

St Edmundsbury Borough Council
Neighbourhood Parking Review
Final Report



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1. Phase 2 Public Consultation

- 1.1 As the initial phase in the Neighbourhood Parking Review St Edmundsbury Borough Council employed Alpha Parking Ltd to carry out an assessment of the current situation, consult with the public to gain their views and to produce a report and recommendations to improve the parking offer. This review was done in late 2015 and early 2016 and included a letter drop consultation and a drop in session in November 2015.
- 1.2 In order to ascertain the public response to these recommendations a further consultation has been carried out by Alpha Parking on behalf of the Council. A letter drop was made to Residents and Businesses and a Drop In session was held on Wednesday 4th May from 2pm to 7pm at the Unitarian Meeting House. The numbers distributed are shown in the table below.

Type	Zone D	Zone F	Raingate Street	TOTAL
Business	113	6	1	120
Resident	619	321	25	965
Total	732	327	26	1,085

This table shows the number of responses received.

Zone	Type	No. of responses	Total	%	%
D	Residents	157	182	25.36	24.86
	Business	25		22.12	
F	Residents	73	74	22.74	22.62
	Business	1		16.66	
Raingate Street	Residents	21	22	84.00	84.61
	Business	1		100.00	
			278		25.62

2. Drop in Session

- 2.1 The drop in session which took place on the 4th May 2016 was attended by roughly 40 people. The vast majority of the people who visited just wanted to clarify a couple of the recommendations which were included in the questionnaire.
- 2.2 Some of the other enquires made on the day were in regard to the following issues:
- The allocation of a permit to a particular vehicle: a couple of the people who attended were of the opinion that it would be more practical for the residents permit to display the Vehicle Registration Marks of all the vehicles registered to that address so it could be used on any of the vehicle at that address which could not use the property's off-street parking spaces, rather than it being tied to one vehicle. Another view, but only made by one attendee, was that the current system worked and gave greater flexibility to the property owner to decide who used the permit.
 - Splitting Crown Street into defined parts of Zone D and Zone F: there were a number of people from Crown Street who were very concerned that there appeared to be quite an arbitrary decision to split Crown Street from Tuns Lane (heading south on Crown Street for zone F and north for zone D) For some residents this would force them to be in a zone that they do not traditionally park in. **As this a very common zonal boundary problem it might be feasible for the residents to choose which zone they want to park in when applying for a permit, which would still give choice but still remove the right for them to park in either zone.**
 - Enforce the current restrictions: nearly every person who attended the drop in session mentioned that any changes to the current system would need to be enforced if they were going to work; with at least two people saying no changes would be needed if the current restrictions were enforced properly.
 - Restricting people from applying for permits if they have off-street parking available: a number of people were concerned about the idea that they would not be able to apply for an on-street parking permit if they had off street parking for one car, but had two, or more²⁷⁸

- cars that needed to be parked. Which would mean one of their vehicles would then have to park out of the zone or be disposed of. In addition to these comments, a number of people were of the opinion that it would be virtually impossible for the council to enforce, and monitor.

2.3 These were the main points raised on the day, along with the normal responses of schools causing a problem when children are dropped off or picked up, inconsiderate parking, speed limits being ignored, etc.

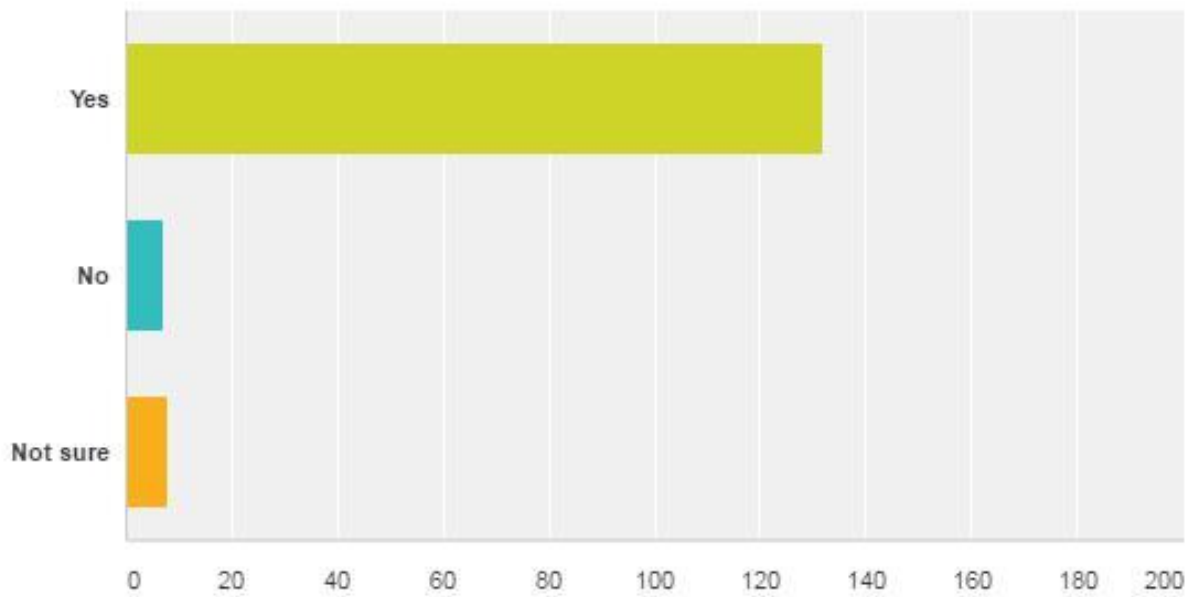
3. Results Summary

Question	Zone D: Residents	Crown Street	Zone D: Business	Zone F: Residents	Zone F: Business
1. Expand parking spaces/include Raingate Street	Yes	Yes	Yes	Yes	Equal split
2. Extend D to include Friars Lane+ controls	Yes	Yes	Yes	N/A	N/A
3. Bays converted to Permit Holder only	Yes	N/A	No	N/A	N/A
4. Expand Shared Use bays	Yes	Yes	No	Yes	Equal split
5. Change Zone D hours	Yes	Yes	No	N/A	N/A
6. Parking Permits assigned to a specific vehicle	No – but close	No – but close + small sample	Yes	Yes	Equal split
7. Contractors/Trades to be charged for permit	Yes	Yes	No	Yes	Equal split
8. Only eligible for permit if no off street parking	Yes	No	Yes	N/A	N/A
9. Only one permit for those with off street parking	N/A	N/A	N/A	Yes	Equal Split
10. Two zones remain separate	Yes	No	Not sure	Yes	Not sure
11. Split Crown St permits	N/A	Yes	N/A	N/A	N/A

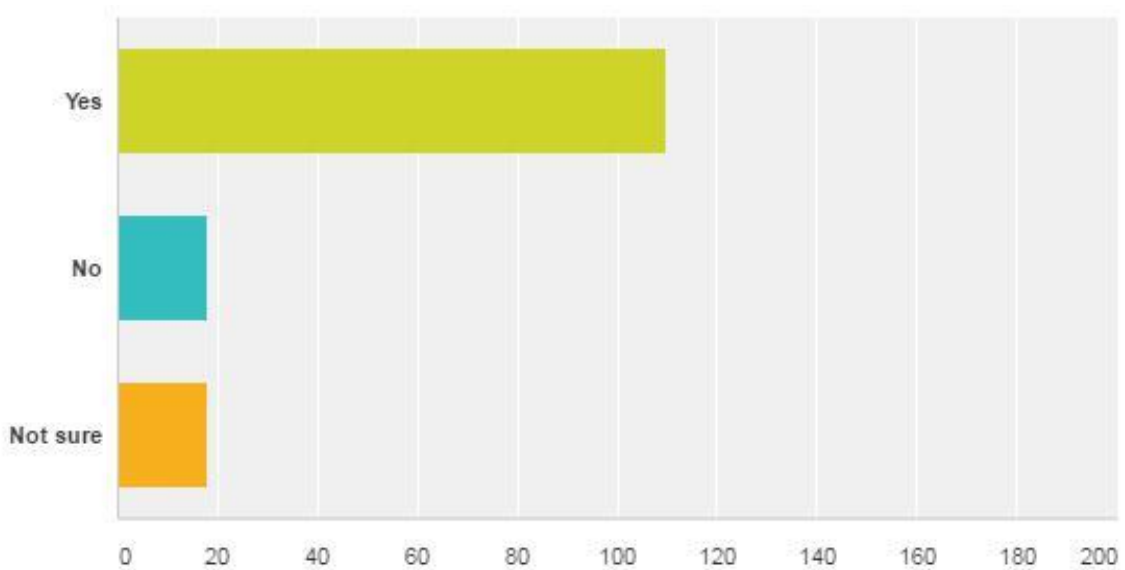
4. Results

Zone D residents:

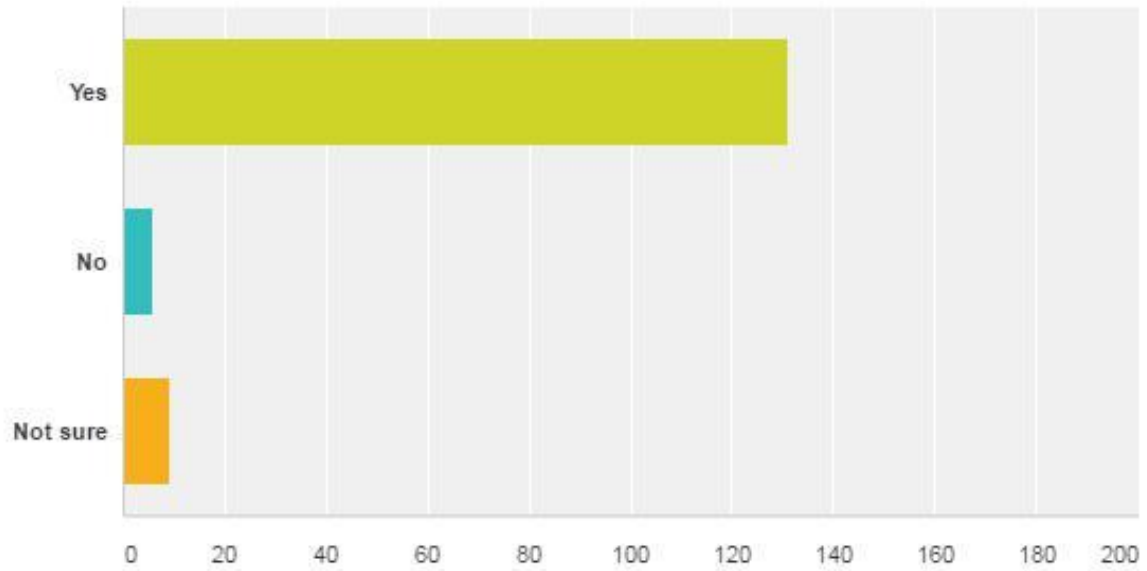
Should existing parking spaces be expanded - where safe to do so, as shown on the map provided?



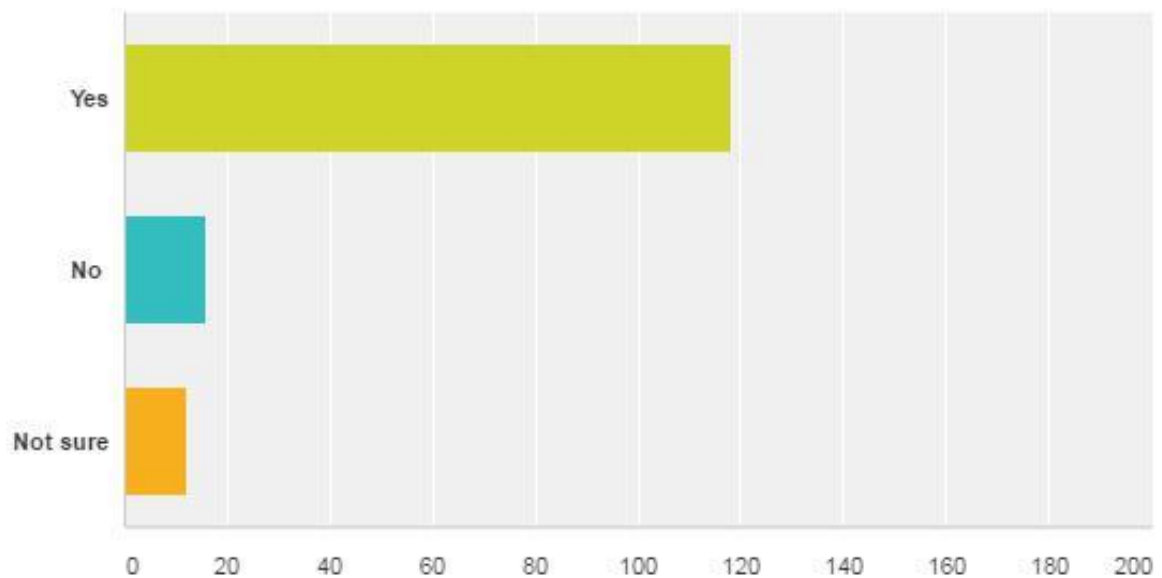
Should Neighbourhood Parking Zone D be extended to include Friars Lane, with , parking controls that allows for permit and visitor parking?



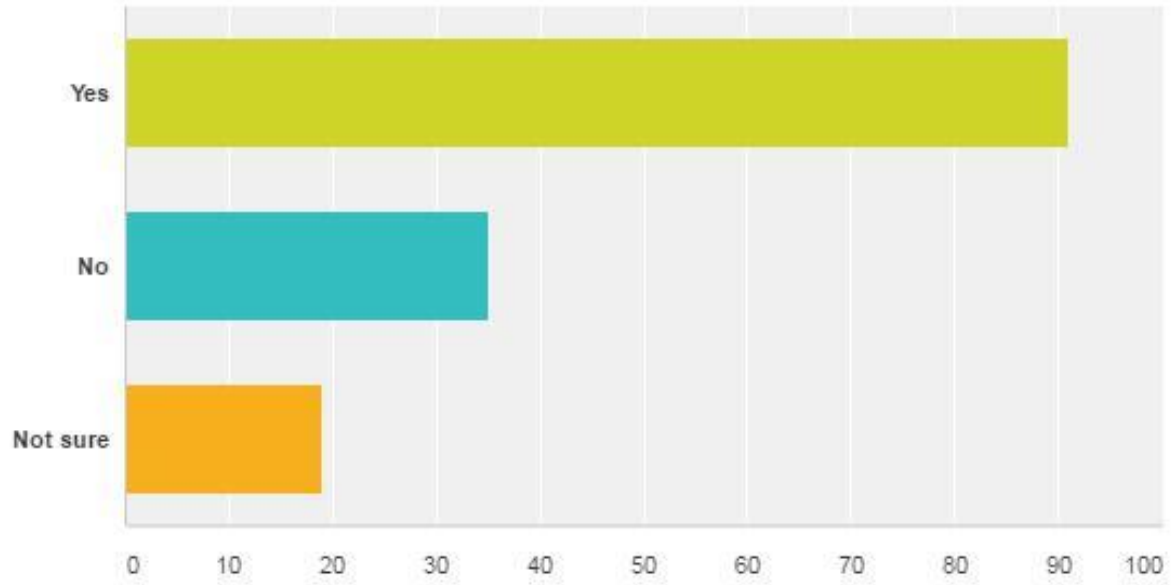
Should all Pay & Display only and Limited Waiting only parking bays, south of - but not including - Abbeygate Street, be changed into Shared Use parking bays - which allows for Permit Holders to park in these bays?



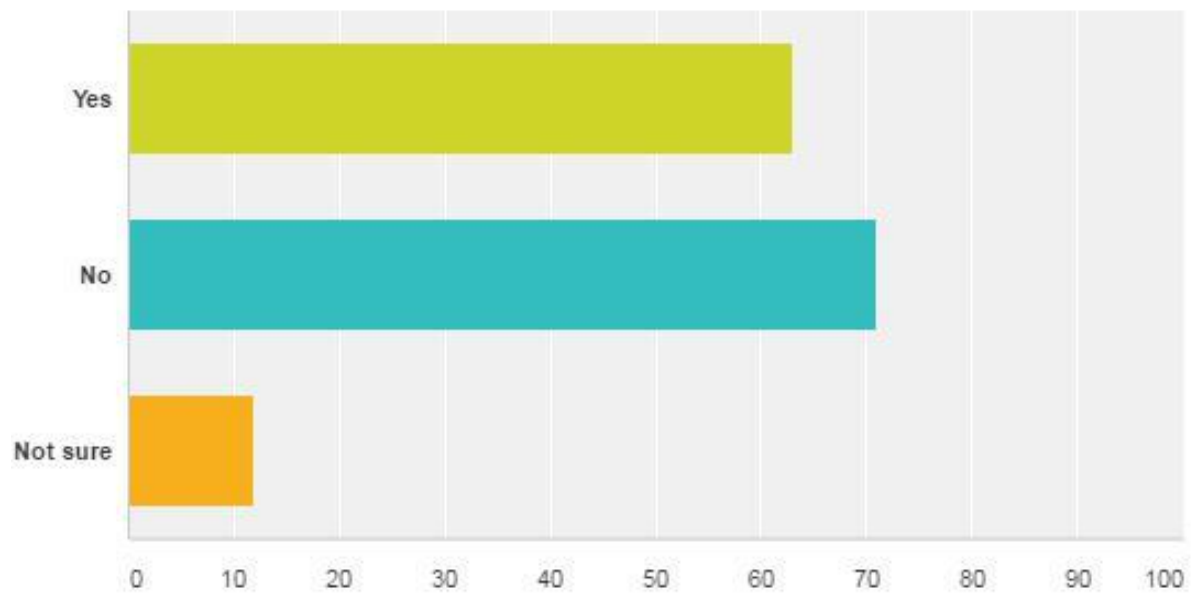
Should parking bays on Churchgate Street between Guildhall Street and Whiting Street, and south of Churchgate Street on Guildhall Street become Permit Holders Only bays?



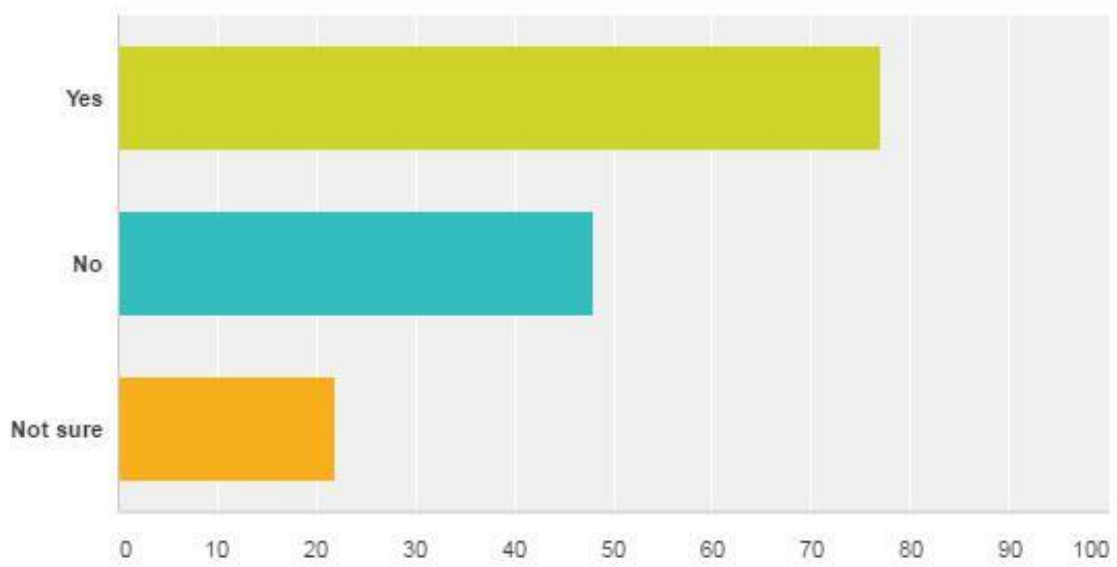
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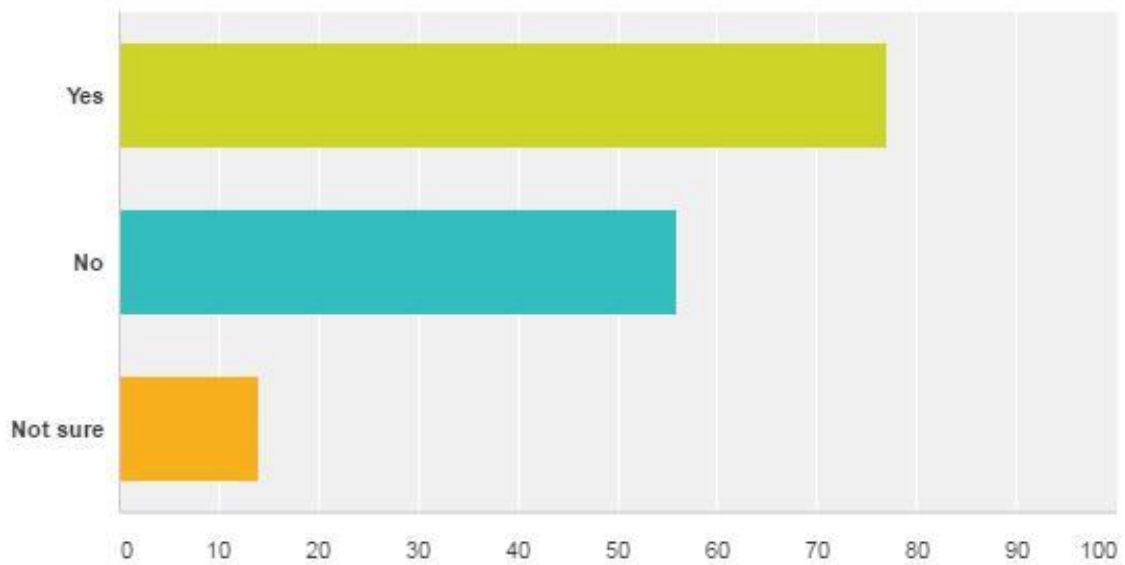
Should all parking permits be issued to a specific vehicle?



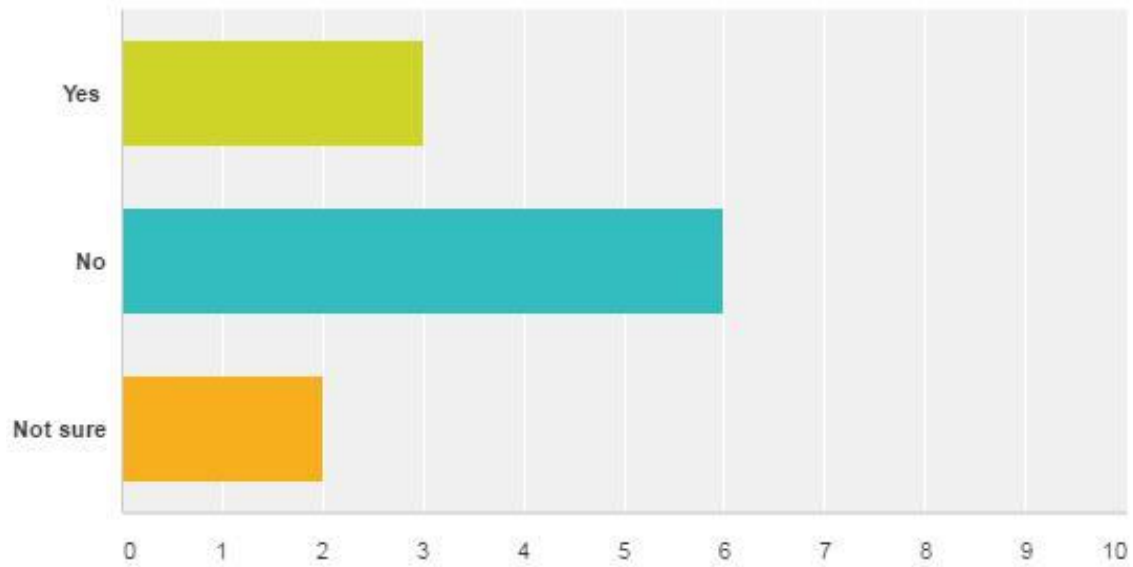
Should a charge be introduced for parking permits issued to Contractors/Trades persons using Neighbourhood Parking Zone D?



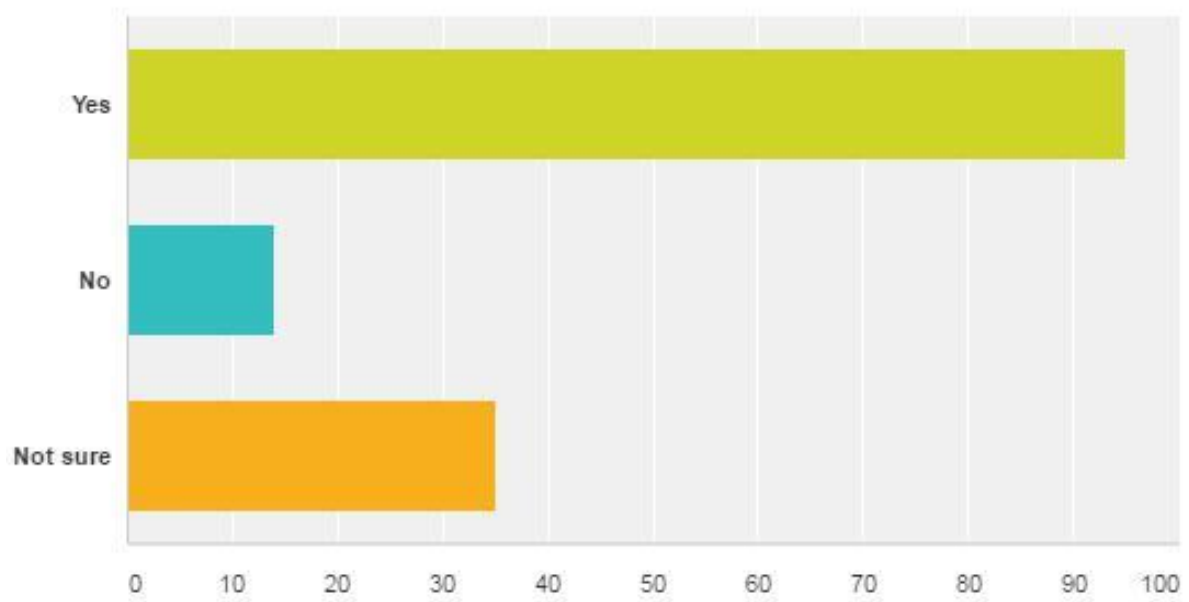
Should only those who do not have access to any form of off-street parking be eligible for parking permits?



Should residents of No's. 44-50 Crown Street inclusive, be eligible for Zone D permits only. All other residents of Crown Street be eligible for Zone F permits only. This question to be completed by residents of Crown Street only.

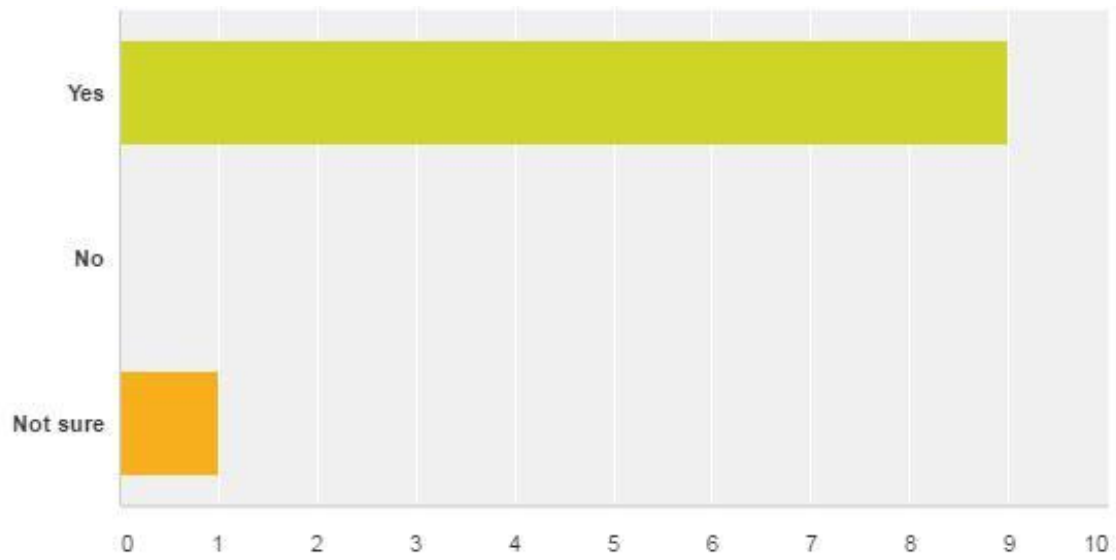


Should Neighbourhood Parking Zone D remain separate from Neighbourhood Parking Zone F?

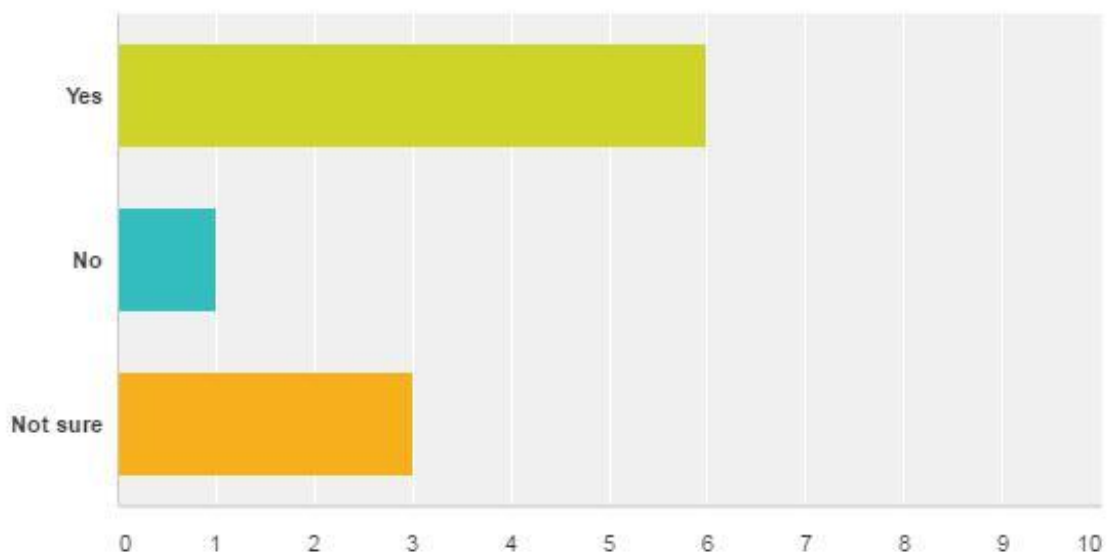


Zone D Residents – Crown Street Only:

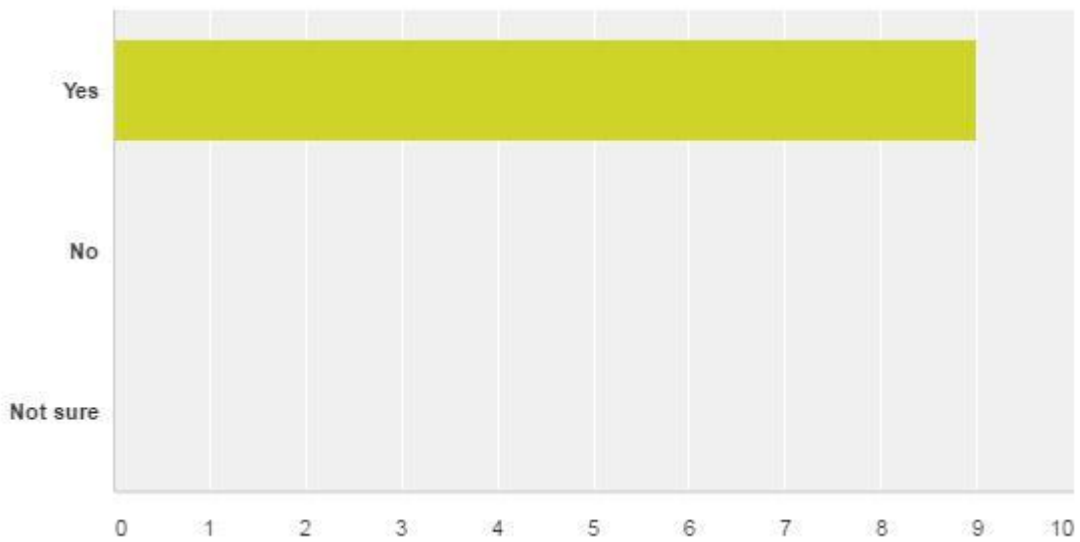
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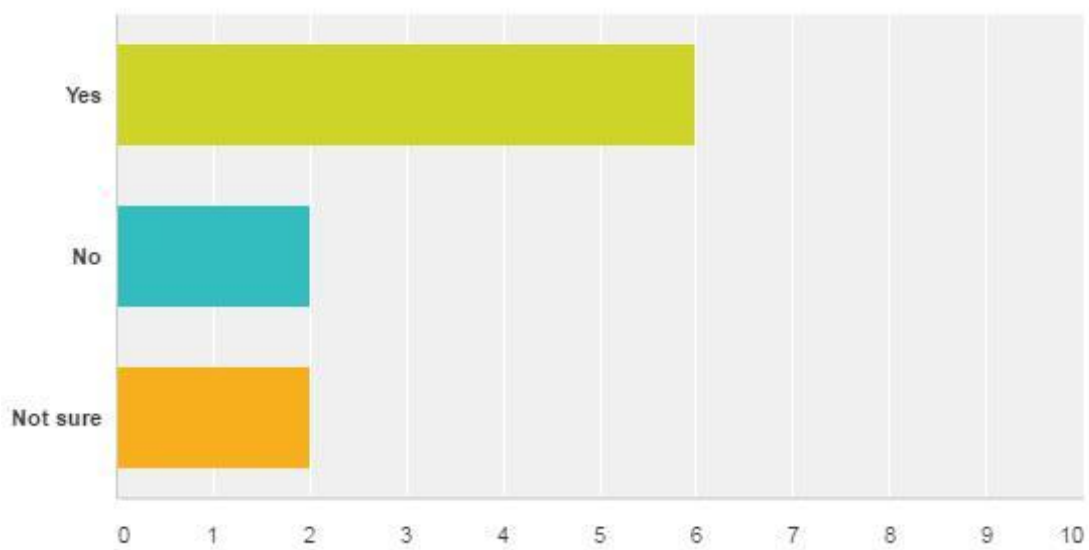
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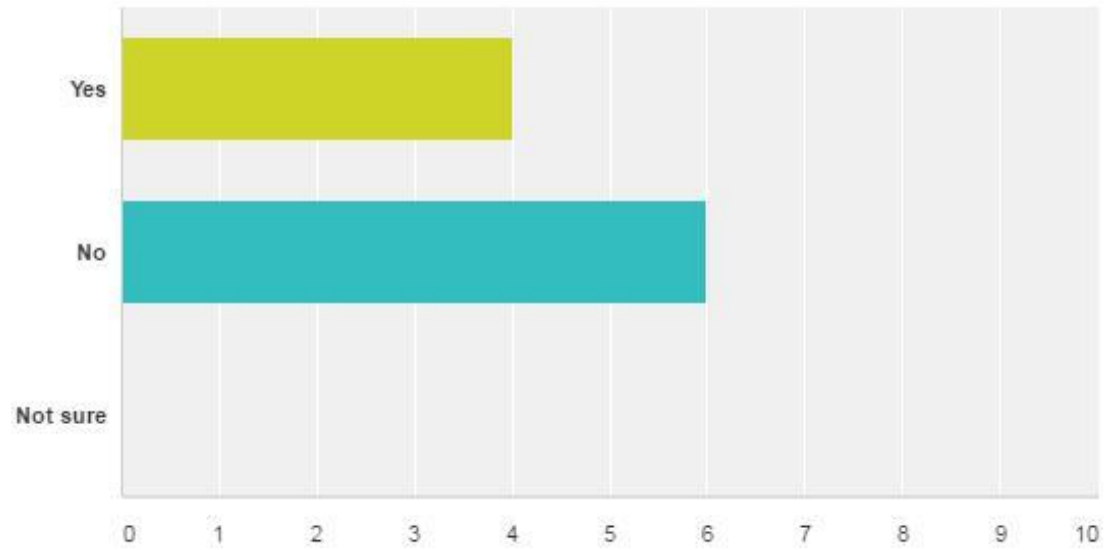
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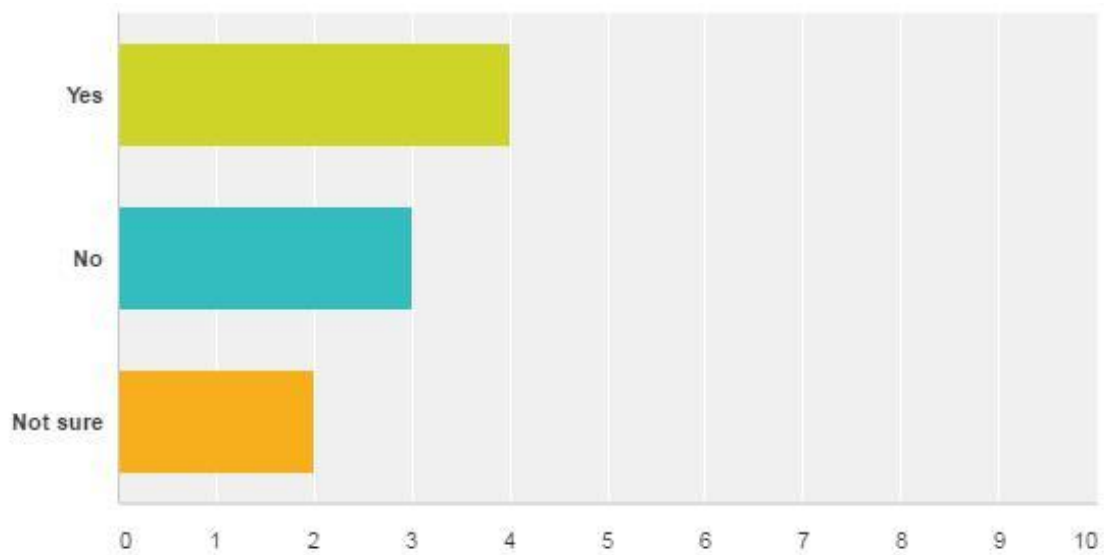
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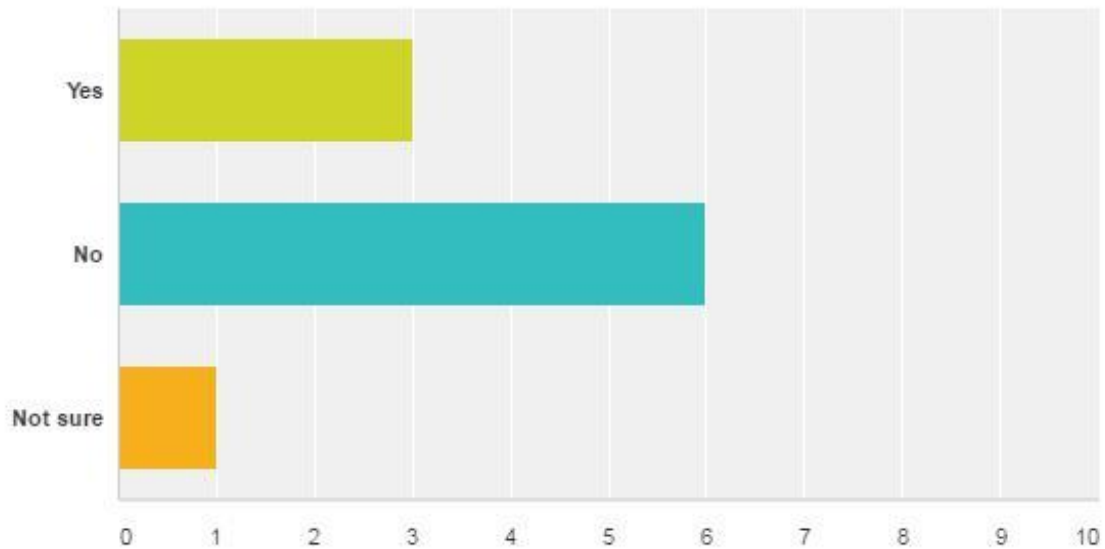
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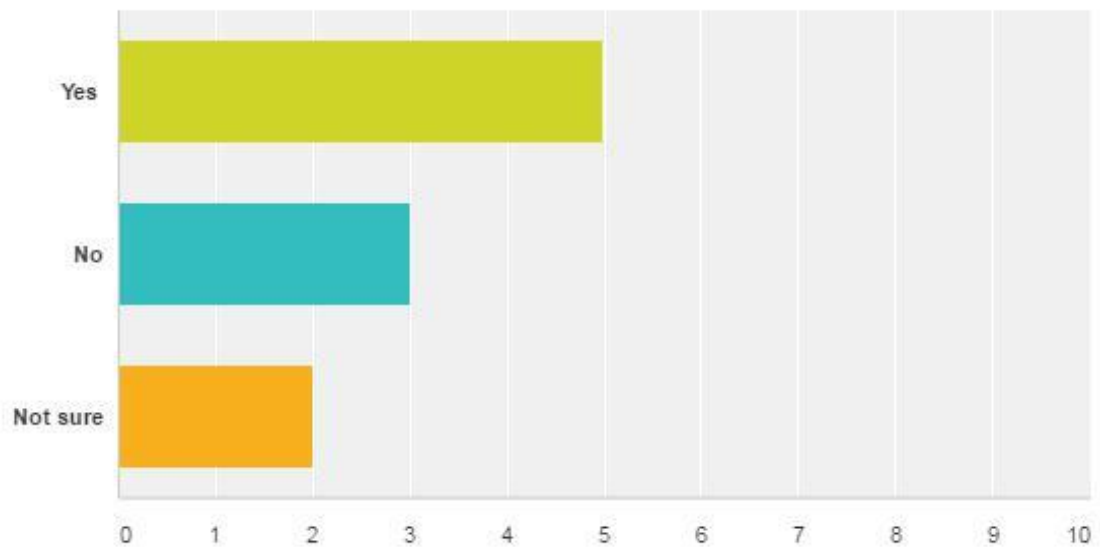
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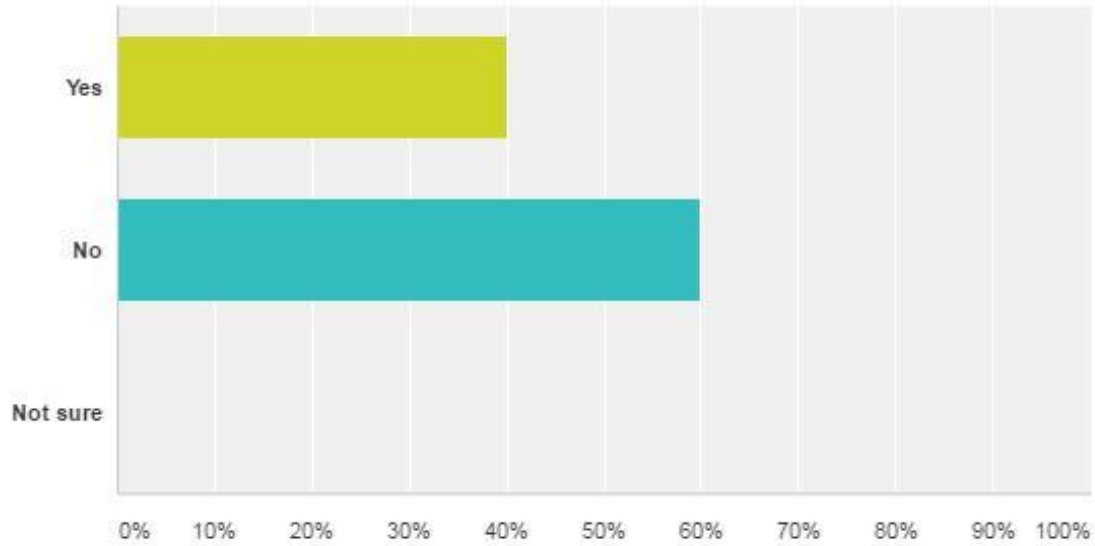
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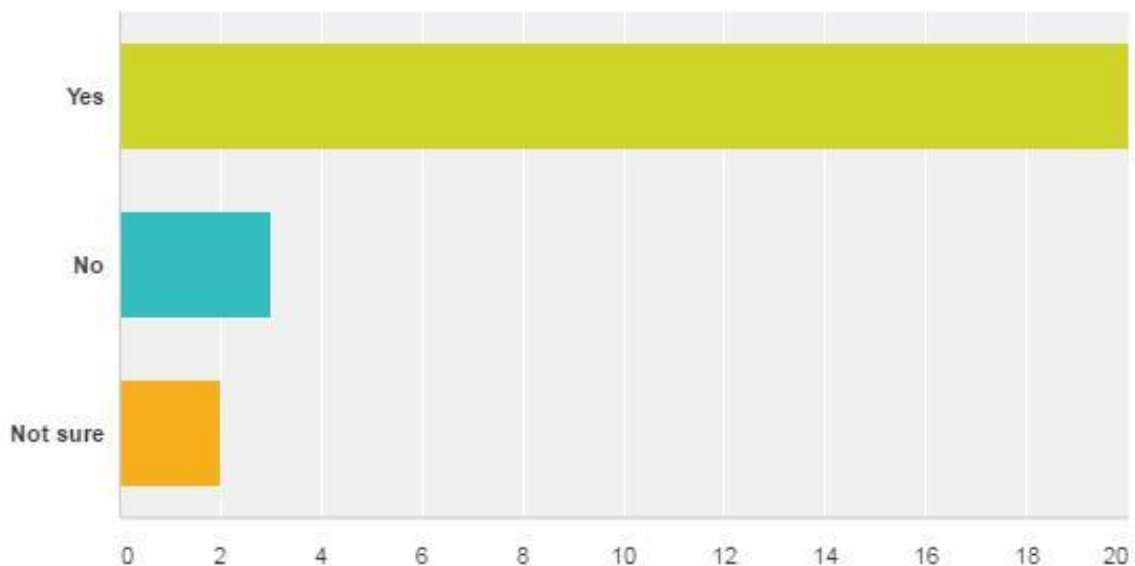


Should Neighbourhood Parking Zone D remain separate from Neighbourhood Parking Zone F?

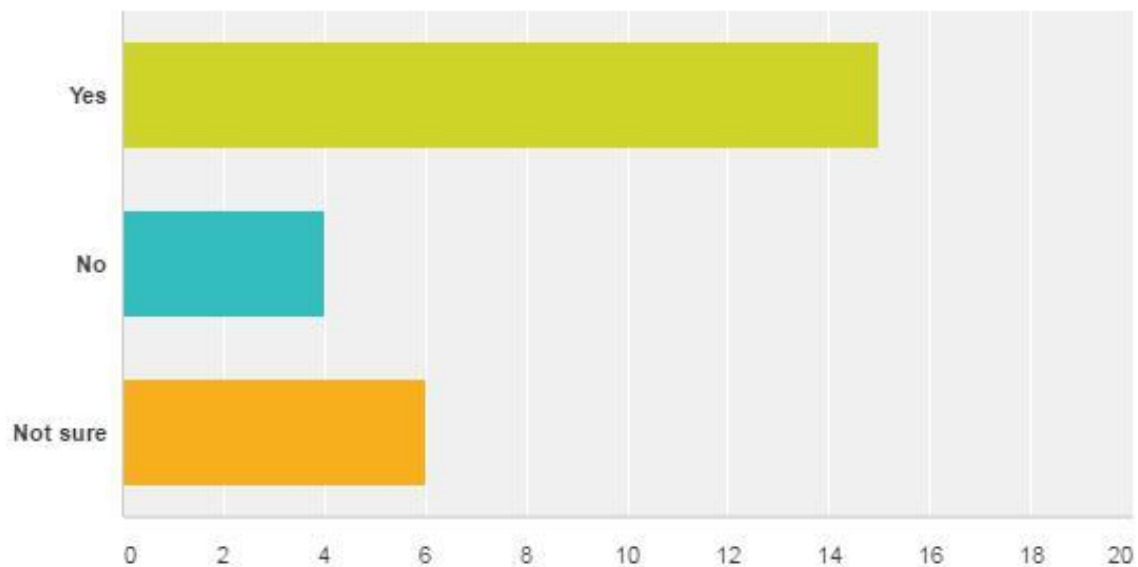


Zone D Business:

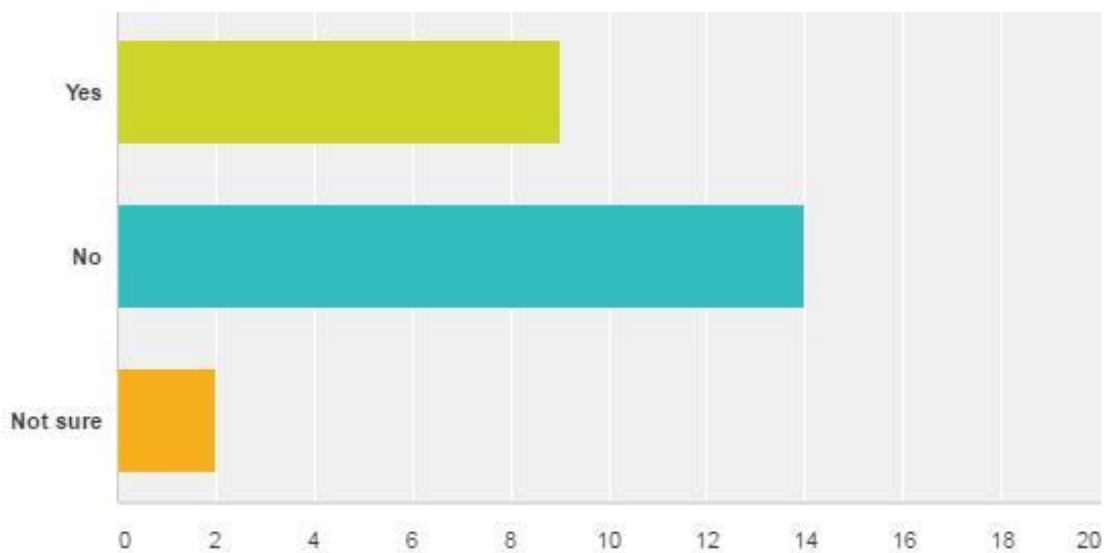
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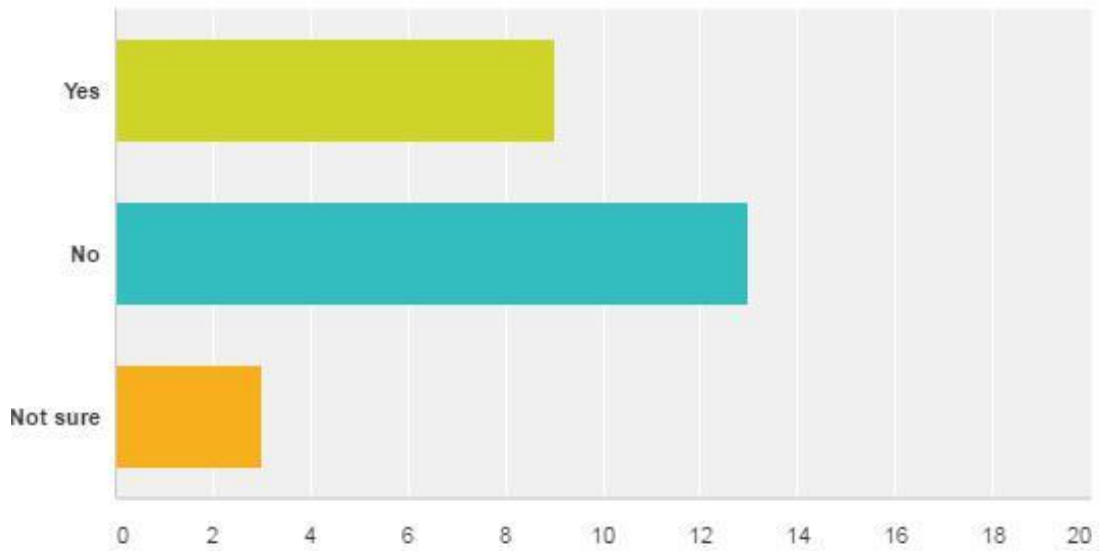
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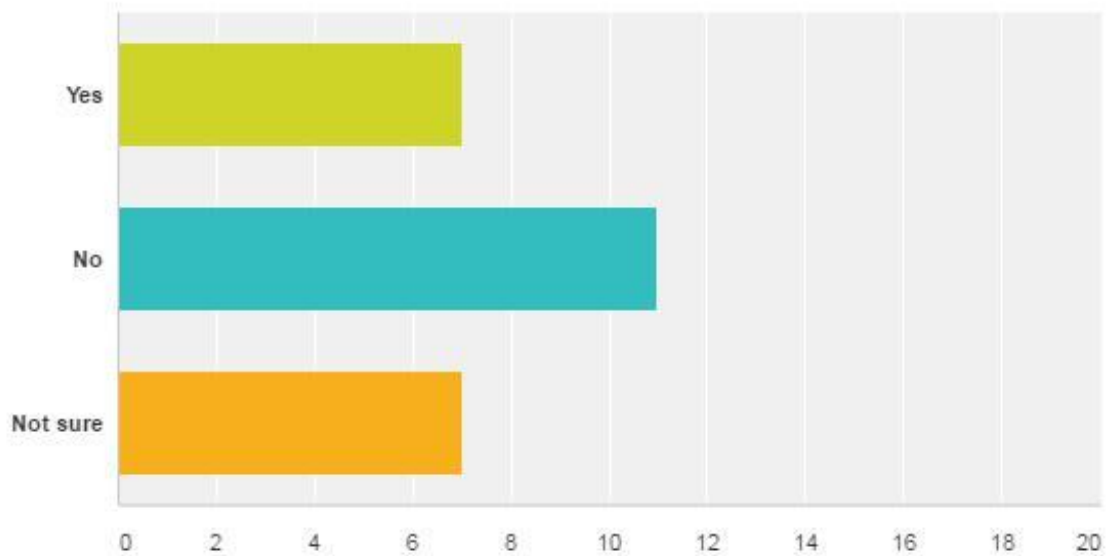
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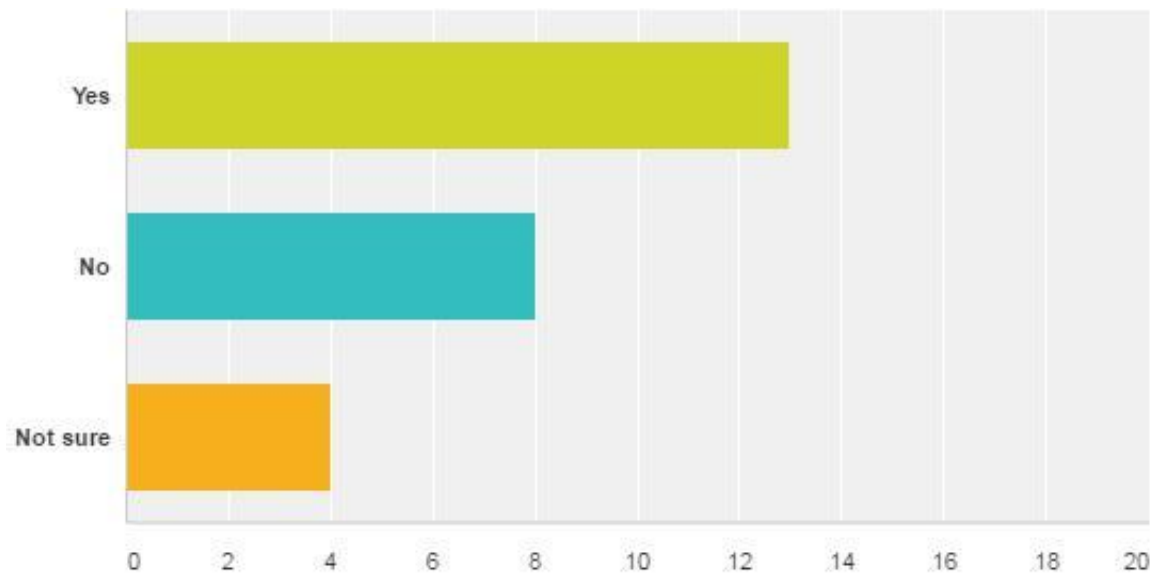
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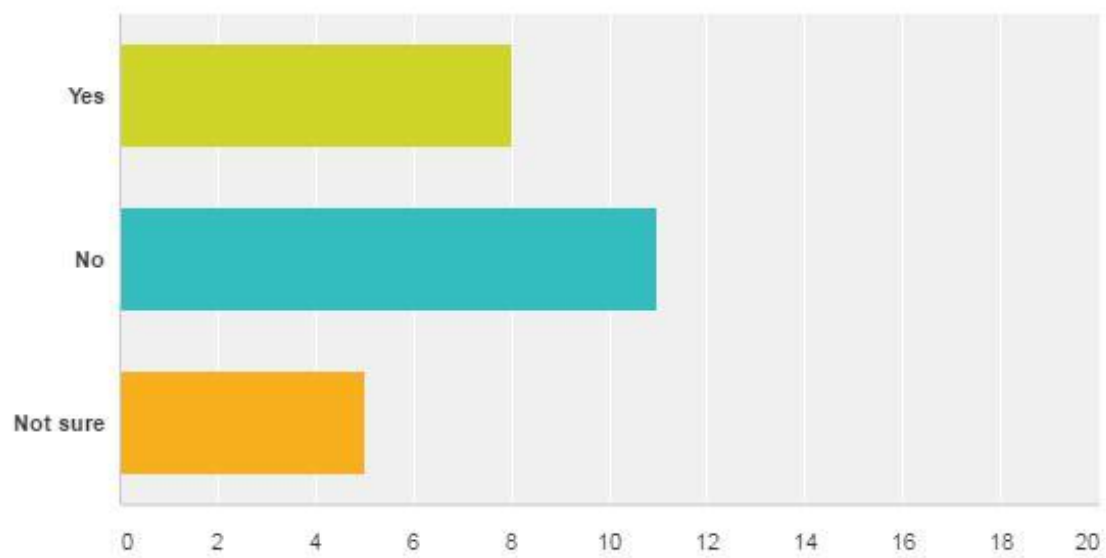
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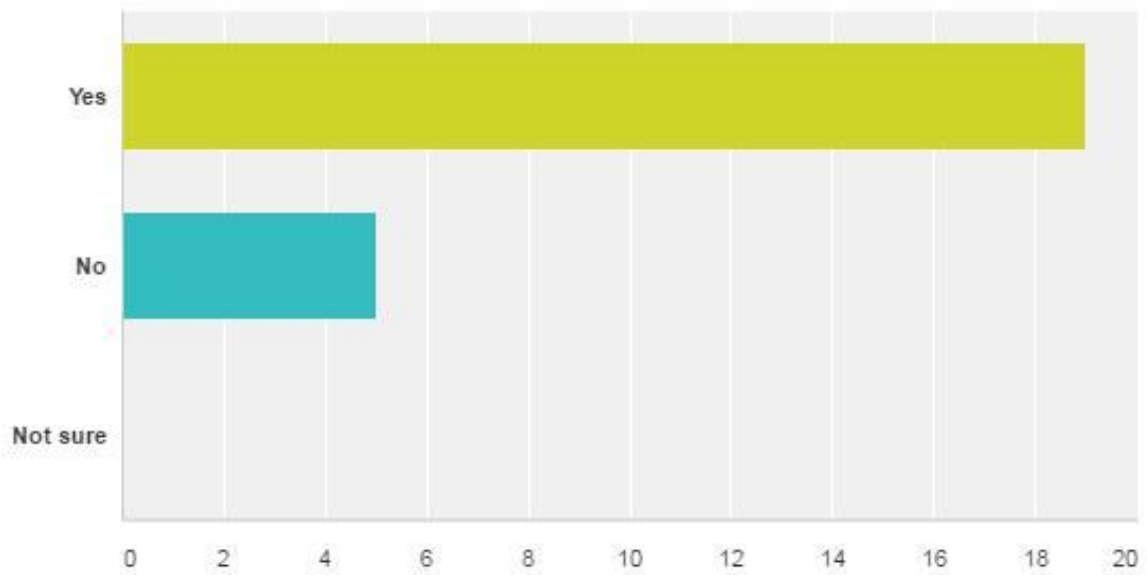
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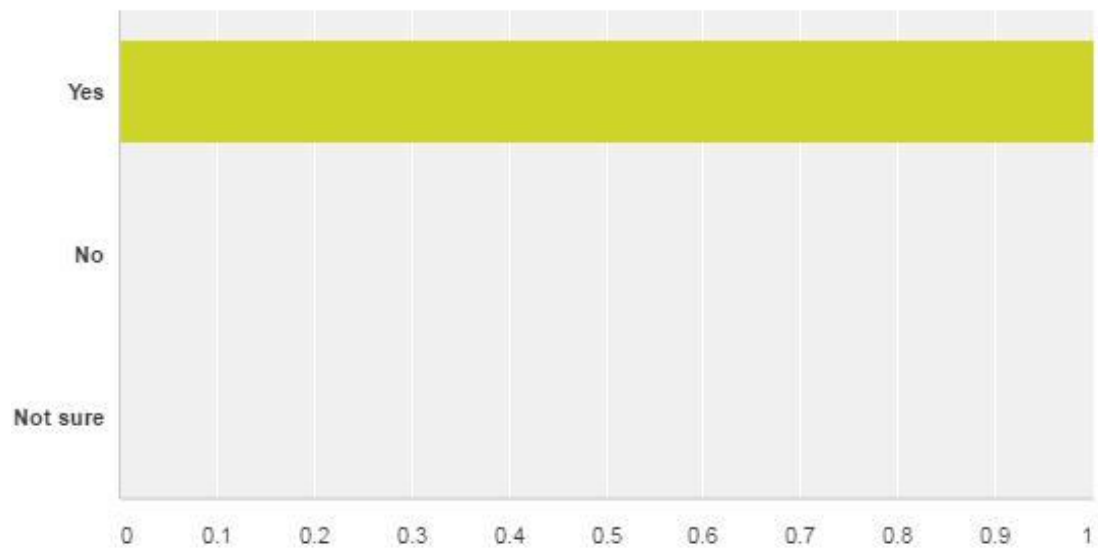
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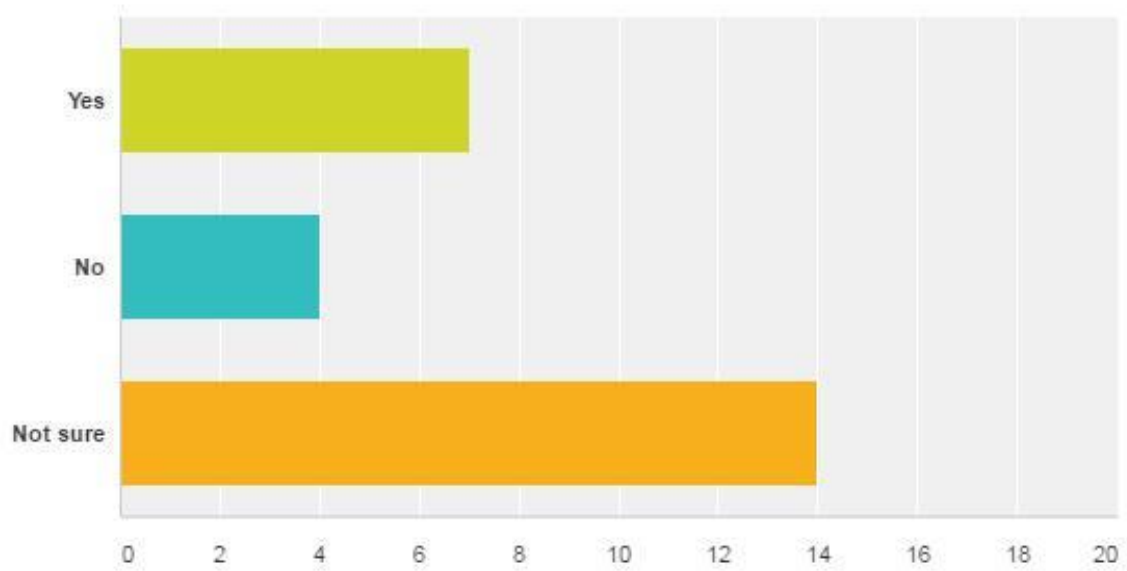
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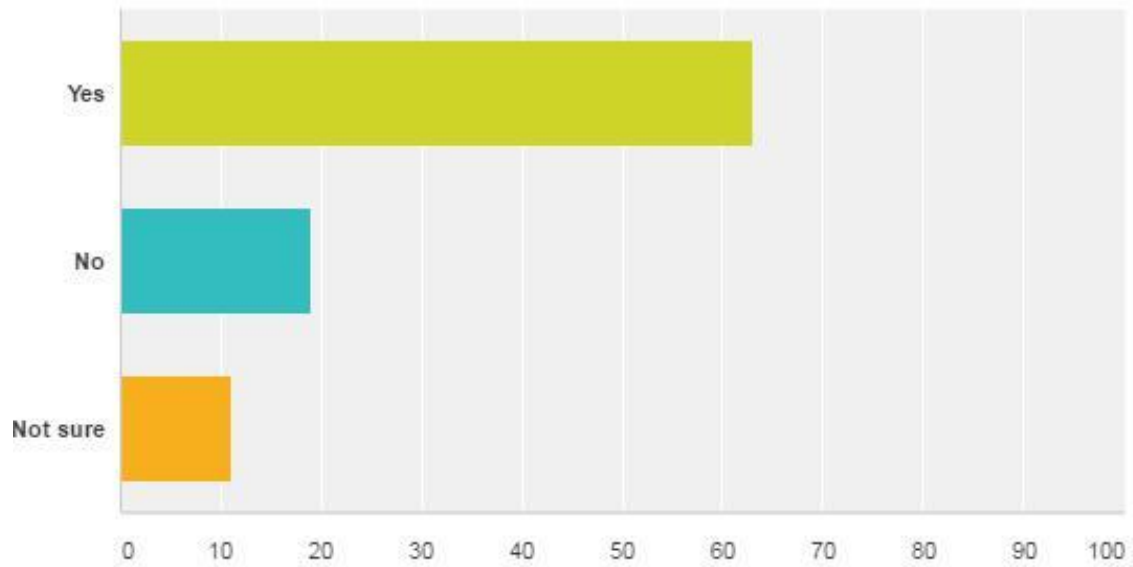


Should Neighbourhood Parking Zone D remain separate from Neighbourhood Parking Zone F?

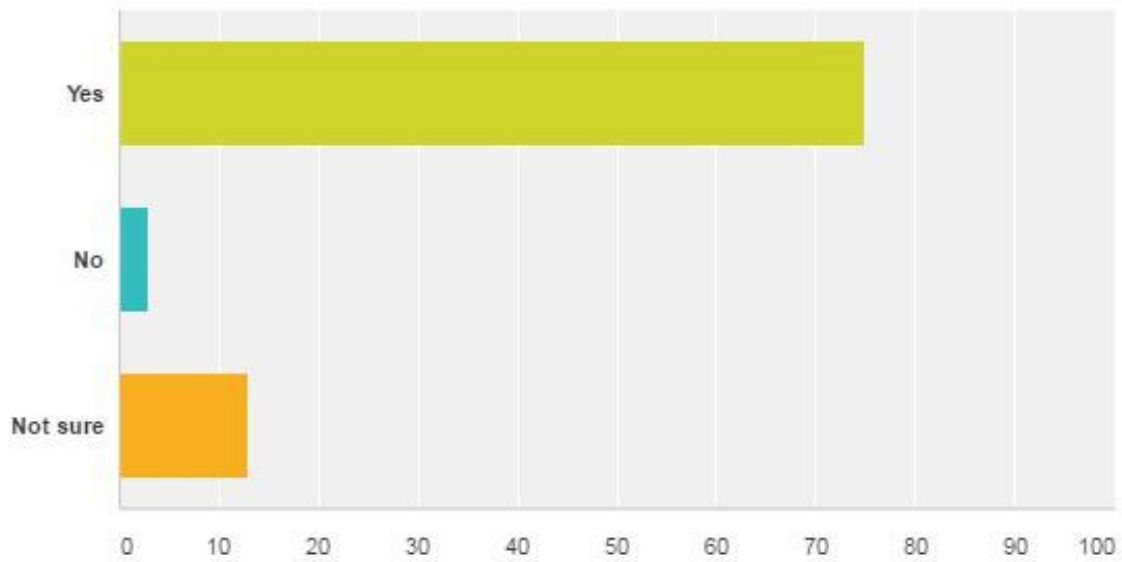


Zone F residents:

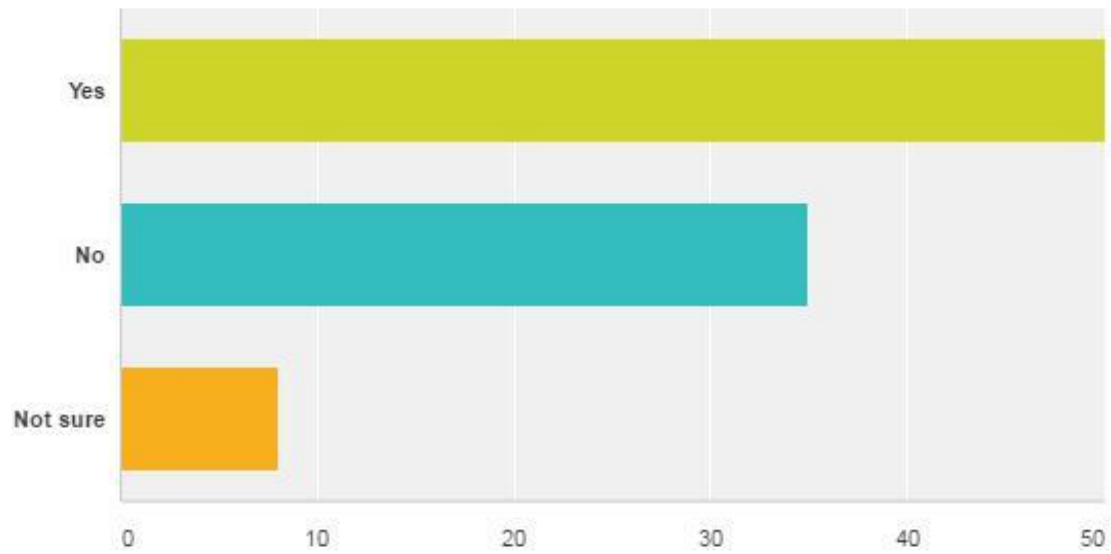
Should Neighbourhood Parking Zone F be expanded to include Raingate Street?



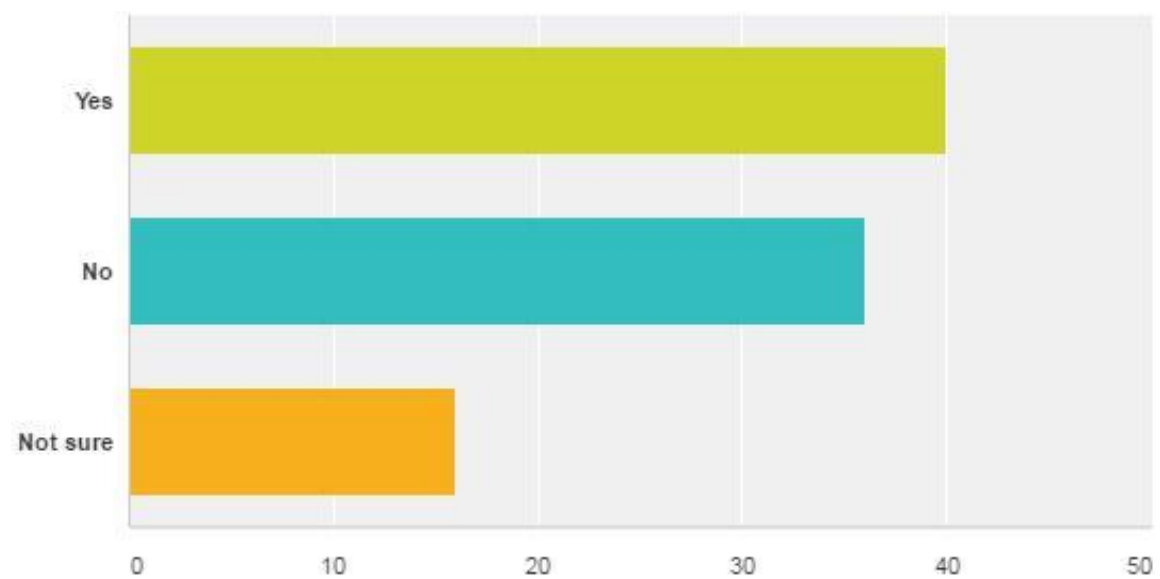
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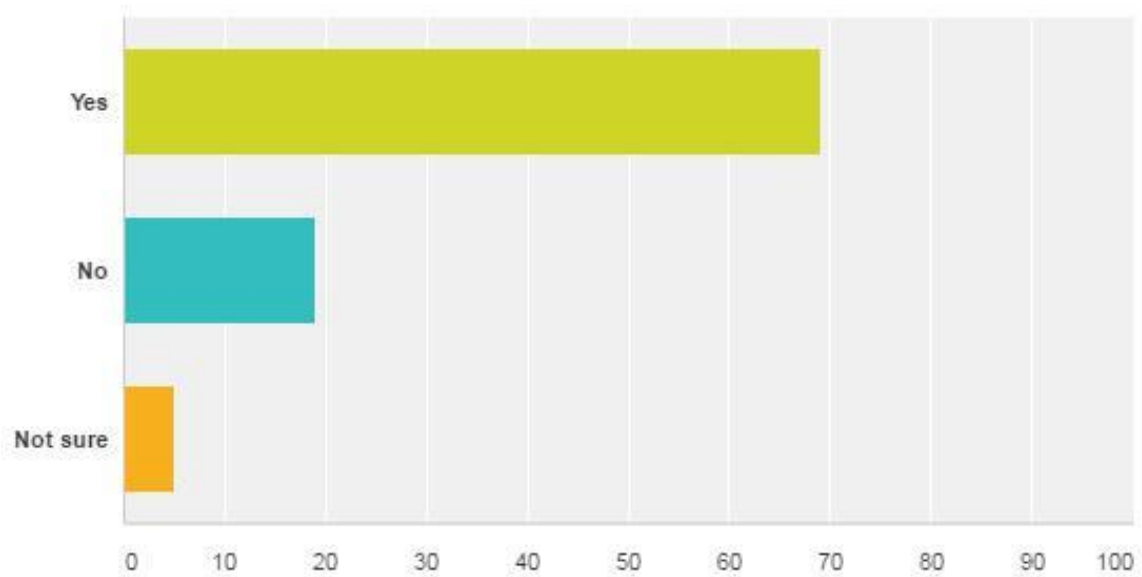
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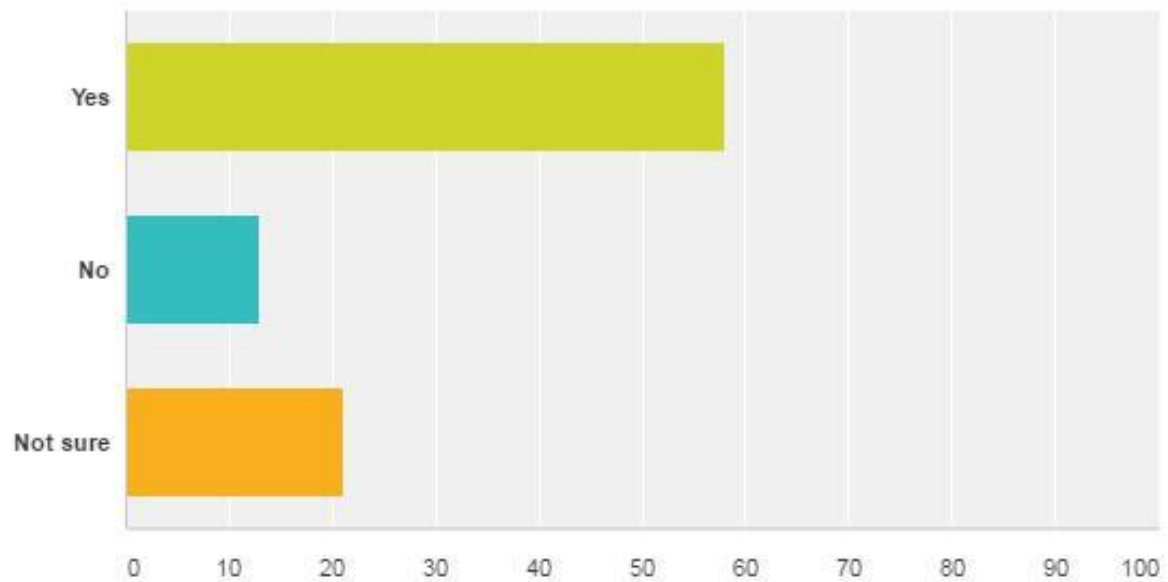
Should a charge be introduced for parking permits issued to Contractors/Trades persons using Neighbourhood Parking Zone F?



Should those who have access to off-street parking only be eligible for one parking permit only, rather than two as it currently stands?

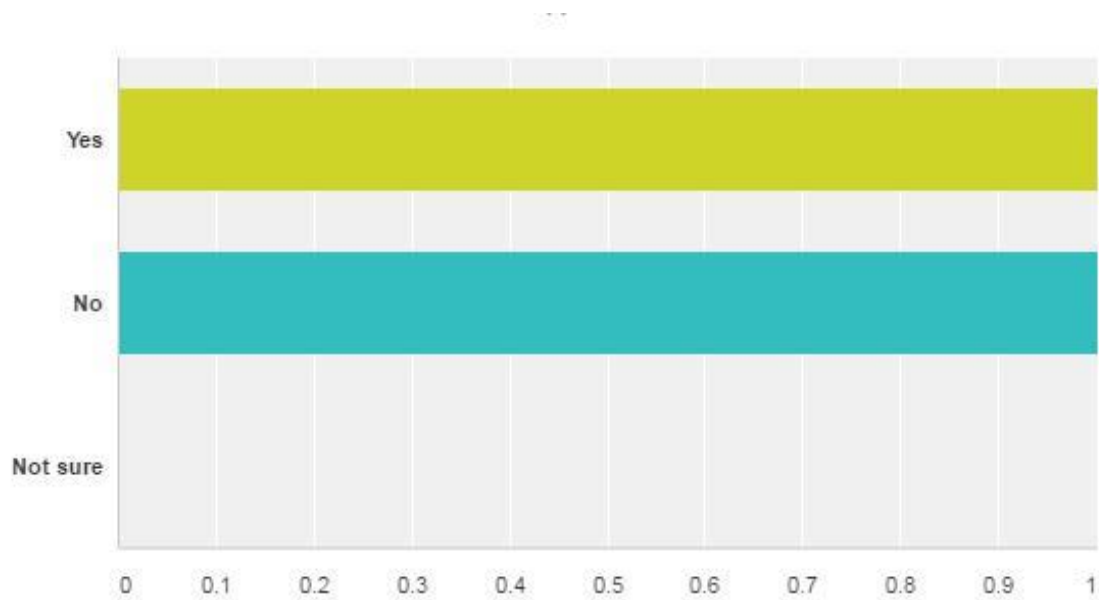


Should Neighbourhood Parking Zone F remain separate from Neighbourhood Parking Zone D?

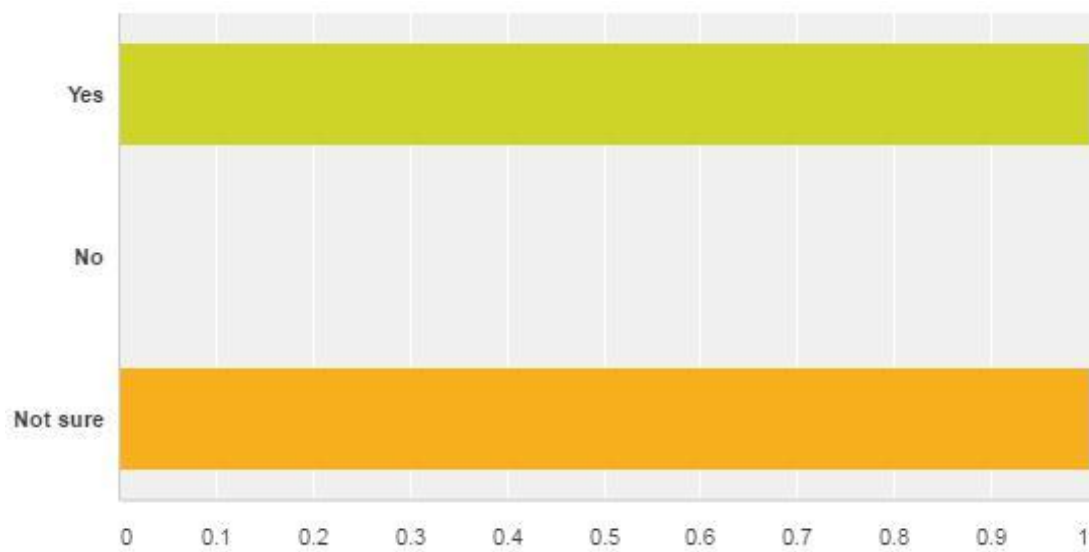


Zone F Business:

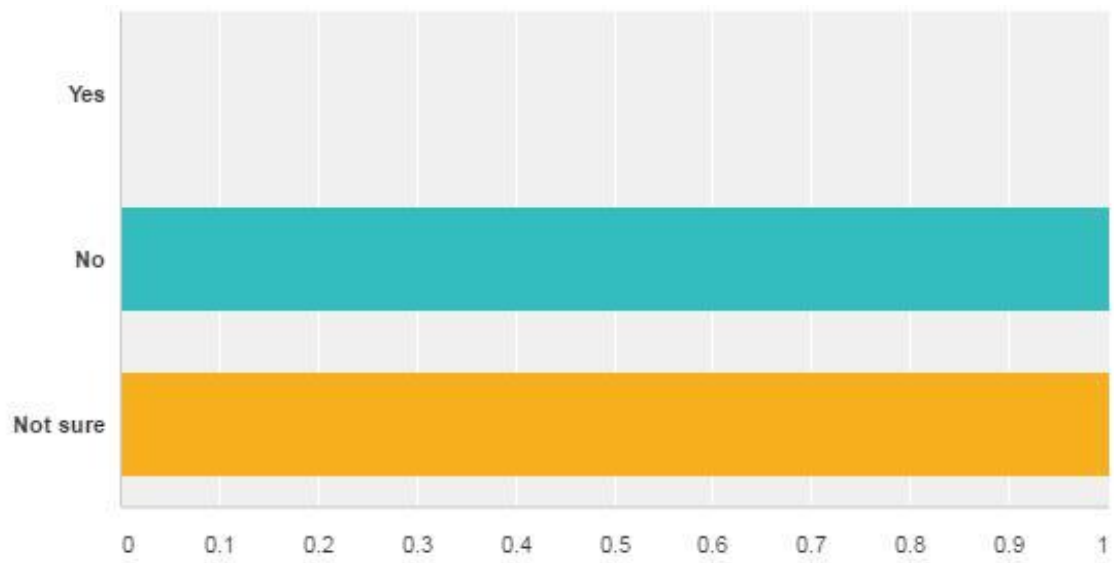
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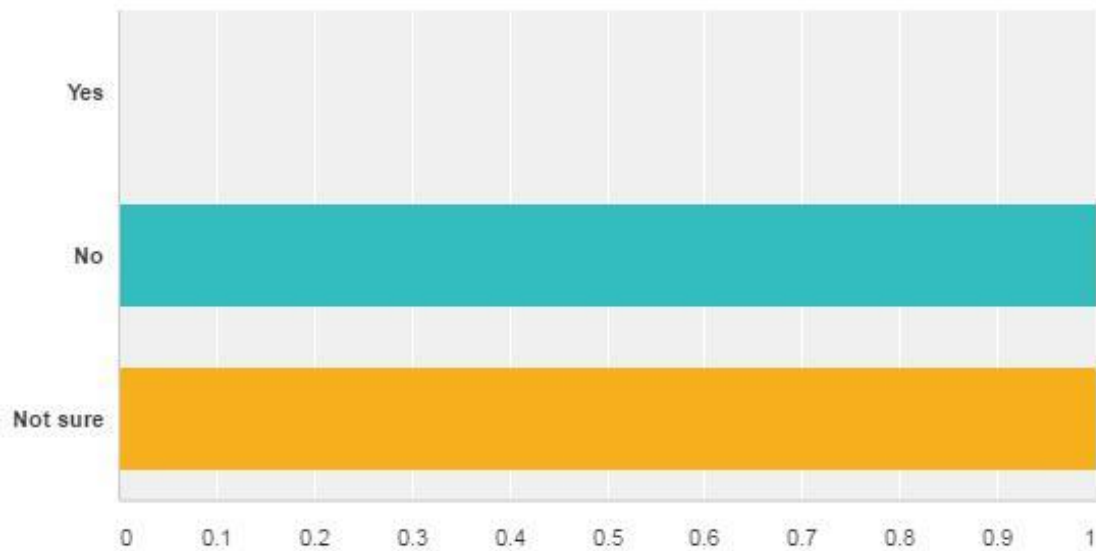
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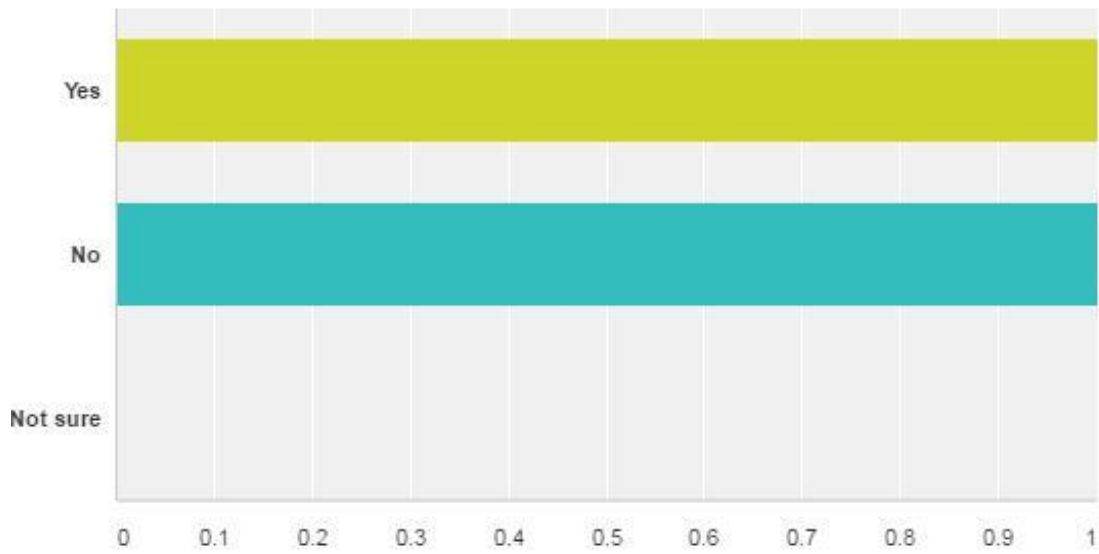
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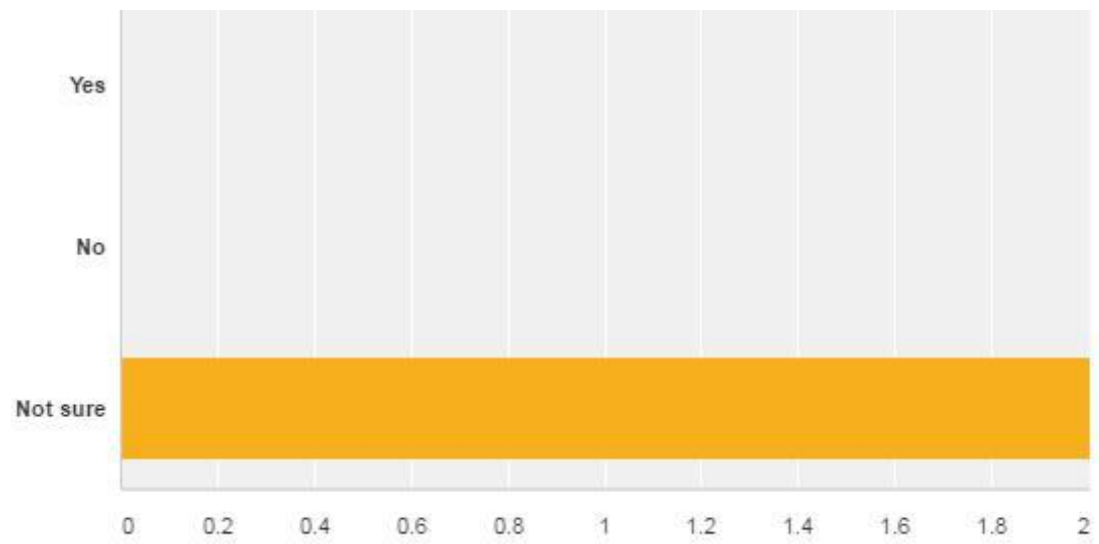
Should a charge be introduced for parking permits issued to Contractors/Trades persons using Neighbourhood Parking Zone F?



Should those who have access to off-street parking only be eligible for one parking permit only, rather than two as it currently stands?



Should Neighbourhood Parking Zone F remain separate from Neighbourhood Parking Zone D?



5. Conclusion

- 5.1 Overall, both phases of the public consultation have seen a high response from the public and some very useful interactions.
- 5.2 From the beginning of the review concerns were being raised about displacement parking in Raingate Street; as a result of these concerns a recommendation was put forward to extend Neighbourhood Zone F to include Raingate Street
- 5.3 Response to the recommendations has been positive except for some areas which are mainly the Zone D businesses have concerns. Perhaps not surprisingly these relate to the recommendations to:
- Expand shared use bays
 - Charge contractors and trades for permits.
 - Change the Zone D hours

These are difficult areas where the interests of the residents (who are in the majority) and the businesses do not coincide. We believe that the recommendations are not unreasonable for the local businesses, especially in a situation where parking is very constricted and provide a reasonable compromise.

- 5.4 Factoring all comments from residents and businesses we would recommend retaining the Pay and Display bays south of (but not including) Abbeygate Street but change the dual Pay and Display/Permit bays' on Churchgate Street between Whiting and south of Guildhall Street to 'Permit' only. All other recommendations pertaining to shared use bays, contractor permits and hours of parking restrictions should be adopted
- 5.5 The survey results suggest the issuing of parking permits to a specified vehicle has not been supported in Zone D but supported in Zone F. It is our view that to mitigate any abuse of the permits this recommendation should be retained if the availability of spaces for residents are to be maximised. It is a proven method of neighbourhood parking management and would be in line with other schemes and best practice followed by most local authorities. We would recommend implementing the recommendation as it stands, or allowing two vehicles registered to each permit, with the latter option addressing concerns of residents who were unhappy with a single car registered to the permit.

- 5.6 The most contentious issue arising from the consultation was that of restricting permits to residents who have no access to off street car parking spaces. The support for this option was quite apparent which is not surprising given that the vast majority of properties cannot accommodate off street parking. Those with access to off street spaces felt that recommendation was discriminatory. Whilst the proposal would reduce the number of permits issued in each zone, it would be difficult to manage and enforce. Therefore it recommended that the option should be deferred until after the implementation of the other recommendations can be reviewed and be subject to a full assessment.
- 5.7 The successful implementation of all the recommendations will require more resources to enforce the changes, specifically the extension to the Zone F and the operation of the scheme beyond 6pm, and this will need to be accounted for in the permit fee. The lack of enforcement of double yellow lines and limited time parking bays were again a key concern of residents from the consultation exercise. Mindful that Civil Parking Powers have not been transferred from the Police to the local authority, we would recommend converting a number of bays to dual pay and display/shared use bays to minimise the level of police enforcement needed and allow the Borough Council to enforce.

6. Final Recommendations

Neighbourhood Parking Zone D

1. Expand existing parking spaces enforceable by the Borough Council where safe to do so
2. For Friars Lane to be included in Zone D with parking controls that allows for permit and visitor parking
3. Retain Pay and Display bays south of (but not including) Abbeygate Street
4. The conversion of the dual Pay and Display/Permit bays' to Permit Only on Churchgate Street between Whiting Street and Guildhall Street
5. That the operational hours for Pay and Display and Permit Holders Only bays (Shared Use) be changed to 8am to 8pm
6. For parking permits to specify the vehicle registration mark, or to allow two vehicles registered to each permit
7. A charge be introduced for Contractor/Trade permits
8. That the recommendation for the eligibility of permits being restricted to households who do not have access to any forms of off street parking be deferred until after the implementation of the other recommendations can be reviewed and be subject to a full assessment
9. For Neighbourhood Parking Zones D and F to remain as separate entities

Neighbourhood Parking Zone F

1. To expand existing parking spaces enforceable by the Borough Council where safe to do so
2. For Zone F to be expanded to include Raingate Street
3. That all Limited Waiting only parking bays be changed into Pay and Display/ Shared Use parking bays allowing for Permit Holders to park in these bays
4. For parking permits to specify the vehicle registration mark, or to allow two vehicles registered to each permit
5. A charge be introduced for Contractor/Trade permits
6. That the recommendation to restrict a household with access to off street parking to one permit be deferred until after the implementation of the other recommendations can be reviewed and be subject to a full assessment
7. For the Neighbourhood Parking Zones F and D to remain as separate entities