimated 16000 cars entered the village. We currently have one main car park in the, situated at the end of the village, meaning all traffic has to funnel through the heart of the village down one road, Quay Street, which is very frequently reduced to a single lane due to cars parked along the length on the road. Once you add in a number of boats and trailers trying to navigate themselves to the river, frequently coming face to face with a car with nowhere to pass or reverse to, this can lead to gridlock. Clearly, visitors want to get to the river! This congestion we feel is detracting and perhaps putting people off coming to the village - the older generation in particular – apart from being extremely dangerous as this is a heavily used pedestrian and cyclist area. It is also particularly frustrating for those residents wishing to go about their normal daily business. We feel the most positive way forward to relieve this situation is to have an enforceable yellow line and permit system for full time residents of Orford. Currently motorists are aware that the parking restrictions are not enforced and are therefore ignored. Perhaps a comprise would be enforcement on peak weekends.</p> <p>The village has had 3 major residential developments, Town Farm estate, Barons Meadow and Mill Close. Taking Town Farm estate in particular the houses were built allowing for one or perhaps two cars per household. However due to reduced employment within the local community more people have to travel to Woodbridge, Ipswich and further afield to work, drop children at schools or just for hobbies. This, along with an increased number of adults living in houses owing to high house prices, and the paucity of public transport, means that some households have up to 4 cars. The community is keen to be reassured that any future developments will have sufficient parking facilities to support residents' needs today and in the future.</p> <p>As stated previously we currently have one car park in Quay Street and a smaller number of car parking spaces on the market square. The number of cars in market square frequently exceeds the</p>
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					<p>marked spaces available, with cars parking outwards to the junctions on either end of the square.</p> <p>Orford is surrounded by farms; hence an increasingly large amount of agricultural traffic passes through Market Square. These machines need space to manoeuvre and when the square is over full (often on a Saturday morning) these machines get stuck again causing a standstill in the heart of the village. Again to combat this perhaps some sort of enforcement or permit system could be brought into action. It has been suggested within the village that perhaps the market square could be pedestrianised to make it safer for people especially the young and old.</p> <p>The other main concern that has been voiced to us is the increased delays and congestion associated with the latest development at Melton. Whilst we appreciated the pressure on local government to provide more housing, the issue is whether the infrastructure is being increased and improved in conjunction with the increased housing.</p> <p>Orford certainly doesn't want to prevent or discourage people from coming into the village and supporting our local community. We are just concerned that going forward our village cannot support such an increase in traffic without further enforcement. The increased volume of traffic and congestions might have a detrimental effect and put people off coming to visit Orford in the future.</p>
59	Melton Parish Council	31/10/2017	Email	Melton	<p>Melton Parish Council is looking to improve parking facilities in Melton village centre – off The Street. Please see pages 24/25 of the attached Neighbourhood Plan which has been cleared to go to referendum on 7 December 2017. If proper parking bays could be provided here then they could be added to the Order.</p> <p>Parking Parking standards Policy justification</p> <p>5.24 It is considered that, with the levels of residential development in Melton, the increase in levels of car ownership has created significant issues with the levels of on-street parking. In particular, the high proportion of large family dwellings (4 bedrooms or larger) has seen the impact of the growing trend of grown-up children continuing to live in the family home well into adulthood because they are unable to afford to buy their own properties. This serves to increase car ownership as often there are four or more car owners looking to park their vehicles at a single residential property.</p>

5.25 The Census shows that car ownership levels are broadly in line with the district average. However, within the built-up areas of Melton this creates significant issues which it wouldn't otherwise do in the predominantly rural areas of the district as a whole.

5.26 Suffolk County Council Parking Guidance² requires future parking designs to accommodate safe passage of highways users, including emergency services vehicles.

5.27 Nevertheless, for the community of Melton, it is imperative that new development does not recreate and exacerbate the situation of unacceptable levels of on-street parking. New residential units will be expected to provide off-street parking based on the size of dwelling in question. This will help to underpin the Suffolk County Council guidance.

5.28 Development proposals that would involve the loss of existing parking provision should ensure that sufficient spaces are made available to serve the development and to make alternative provision nearby for any parking spaces lost..

POLICY MEL6: PARKING STANDARDS

For new residential developments (Use Class C3), the following minimum parking standards shall apply for the provision of off-road parking:

- 1-bed house/flat 1 off-road car parking space
- 2-bed house/flat 2 off-road car parking spaces
- 3-bed house/flat 2 off-road car parking spaces
- 4-bed house/flat 3 off-road car parking spaces
- 5+ bed house/flat 4 off-road car parking spaces

5.29 Parking was identified by the community as being a particular issue in Melton village. The area from the parish church to the traffic lights along The Street provides a wide variety of shops and services, some of which provide their own parking, but which creates high demand for parking. There is a public car park but this does not prevent on-street parking problems.

5.30 McColls convenience store on The Street is a key service for Melton Village. A little further along The Street are two take-away establishments. By their very nature, trips to these shops are often short and are simply to pick up one or two items. For motorists this often results in illegal parking and associated safety issues for other motorists, cyclists and pedestrians.

New development that results in the loss of off- or on-road parking spaces should include adequate parking spaces in accordance with the adopted parking standards.

The provision of unallocated/visitor parking spaces and cycle parking spaces will be in addition to this and are expected to follow the Suffolk Advisory Parking Guidance.

All other types of development are expected to follow the Suffolk Advisory Parking Guidance.

Parking in Melton Village
Policy justification

5.31 There is an existing grassed area opposite McColls that could provide more parking bays for users of these shops. This also creates the opportunity for the remaining land to be re-landscaped with, for example, a low fence, trees and benches. Its precise boundaries are shown in Figure 5.2.

Current parking outside McColls



Figure 5.2: Location of land opposite McColls convenience store



POLICY MEL7: LAND OPPOSITE McCOLLS CONVENIENCE STORE, THE STREET Melton Neighbourhood Plan

Proposals for the provision of parking spaces and associated seating and landscaping on land opposite McColls convenience store, The Street, will be strongly supported.

60	Felixstowe Sea Angling Society	31/10/2017	Email	Felixstowe	<p>I am writing to you on behalf of the Felixstowe Sea Angling Society. Our Club House stands on land adjacent to the Manor Terrace Car Park. The land was allocated to us by Felixstowe Council over 28 years ago. This was after we were told that we needed to vacate the original Club House to make way for building development. It was originally situated in front of the Wireless Green Martello Tower Langer Road, within a few feet of the promenade.</p> <p>Proposed parking charges for Manor Terrace will impact on our members for accessing the Club House for meetings, fishing matches and maintenance. The compound is used to store fishing boats which also need to be maintained and prepared for fishing trips.</p> <p>We Kindly ask that our Club Members be given special dispensation from any charges that may be introduced by displaying a Club Membership Card. This could be displayed on the dashboard and validated by Name,</p>
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					Expiry Date and Membership number. I hope our Club can be included in any future discussions.
61	Member of the Public	31/10/2017	Email	Felixstowe	<p>Eastward Ho</p> <p>Eastward Ho car park is adjacent to the Eastward Ho playing fields, The Grove woodland, and Abbey Grove woodland, with access to open countryside beyond. It is located at the northern limit of the suburbs of Felixstowe, about ten minutes walk from the town centre. The car park has no toilets or any other public facilities. A map of the location and its surroundings can be seen in Image 1.</p> <p>The woodland and playing fields are a popular open space for people living in Felixstowe. Unfortunately, there is no other significant draw that would bring people in from much wider afield so the catchment area is very localised.</p> <p>The close proximity to the town centre makes it easily accessible by foot.</p> <p>Usage of the car park is currently very light, despite the fact that there is no charge for it. Users would generally be people living further away across town, or more significantly, those with very little mobility.</p> <p>Generally most people would be walking dogs for 30 to 45 minutes and may attend a couple of times per day.</p> <p>The Eastward Ho playing fields accommodate about half a dozen of SCDC managed football pitches. At weekends the football pitches would be in use and create a huge demand for parking. Nowadays, for whatever reason, the pitches are no longer used or maintained and hence there is a significant reduction in demand for parking.</p> <p>The only occasion when the car park is completely full is on the day of the town carnival. The procession is formed in the nearby Colneis Road. All adjacent streets are utilised for parking at this time as well.</p> <p>The residential street of Links Avenue runs parallel to the south of the car park and along the length of the playing fields. The street has almost non existent parking restrictions and is at least three to four vehicles wide. Most properties are fairly large with their own off street parking. The availability of unrestricted parking in this street is therefore plentiful. Parking at the western end of the street and walking to the Eastward Ho car park will take a couple of minutes. Whilst parking at the eastern end requires only a few seconds of walking to reach the playing fields via the bridleway known as Hyem's Lane.</p> <p>The road providing access from Grove Road to the Eastward Ho car park (name is unknown but may be Grove Road as well) has almost non existing parking restrictions and is about a couple of vehicles wide. This provides further parking opportunities.</p> <p>With a plentiful supply of alternative parking options, the imposition of car parking fees could raise very little revenue even with existing levels of usage. There would obviously be a</p>

					<p>significant drop in usage if fees were introduced due to the plentiful abundance of alternative free parking. It would also be a hindrance to those with limited mobility.</p> <p><i>Image 1: Eastward Ho Car Park & surrounding area (map © OpenStreetMap contributors)</i></p>
62	Member of the public	2/11/17	Email	Aldeburgh	<p>The parking proposals outlined in the Gazette seem calculated to invoke the law of unintended consequences. Discontinuing season ticket discounts for residents seems crazy. Any resident responsible enough to pay for car parking, even at half the going rate, should be encouraged to do so rather than be penalised, and charging for parking at Slaughden will exacerbate the problem in Aldeburgh High Street , already choked with cars waiting for available spaces, and will deter visitors on whom Aldeburgh's economy depends.</p> <p>The cost of policing these measures will absorb any potential extra revenue to the Council and the net effect on these fragile coastal economies will be wholly negative. If SCDC is looking for ways to save money, they could do so by divesting themselves of the staff they employ to dream up these ill-considered schemes.</p> <p>The fact is that the Suffolk coastal economy depends on the motor car and the only way to help it is by making as many parking spaces available as possible, encouraging the public to visit, and making it easier for them to park responsibly. Co-operation is a far more effective tool than coercion.</p>
63	Member of the public	6/11/17	Email	Slaughden	<p>Please don't introduce car parking charges at Slaughden Quay/Sea Wall/Slaughden Road. Aldeburgh has a delicate economy - great shops supported by the large number of visitors who come to visit the town. If you start introducing more parking charges, you could damage this flow of visitors and consequently adversely affect the town's economy. I visited Bolton last year, and was amazed how many people were in the town centre on a Saturday morning. The reason? - all the town's car parks(including NCP) were free on Saturdays to increase the flow of people visiting Bolton. Simple stuff really.</p>
64	Member of the public	12/11/17	Email	Landguard	<p>I believe that making the carpark at Landguard p&d would be a damaging idea, for both the viewpoint cafe and Landguard Fort/Felixstowe museum. Removing the 30 minute free spaces will have a negative impact on our town centre. Raising parking charges will create even more problems with bad/dangerous parking around the town. You seem to be showing absolutely no concern for the people of Felixstowe.</p>
65	Member of the public	13/11/17	Email to SCS	Felixstowe (Garrison Lane)	<p>After the recently published news that parking charges are soon to be implemented in the currently free park of Garrison Lane Felixstowe, I would like to enquire if there will be a residents permit scheme?</p> <p>The first 7 houses i.e. numbers 2 - 16 Garrison Lane currently use this car park throughout the year as their only option for parking as there are double yellow lines along the road. It has always been a problem trying to find a space on the busy summer weekends and it would be marvellous if a small area could be set aside for residents with residents parking permits in place?</p> <p>Please advise</p>