

## Analysis of email responses

## Appendix B

From	Comment received	ES response
DAS East Suffolk  +ve	I'd just like to congratulate you on your draft East Suffolk Area Parking Plan. I found the plan interesting, informative and written with the perfect balance of technical language and plain English - a difficult skill to master! Bloody well done. If you ever tire of parking enforcement (and I can't think why you should!), you could carve out a career in teaching people how to write reports.	Email acknowledged
Kelsale-cum-Carlton Parish Council  Free parking	Thanks for circulating your survey on the strategic parking aims for East Suffolk (links attached above) which I have completed. One principle which I did not see covered by your survey is encouraging the use of town centres by granting the first 30 – 60 minutes for free, or even up to 120 minutes on Saturday afternoons and Sundays. We seem to have a huge variety of schemes, charges and conditions across East Suffolk and Suffolk more generally. The more generous of these are welcome given the well-published demise of our market and rural towns locally and the business rates being levied nowadays by regional government (including in Saxmundham). I believe we must do all we can to support our local enterprises, and not just retail either.	Thank you for your comments. Within the context of parking we believe the best way we can support our local communities is to ensure there are parking spaces available for those who wish to visit our towns and villages. Many of our car parks offer free parking but where we do charge we factor in the location and as you will have seen from the comparison figures on pages 15 and 16 our charges are at the lower end of those charged across the region.
Beccles TC  Free parking	I can confirm that Beccles Town Council supports the above draft plan, but that it is totally against the introduction of on street parking charges in Beccles due to the adverse effect that these would have on the local economy. The council understands that there are no plans to introduce such measures at this time, but would ask that it is consulted if ever there are any plans in future to introduce charging.	Thank you for your response to the consultation. I confirm that East Suffolk does not have any plans for introducing paid on-street parking at present and if it were ever to develop such proposals it would carry out public consultation as set out in the policy ESAPP5 and would of course involve the town council.

From	Comment received	ES response
<p>Felixstowe TC</p> <p>Promote commercial endeavour Tourism Sundays Res disabled reviewed with badge</p>	<p>Thank you for the opportunity to be consulted on the draft East Suffolk Area Parking Plan. Please accepted the following as the response from Felixstowe Town Council:</p> <p>Felixstowe Town Council welcomes the opportunity to be consulted on the Draft East Suffolk Area Parking Plan and asks that the District Council consider the following comments:</p> <p>Priority should be given to promote and protect commercial endeavour in town centre locations and the promotion of tourism in the district's prime resort areas.</p> <p>Policy ESAPP7: (p.28) Controlled parking zones. Consideration should be given to including the potential for Sundays to be included as well as Saturdays where it can be shown that there is a high demand for parking on weekend.</p> <p>Policy ESAPP8: (p.29) Disabled parking bays in residential areas should potentially be limited to expire at the same time as the associated blue-badge, to ensure ongoing need.</p>	<p>Thank you for your feedback from Felixstowe Town Council. Your comments will be included in the analysis and will help inform the decision making at Cabinet in September.</p> <p>Your first point is a far broader issue and is covered in the East Suffolk Business Plan (2015-2023). The area parking plan references this in paragraphs 15-16.</p> <p>ESAPP7 aim is to set a standard operational period but allows for longer operational periods where the needs arise and there is evidence for their use. It was intended that the second bullet would allow for longer hours and days of operation to be an option where it could be evidenced but I accept that this does not come across as clearly in the wording. I will amend to read 'longer operational hours and/or days' to the policy</p> <p>Your comments about ESAPP8 are noted and I can see some logic for them. The reality is that the administration of the Blue Badge scheme and provision of disabled bays on the highway remains with the County Council. I will forward your suggestion to them for consideration.</p>
From	Comment received	ES response
<p>Orford &amp; Gedgrave PC</p> <p>Parking controls needed</p>	<p>We are now leaving the summer season but we have witnessed on numerous occasions incidents where both adults and children have nearly been hit by cars, lorries and tractors, due to streams of parked cars making many of the roads impassable with the village at times coming to a complete stand still. We also have major concerns that some roads would be impassable for an emergency vehicle to navigate. I am very keen to perhaps have a meeting with you along with another of my councillors to discuss this further and try to work out a possible solution for this.</p>	<p>Email acknowledged – suggesting a meeting to discuss issues</p>

From	Comment received	ES response
<p>Southwold TC</p> <p>Operational hours</p> <p>Parking controls</p> <p>Tourism commercial</p>	<p>This report was considered by the Town Council in August 2018. Parking restrictions on the High Street and other areas of Southwold are presently 8am – 6pm seven days a week – and these will need to be continued. It is considered vital that restrictions include Saturday, Sundays and Bank Holidays. The policy should have sufficient flexibility to be adapted to specific local circumstances and as Southwold is a tourism destination traffic is always at its worst during the high season and at weekends.</p> <p>The Town Council would wish to work with WDC in relation to any tariffs, especially those for employees/residents within the WDC car parks. It was considered that in view of the significant contribution that Southwold makes to the tourism industry, workers and residents should be assisted via beneficial tariffs in the WDC car parks. Council would note its desire for the WDC car parks to reflect appropriate permit tariffs for residents and employees that meet the needs of Southwold. Most of the off-road car parking in Southwold is owned by WDC. Southwold is an employment centre for the larger area – with many employees on a minimum wage. The strategy must include the flexibility in tourism areas for a town to negotiate a long term reduced cost employee permit for parking in WDC car parks. Page 18 paragraph 56 the strategy should include that the local “hierarchy of needs” will be established collaboratively with the parish and town councils and East Suffolk. In Southwold long stay visitors should be directed to park in WDC car parks. Page 19 paragraphs 59-62 strongly support the localised highway safety schemes.</p> <p>Appendix B and C – question 3 should be amended to include during the tourism season. Work should then be done with the town/parish to define what constitutes the tourism season.</p>	<p>Principle 7 is not intended as the only option. In retail/town centre areas we would expect to have typical working hour controls such as already exist in Southwold. We would also factor in local circumstances including seasonal restrictions where appropriate.</p> <p>While the district council car parks are the largest in the area it is felt that their location would mean they are unlikely to be used by residents or local workers who would choose instead to park for free either on-street or in the Town Council or Commons Trust free car parks which are also closer to the town centre.</p> <p>The local hierarchy of parking need would be established collaboratively including the local community and parish and/or town council while taking into account the wider highway/transport objectives set by legislation and the requirements of the Network Manager at the County Council.</p> <p>Southwold does need an overall parking strategy that takes a holistic view of all the parking issues both on- and off-street and we would welcome working with the Town Council in its formulation.</p> <p>Where tourism and seasonal parking fluctuations are likely to be a significant factor we would reflect this in the questionnaire.</p>

<b>From</b>	<b>Comment received</b>	<b>ES response</b>
Southwold TC cont	<p>In addition the Council had some comments on the policy headlines:  Policy 1 – delete the words “where necessary”</p> <p>Policy 3 – delete the words “where possible.  Policy 7 – after Saturday insert the words “and Sunday” and delete the word “compelling”  Policy 9 – in line 1 delete the word “only” and after “implemented” insert the words “as necessary e.g.”</p>	<p>Policy 1 – Your suggestion to delete the words ‘where necessary’ does not improve the existing statement.  Policy 3 – There is merit to delete the words ‘where possible’  Policy 7 – There is merit in including an option for Sunday  Policy 9 – It is likely that this policy will be reworded to take into account your and other comments and to clarify how/where this policy would be used.</p>
<b>From</b>	<b>Comment received</b>	<b>ES response</b>
Babergh/Mid Suffolk	<p>Thanks for sending the link. I have read through the document and thought it was well written, good plain English (mostly – it did include some technical stuff here and there that was unexplained e.g. in a policy statement referring to the ‘double buggy test’). Although I found it informative, some parts appeared to be less relevant as part of an ‘Area Parking Plan’ (quite a lot of detail in sections under legal, TRO’s (s.72-82). Section 42 regarding benchmarking is wrong for Mid Suffolk, we do have short term parking charges £1.00 minimum charge for up to 1.5 hours but I don’t think that is too much of an issue. Just from a presentational point of view from section 100 onwards the paragraphs are indented (really pernicky stuff!!). Policies all seem relevant, logical and sensible. Do you want a commission to produce one for Mid Suffolk and Babergh?!!</p>	Email acknowledged
<b>From</b>	<b>Comment received</b>	<b>ES response</b>
Aldeburgh TC	<p>Aldeburgh Town Council broadly supports plans by SCDC to implement a new parking regime but has reservations about the current proposals.</p> <p>The consultation document covers many points but does not, in the opinion of ATC, address adequately the matter of enforcement. There</p>	<p>The Department for Transport requires local authorities to consult and publish its parking policies which need to be integral to the wider transport strategy.  Local authorities are prevented from making local or national taxpayers liable for any operational deficits. The Town Council’s comments that CPE should be operated on a</p>

	<p>seems little point in introducing new parking arrangements if there are insufficient human resources to enforce regulations.</p> <p>On this point, Councillors believe the consultation document is strong on rhetoric but weak on detail as the document's credibility is somewhat compromised by its failure to address the issue of enforcement.</p> <p>ATC would also like to see an accurate analysis of the cost of enforcing parking regulations, set against the likely income from the proposed scheme. ATC believes this scheme should be cost-neutral with no additional financial burden falling on council tax payers. There is an argument to suggest that if the Police are no longer responsible for enforcing off-street parking, there should be theoretically a reduction in the policing bill.</p> <p>A major area of concern to ATC surrounds parking on the High Street. The town has a vibrant local economy heavily dependent on the tourist trade. Any attempt to introduce charges for parking on the High Street would be resisted by ATC and the Aldeburgh Business Association. The Town Council accepts that there should be strict time limits on parking in the High Street but believes short-term, free parking is vital for the economic well-being of the town to increase the turnover of vehicles and to prevent employees of various businesses from parking there all day.</p> <p>Aldeburgh is constantly being encouraged to promote year-round tourism and the proposed parking arrangements should do nothing to deter this.</p> <p>ATC believes there is an argument for introducing seasonal car park charges to attract winter visitors. We would suggest the harmonisation of charges across the whole of East Suffolk lacks imaginative thinking. There should be scope for free or reduced-priced parking, particularly in the winter months and particularly in</p>	<p>cash-neutral basis are noted. It is a viewpoint shared by the district council but to do so will require raising additional revenue from on-street parking.</p> <p>While noting the Town Council's comments about the desire to retain free parking on the High Street, evidence from studies does not support the view that free parking in itself is essential to the well-being of the high street. From a parking aspect it is the availability of parking space which has a greater part to play rather than the cost of parking provided the cost is within reasonable terms. It is also worth pointing out that there are no proposals within the ESAPP to introduce paid on-street parking at any location.</p> <p>The Town Council's comments about adequate enforceability are also noted. At present we are unable to enforce the on-street restrictions which remain a police matter until CPE is granted.</p> <p>The ESAPP is written to support the objectives of the East Suffolk Business Plan which includes the growth of tourism as a core strategy.</p> <p>The comments about parking tariffs in paragraph 7 are noted. Principle 3 indicates that East Suffolk will carry out a review of its car park tariffs once the new council is formed in 2019. It should also be noted that there are currently two free car parks in Aldeburgh.</p>
--	--	--

	<p>destination towns.</p> <p>ATC notes with concern suggestions the District Council might become responsible for enforcement action involving driving offences. We strongly believe this is an area which should remain within the jurisdiction of the police.</p> <p>Equally, ATC is unhappy with the proposal to replace pay-and-display machines with cashless payment options in environmentally sensitive areas. Residents and visitors to Aldeburgh are not all adept at dealing with digital devices - assuming there is sufficient wireless connectivity to support these machines.</p> <p>ATC rejects the idea of H-markings to deter inconsiderate parking. From the experience of the Town Council, these measures are unsightly and ignored and could result in a proliferation of non-enforceable road markings. A more sophisticated solution needs to be found, particularly on Crag Path where vehicles are frequently parked outside the front door of permanent residents.</p> <p>The Town Council believes that current planning policies are contributing to increased congestion in the town. Planning applications involving the change of use from garage to dwelling should be rejected by SCDC. ATC believes there should be a more integrated approach to planning and parking consultations.</p> <p>Parking in the town could be alleviated if land at Slaughden Road was properly surfaced and parking bays clearly delineated. Ownership of this land would need to be established but the adoption of this area would produce a significant improvement in parking congestion in the town - particularly if the charges were set at a reasonable level to reflect the out-of-town nature of the site. Charging at Slaughden Road could result in more vehicles parking for free on the adjacent sea wall. As part of this consultation process, ATC believes the sea wall, a vital</p>	<p>It is unclear why the Town Council thinks this. The County Council has only requested the Department for Transport grant powers for enforcement within the provisions for a civil enforcement area (CEA) and special enforcement area (SEA).</p> <p>It is not proposed that pay and display machines are going to be replaced by cashless parking. We currently offer both options in all our paid car parks and will continue to do so. The policy is based on options for on-street paid parking and again is not intended to be an either-or policy.</p> <p>The use of access protection markings or 'H' bars is a current County Council policy. The request for the Secretary of State for Transport to grant powers for a special enforcement area for Suffolk will allow for enforcement of parking in front of dropped crossings.</p> <p>The comments about planning policies are outside of the remit of the ESAPP. Planning matters are considered by the planning authority in accordance with nation legislation.</p> <p>While noting the Town council's comments it is unlikely that marking out parking bays in Slaughden Road car park would alleviate parking issues in the town centre. Motorists will continue to desire to park where it is most convenient. This will continue to be the High Street all the while parking is free and there is little or no enforcement of the restrictions.</p>
--	---	--

	<p>part of the town's flood defences, should be surveyed to assess the long-term impact of vehicular activity in this environmentally-sensitive area, where displacement activity should be properly managed.</p> <p>ATC welcomes plans to improve parking problems in the town and is keen to work in partnership with SCDC to ensure this can be achieved. However, we believe the proposed changes should not have a detrimental effect on the town's vitally-important tourist industry. The scale of charges should be fair, proportionate and, in some cases, unique to Aldeburgh.</p>	
private individual 01  N/A	In December 2017 I was fined £80 ( £50 for early payment ) for not displaying a parking ticket in the Angel car park in Halesworth. It was a Sunday, snowing, and there were two other cars in the car park, out of a capacity of at least sixty. In my opinion this does not constitute parking control but simple revenue gathering on the part of Waveney DC. It would be more honest to say as much and if they are short of money say so and not raise it by the back door.	Thank you for your comment. Motorists are expected to abide by the terms and conditions of use of any car park. If you park in a pay and display car park and do not do so you run the risk of receiving a penalty.
<b>From</b>	<b>Comment received</b>	<b>ES response</b>
private individual 02  Overnight lorry control SCC/Police	The practice of large commercial vehicles parking in residential areas over night is dangerous, unsightly and causing damage to grass verges. I feel that all residential streets should be clear of over night road side commercial parking. For all the reasons above all commercial all vehicle should be parked off road over night. The council could setup commercial parking, away from residential areas, for businesses unable to park vehicles off road. This could create employment and generate income for enforcement of such a scheme.	Email acknowledged
private individual 02  Highway Code test	Mobility scooter users have restricted vision as they are seated very low and therefore cannot see oncoming vehicles at junction when other vehicles are parked there. There is a need for yellow line on all residential junction as this is where mobility scooter users are most venerable. Accidents waiting to happen!	Thank you for your comments which will be included in the analysis of responses and reported to Cabinet in September. Our policy (7) relating to reinforcing Highway Code rules is designed to fast-track the process for introducing yellow lines such as parking at junctions.

From	Comment received	ES response
<p>private individual 03</p> <p>Enforcement</p>	<p>1) I don't see any mention of a waiting/grace period before enforcement action can be taken. My opinion is there should not be a waiting/grace period as a vehicle illegally parked is a danger from the moment it is left unattended.</p> <p>2) I don't see an mention of CCTV usage. I have asked the police to use this valuable timesaving resource particularly to aid enforcement in hot spots and or help with enforcement against regular offenders. They said the public did not like the use of CCTV for that short of thing. Public safety should be above such concerns of public feelings.</p>	<p>The 'grace period' is now set in legislation so we have to apply it and in most instances it follows a useful and practical purpose. Stopping on a yellow line is not always illegal if for example loading is taking place or if you stop to pick up someone who is waiting inside a house. In these instances the issue of an 'instant ticket' is unfair and leads to added and abortive administrative work and some reputational damage. The flip side of this is of course those motorists who knowingly use the grace period to park willy-nilly with no consideration of safety and convenience of other motorists and traffic congestion.</p> <p>The use of CCTV cameras by local authorities for enforcement and car park management was banned in 2014. It was claimed at the time that it would 'give a fairer deal to hard working people by reining-in over-zealous parking enforcement practices'.</p> <p>The reality was that CCTV was only allowed to be used where normal enforcement was impractical or posed a hazard to the civil enforcement officer.</p> <p>The Local Government Association and representatives of the parking industry are lobbying for the ban to be repealed but expects the process to be drawn out as it is often far harder to get poor legislation amended or removed than it is to create it in the first place.</p>
From	Comment received	ES response
<p>private individual 03</p>	<p>1) Grace period - I have looked up the legislation and the only one I can find is 'THE CIVIL ENFORCEMENT OF PARKING CONTRAVENTIONS (ENGLAND) GENERAL (AMENDMENT) REGULATIONS 2015'. This specifically excludes double yellow and yellow lines that prohibit</p>	<p>Enforcement protocols will be covered in a separate document which will be published prior to adopting CPE. We are advocating that a unified approach should apply across the whole of Suffolk in which case the document is</p>

Enforcement	<p>parking, plus others like zigzag lines near crossings and schools. Could you point me in the direction of any other legislation that mandate a waiting time on these type of restrictions.</p> <p>My concern is that one of the problems with the shared space scheme in Felixstowe if people stopping to use the bank machines or grab a sandwich/drink which cause problem for other road uses, this area also has no loading signs which are regularly ignored. If this is not covered by legislation, it should be made clear that in these cases NO grace period will be allowed, at the very least the grace period should be different to that used within limited parking areas e.g. car parks.</p> <p>2) The use of CCTV is not specifically banned, the ban is that it cannot be used on its own and the parking ticket must be attached to the offending car, it was specifically targeted at the 'Spy cars' that some councils had. So as my statement says it could be used as an aid to enforcement so for example if somebody is a regular offender use it to gather evidence and target a warden to go and issue a ticket. Then if the ticket is appealed this evidence could be used to support then ticket. Again if I have not found the relevant piece of legislation then please point me in the right direction.</p> <p>To conclude I think both my points still stand and should in some way be incorporated into you parking plan, thus enabling enforcement and reducing appeals.</p>	<p>likely to be produced by the County Council rather than ourselves.</p> <p>The link below is to the government press release which provides some clarity on the matter.  <a href="https://www.gov.uk/government/news/government-delivers-on-parking-promises-to-help-local-shops">https://www.gov.uk/government/news/government-delivers-on-parking-promises-to-help-local-shops</a></p> <p>The grace period does not apply where there is an active loading restriction, or where there is a no stopping restriction, or wrong type of use of a parking place e.g. a vehicle parked in a disabled bay but not displaying a blue badge. In these situations there is no observation period.</p> <p>While the use of CCTV is not specifically banned only 'approved devices' can be used to gather evidence. The DfT have not given any approval to CCTV for local authorities and those that previously existed (mainly in London) have largely been rescinded.</p>
<b>From</b>	<b>Comment received</b>	<b>ES response</b>
private individual 04 CPZ	Request for resident parking in Cavendish Road Felixstowe	Email acknowledged
<b>From</b>	<b>Comment received</b>	<b>ES response</b>
private individual 05	I've just completed your online survey after reading the area parking plan, but wanted to e-mail you specifically about one important issue - electric cars. There is no mention of electric vehicles in the plan. This is an	Thank you for completing the questionnaire and for your query on the provision of electric vehicle charging points in the region. Your query appears to fall into two parts - the first is about your personal circumstances and the second

Electric vehicle	<p>important issue and will become ever more important over coming years, for both local resident and visitor to our towns. The government target for the sale of only all-electric cars is not that far off.</p> <p>Many of the towns in the region have a supply of older homes, many of which do not have driveways and garages. Resident of these homes must park in the street. This causes/will cause a real problem for residents.</p> <p>I want to sell my diesel car and move to electric or hybrid, but am being stopped from doing so as I park on street. I could potentially ask for planning permission to create off-street parking in my front garden, but I am unsure whether I would be granted permission. Many people wont have this option available to them.</p> <p>What are the options for residents who must park on street? Visitor to the towns will demand charging facilities in car parks. What is the council's strategy to cover the many issues associated with the shift to electric vehicles (this is a parking and planning issue, so there should be a combined approach across the departments)?</p>	<p>about EV charging points generally in the region. In the context of your property it is unlikely that a local authority would help with the provision of a charging point for your personal use but there are organisations which can help with a grant for EV charging points on your property. The following website may be of interest and also shows locations of current charging points in the UK <a href="https://www.zap-map.com/">https://www.zap-map.com/</a></p> <p>Suffolk Coastal are currently looking at installing two charging points at the Station Road car park in Woodbridge as part of its improvement and extension of the facilities and will consider additional installations where there appears to be a demand for them.</p> <p>One of the difficulties in considering a longer term policy at the district or county level is the big question-mark over the developing technology in the sector. At this moment in time it is unclear if the future will be in plug in charging points and authorities with a very limited current demand are tending to adopt a wait, watch and see approach.</p> <p>On a more strategic level for Suffolk, it will be the County Council as the highway authority who will develop the overall policy and strategy for the region and while they are working on the development of a longer term strategy there is nothing currently in place.</p>
<b>From</b>	<b>Comment received</b>	<b>ES response</b>
private individual 06 Enforcement	<b>Subject: Car parking in Beccles</b> To who it may concern; Nothing has changed since I sent this last year (except Kilbrack see update below ,)so here it is again in case you didn't receive it I received no acknowledgement .	Thank you for taking part in the stakeholder consultation on the content of the draft East Suffolk Area Parking Plan and for making the comments about issues in Beccles.

	<p>I understand you are open to comments re charging for parking in central Beccles. Having moved here almost two years ago here's my impressions and opinions.</p> <p>Since the police were cut people drive and park as and how they wish on double yellows and drive down Blyburgate at 50 mph or more. I understand it is the job of police to manage the parking out side of pay car parks. Therefore any parking you can manage by charging and overseeing hopefully would make life safer for the people of Beccles.</p> <p>Kilbrack free car park is thick in leaves and waterlogged as never maintained. People park on the pavement narrowing down the pavement for pedestrians and making getting in and out of official spaces difficult and again dangerous for pedestrians. Therefore if people had to pay there hopefully would be well marked parking bays, unclogged drains and safer surfaces. The historic kerbstones marked 1902 would also not be abused by those blocking the pavements.</p> <p>I understand Kilbrack is to have a minimum of 2 hours stay but unless this is policed people will simply do as they wish in full knowledge like everywhere else in Beccles not a thing will be enforced. If this means charging for parking in order for this to be adhered to let it be so.</p> <p>August 2018 Update - Within 6 months these signs have been torn down and stamped on by those using the car park. People are used to doing what they like, and will therefore only obey signs if they are warden enforced. Hope this is of help to you</p>	<p>The implementation of civil parking enforcement (CPE) would result in enforcement powers transferring from the police to the highway authority or its agents. One of the main benefits from this process is greater efficiency and the ability for income from fines being retained locally to help pay for enforcement rather than going directly to the Exchequer as currently happens. As a result, it should mean better and more frequent enforcement for static waiting, loading and parking restrictions. Moving traffic violations and speeding vehicles will remain a police matter.</p> <p>In the past, Kilbrack was designated as a car park but it appears that the area is public highway. In April the car park signs were removed and the area reverted to public highway which should account for there being no signs in the area.</p>
<p><b>From</b></p>	<p><b>Comment received</b></p>	<p><b>ES response</b></p>
<p>private individual 06</p>	<p>I tried the survey but didn't seem to be appropriate for my needs. My concern is inconsiderate people who park on the pavement or across dropped kerbs. As a wheelchair user I often find myself stuck because of this or</p>	<p>Thank you for your email relating to footway parking issues and access for people in wheelchairs. As you are probably aware, local authorities have been lobbying government for a nationwide footway parking ban such as exists in London.</p>

<p>Disability footway parking and enforcement PCN fines</p>	<p>having to take a different route to get to my destination. Since the police changes and loss of local police station in Beccles this has got worse as there is no-one to police it. When it goes over to the council will I be able to ring someone locally and get a ticket put on the car? This is what used to happen until the changes. Will a parking attendant be able to help me apart from putting a ticket on. I got stuck a couple of weeks ago and had to wait ages as I was completely unable to get out of the situation I was in. Eventually a member of the public went in a pub some distance away and found the offender or I would have been stuck there even longer. Will there be wheel clamping or some way of removing the offending vehicles? Did you know that a power wheelchair needs to have an extra 6" available on the kerb side to allow for the small front wheels to turn out as if they do that, bit like a supermarket trolley, then if the space isn't there you could go off the kerb.</p> <p>I would also like to know what the parking fines will be. This hasn't risen since the 1960's and doesn't seem to be a deterrent any more. In Beccles we have a problem with a persistent offender who has been ticketed but it makes no difference. I believe if you pay the fine in a given time it's only £32.00. In the 60's that was a lot of money. I only earned £5 per week back then. Needs to go up considerably now in line with people wages.</p> <p>Will there be parking attendants in every town? I hope this isn't going to be like the Dog warden when we had one, which was one for the whole of Waveney.</p>	<p>In 2015, Simon Hoare MP launched a Private Members Bill aimed at bringing in this change. The Bill was withdrawn after the government committed to introduce these measures in legislation 'later'. Since then issues around Brexit has caused widespread delay in parliamentary process and delayed non Brexit legislation from progressing. Policy ESAPP9 aims to set out the principle for dealing with footway parking under the current legislation. The application for CPE also includes the provision for prohibiting and enforcing vehicles parking in front of dropped footways.</p> <p>The County Council have requested the DfT grant a band A penalty charge level which is the highest possible. This is currently set by the DfT at £70 for higher penalties or £50 for lower penalties. Both are discounted by legislation by 50% if paid within 14 days. Authorities outside of London have lobbied for the PCN level to increase to help deter motorists from parking in contravention but without success.</p> <p>The implementation of civil parking enforcement (CPE) would result in enforcement powers transferring from the police to the highway authority or its agents. One of the main benefits from this process is greater efficiency and the ability for income from fines being retained locally to help pay for enforcement rather than going directly to the Exchequer as currently happens. As a result, it should mean better and more frequent enforcement for static waiting, loading and parking restrictions. Moving traffic violations and speeding vehicles will remain a police matter.</p>
<p><b>From</b></p>	<p><b>Comment received</b></p>	<p><b>ES response</b></p>
<p>private individual 07 More parking in</p>	<p>Whilst I agree in general terms to your draft parking plan, and look forward to when parking restrictions are enforced - there is not enough emphasis on providing more parking spaces in existing off street car parks for holders of disabled blue badges.</p>	<p>Thank you for your comments which will be included in the analysis and will help inform the decision making of Cabinet on the finalised format for the area parking plan</p>

Woodbridge	<p>I take on board that you are trying to consider parking as a whole, and that the on street restrictions will be reviewed next year, but once the on street review has taken place there will be significant implications for the car parks.</p> <p>In Woodbridge we sorely need more disabled places in the car parks, which would suit your criteria to be near banks, post office etc. At present disabled badge holders leave their cars for long periods of time in the Thoroughfare. This would definitely NOT pass your double buggy test, nor contribute to better safety, security and health, nor improve quality of life and a healthy natural environment. The Suffolk DAS has agreed with this, saying that cars parked in the Thoroughfare cause an obstruction.</p> <p>As ever, more detail will be required, and I look forward to your consultation next year regarding on-street restrictions.</p>	
------------	--	--