

## **Environmental Information Regulations – Response - 27040**

*Please provide copies of all representations and objections received in relation to the proposed parking arrangements on Friars Lane forming part of the following Order: Suffolk County Council (Borough of St Edmundsbury) (Stopping, Waiting and Loading Prohibitions and Restrictions and On-Street Parking Places) (Map-Based) Order 2019 (Bury St Edmunds) (Various Roads) (Prohibition of Waiting and Residents' Permit Parking) (Variation No. 7) Order 2026.*

*Specifically, I request:*

1. *Copies of all representations and objections submitted in relation to Friars Lane.*

*Please see the attached Traffic Regulation Order decision report named, '228644-BSE Residents Parking-TRO Decision Report signed.pdf'. This report contains all the details relating to the Traffic Regulation Order, including all the objections received against the advertised Traffic Regulation Order. Friars Lane is in Zone D, see section three, it states how Friars Lane has been omitted from the traffic regulation order.*

2. *Any officer report or summary document considering those representations.*

*See above*

3. *The formal decision notice relating to that element of the Order.*

*See above, this was signed for delivery May 2025.*

### Redacted Information

All information released in response to a Freedom of Information Act 2000 (FOIA) or Environmental Information Regulation 2004 (EIR) request is deemed to be in the public domain. As such we must consider whether or not the requested information qualifies as personal information and should therefore not be released into the public domain.

The council has determined that this is personal information and is therefore exempt from disclosure under **section 40** of the FOIA and **regulation 13** of the EIR.

The Council considered the following, including the possible consequences of disclosure for the data subjects concerned and their reasonable expectations as to the use of their data:

- expectations of the individuals concerned about personal information being put into the public domain;
- reasonable expectations - the data subjects concerned would have a legitimate expectation of privacy concerning their personal information and would not have anticipated this being put into the public domain;
- whether or not the requested information could be anonymised; and

- balancing the individual's rights and the legitimate interests - In past cases the Information Commissioner has weighed the individual's rights to privacy against the public interest in disclosure. There is no presumption in favour of releasing personal data.

This is an absolute exemption, which means that if the condition is satisfied there is no additional public interest test to consider.

In assessing fairness, the Council considered the likely consequences of disclosure of the requested information. Personal information should not be used in ways that have unjustified adverse effects on the individuals concerned. The council also considered whether such disclosure would be within the reasonable expectations of the individuals, given that any response to a request under the FOIA or EIR is deemed to be in the public domain. The council believes that in this instance it is not fair to disclose personal data and is therefore withholding the requested information under section 40 of the FOIA and regulation 13 of the EIR.

## TRAFFIC REGULATION ORDER DECISION REPORT

<b>Report Title:</b>	Bury St Edmunds – Proposed changes to Residents’ Parking
<b>Report Date:</b>	18 <sup>th</sup> November 2024
<b>Lead Councillor(s):</b>	Cllr Chris Chambers
<b>Local Councillor(s):</b>	Cllr David Nettleton, Cllr Robert Everitt & Cllr Peter Thompson
<b>Report Author:</b>	██████████ – Design Engineer

### Brief summary of report

- To consider the proposed traffic regulation order (TRO) to extend the operational period of residents parking in all 12 Bury St Edmunds Resident Parking Zones to 8am to 8pm on Mondays to Saturdays. In some zones, where residents’ parking also operates on Sundays, there would be no change to the existing restrictions on Sundays. In Zone D South Town Centre, the TRO proposes further changes, including the creation of new residents’ parking bays, alterations to the length of some existing parking bays and new lengths of No Waiting at Any Time. The proposals are as detailed in Appendices A and B, and as shown on the consultation plans for Zone D (included at Appendix D).
- During the advertising period, 109 formal representations were received, including 98 objections. One objection, relating specifically to proposals affecting Friars Lane and Westgate Street (opposite Friars Lane) included an additional 14 signatures endorsing the objection and the grounds on which it was made. Of the remaining representations, two were queries and a further 9 demonstrated some level of support, with many of these supportive representations also requesting additional measures. A record of the formal representations is included at Appendix F.

### Action recommended

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| <ol style="list-style-type: none"> <li>That the Cabinet Member for Transport Strategy, Planning and Waste and the Head of Transport Strategy approve the making of the Suffolk County Council (Borough of St Edmundsbury) (Stopping, Waiting and Loading Prohibitions and Restrictions and On-Street Parking Places) (Map-Based) Order 2019 (Bury St Edmunds) (Various Roads) (Prohibition of Waiting and Residents’ Permit Parking) (Variation No. 7) Order 202- as advertised, with the omission of those proposals relating to Zone J ‘Eastgate Street Area’ and Zone L ‘Grove Road’ in their entirety; and the omission of those proposals for Friars Lane and its proposed inclusion within Zone D ‘South Town Centre’.</li> </ol> |
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### Reason for recommendation

- To improve the amenities of the area by providing greater parking opportunity for residents. In Zone D at locations where ‘No Waiting at Any Time’ is proposed, the

Council considers this necessary to avoid danger to persons or other traffic using the road.

## **Alternative options**

5. Do not make the TRO and retain the existing operational periods for residents' parking from Mondays to Saturdays, which varies between the 12 Resident Parking Zones in Bury St Edmunds.

## **Who will be affected by this decision?**

6. Residents will be most affected, but the TRO will also impact on their visitors and those motorists who may currently park within residents' parking bays (outside their times of operation) to access commercial premises or public facilities.

## **Background**

7. The Churchgate Area Association (CAA), which represents all residents and businesses in the medieval grid area of Bury St Edmunds (an area which generally aligns with Zone D 'South Town Centre'), has campaigned for many years to resolve parking problems in Zone D. Demand for on-road parking exceeds availability and residents have the added difficulty of living in a busy town centre environment where some parking bays are shared residents' parking and either Pay & Display or limited waiting bays.
8. Suffolk County Council (SCC) Transport Strategy commissioned a scheme in 2020/21 to increase parking opportunity in Zone D, by adjusting the operational period of existing on-road parking places and creating new parking places where they could be safely accommodated. Difficulties were experienced with the delivery of this original scheme and for various reasons it never achieved full conclusion with a sealed TRO.
9. Meanwhile, WSC commissioned an independent review of their 12 Residential Parking Zones across Bury St Edmunds. The review engaged with residents and stakeholders and resulted in 10 key recommendations being formally agreed. One of these recommendations was to extend the current operating hours of all residential permit zones to 8am to 8pm.
10. WSC considered various options to improve parking for residents in Bury St Edmunds. The following statement was announced on their website on 5<sup>th</sup> December 2022:

*The first in a series of changes to make it easier for residents in Bury St Edmunds' 12 parking zones to find a place to park, will come into effect by early January.*

*Cllr Peter Stevens, Cabinet Member for Operations at West Suffolk Council has announced that from 9 January 2023, permit holders will be allowed to use the Council's off-street car parks in Bury St Edmunds town centre at no extra charge, between 4pm and 10am seven days a week. This does not include on-street car parks such as The Buttermarket, Cornhill and Angel Hill.*

*Residents in the zones were surveyed earlier this year on a number of options to help tackle their parking issues. That survey included the option for permit holders to use the Bury St Edmunds town centre car parks between 6pm and 8am. Although the move got the support of 85% of the resident who filled in the survey, there was feedback that for some households this would cause issues with them having to move their car before they left to go to work or took their children to school.*

*“We have listened to the residents. We have looked at the times when our car parks are busiest and we are pleased to be able to extend the times of this from 4pm to 10am. We will, however, review the measure after 18 months to ensure it is working and that there’s no negative impact to the availability of parking spaces for shoppers, visitors and town centre workers,” said Cllr Stevens.*

*The change is one of a number of solutions to try to tackle an ongoing parking issue for residents in the town.*

*Many of the town’s existing parking schemes are heavily oversubscribed. The legislation under which the scheme must operate means West Suffolk Council is unable to refuse permit applications from residents that live in a designated parking zone.*

*Part of the reason for this oversubscription is that many of the homes in Bury St Edmunds town centre were built before the invention of the motor vehicle and others from when car ownership was much lower than it is now. The Council warns people buying a permit, that it cannot guarantee them a parking space. It also carries out checks to ensure permits and vouchers are not bought by anyone who isn’t a resident.*

*Since April 2020, the Council has also been responsible for Civil Parking Enforcement, which has meant residents who previously resorted to parking illegally potentially blocking emergency access, are at greater risk of being issued with fines.*

*“We recognise that this is an issue for many of the town centre residents which is why we have consulted on a host of options, we have listened, and I’m pleased to announce a package of measures today which takes on board much of the feedback,” said Cllr Stevens. “It is my hope that these measures, once fully embedded, will make things better for the residents so they can park safely near their home, and we will of course review their impact at a later date.”*

*Other improvements that will follow include extending the parking permit hours. In some zones these are currently 8am to 6pm and others 10am to 4pm. Subject to a Traffic Regulation Order (TRO) these will become 8am to 8pm coupled with more parking enforcement to ensure the spaces are available for residents. The change in hours could come into effect in the Spring.*

*Car registration details will be added to permits to counter unauthorised use. While this is likely to come into effect in 2023, no date has been set yet for this.*

*Blue Badge holders will become liable to pay for residential permits, and residents of a pensionable age who don’t own a car will no longer get a free permit but will still be able to buy visitor vouchers.*

*West Suffolk Council will also review how it manages the issuing of trade permits in these zones.*

*The Council has written to all permit holders ahead of the first changes coming into effect in early 2023.*

*One option that will require further work is the integration of permit zones where one is heavily oversubscribed and another less so. There will be further consultation with residents over the specific details and this merging of the zones will only go ahead if backed by the majority of residents in both areas.*

*Another move, to look at the single and double yellow lining and see if any of it can be made available for permit parking, will be subject to further work by Suffolk County Council.*

11. At the start of the current Suffolk Highways contract in October 2023, SCC Transport Strategy commissioned a new scheme for to review previous work on Zone D, working closely with West Suffolk Council (WSC) to conclude the TRO.
12. In March 2024, SCC and WSC agreed to change the scope of the new Zone D scheme (and proposed TRO) to include the extension of the operational period of residents parking places in all other 11 Resident Parking Zones to 8am to 8pm on Mondays to Saturdays.
13. As some residents' parking places were shared bays and operational periods varied between zones, the exact proposals were as follows:
  - Existing parking bays reserved for resident permit holders only at certain times will have their operational period on Mondays to Saturdays changed to 8am to 8pm. In some zones, where Residents' Parking also operates on Sundays, there will be no change to the existing restrictions on Sundays.
  - Existing shared bays for Residents' Parking and Pay & Display parking will have their operational period on Mondays to Saturdays amended to 8am to 8pm for both types of parking. Zone D will be affected in this respect. There will be no change to the existing restrictions on Sundays.
  - Existing shared bays for Residents' Parking and Limited Waiting parking will have their operational period on Mondays to Saturdays amended to 8am to 8pm for resident permit holders only. The existing operational period of the Limited Waiting restrictions will remain unchanged.
  - In Zone D South Town Centre, further changes are proposed, including the creation of new Residents' Parking bays, alterations to the length of some existing parking bays and new lengths of No Waiting at Any Time.
14. The TRO is being promoted by SCC Transport Strategy, at the request of WSC.

## Consultation

15. Consultation was undertaken from 18<sup>th</sup> March to 10<sup>th</sup> April 2024, during which time details of the proposed TRO were provided to statutory bodies/individuals, including for example, the emergency services, local councillors and the town council. This included the Zone D consultation drawings – similar to those at Appendix D, but without the new resident parking bay shown outside No. 20 Whiting Street.
16. Five responses were received in relation to the above consultation.
  - West Suffolk Councillors Joanna Rayner (Abbeygate ward) and Diana Hind (Tollgate ward) acknowledged the consultation.
  - The CAA provided a detailed response, which is included at Appendix E.
  - West Suffolk Councillor Julia Wakelam (Abbeygate ward) responded to endorse the comments of the CAA.
  - [REDACTED] Town Clerk to Bury St Edmunds Town Council advised that members had discussed the proposals and their resolution was: *“That SCC be advised that the Town Council supports all the changes to current residents' parking zones except those changes proposed for Whiting Street. Only the changes to timings are supported for Whiting Street with strong objections to the proposed introduction of yellow lines.”*

17. No consultation was undertaken with the public at this stage, other than that information that may have been shared with residents by the CAA.
18. SCC responded to the CAA on 17<sup>th</sup> April 2024 to explain that the creation of new on-road parking places must balance parking needs with road safety. It was advised that the two existing advisory disabled bays on Whiting Street and Westgate Street would be investigated. It was also agreed that the proposals would be amended to include a new resident parking place for one vehicle outside No. 20 Whiting Street. SCC advised that no further spaces would be created. The consultation drawings were updated to the versions included at Appendix D.

## **Advertising**

19. The TRO was advertised between 23<sup>rd</sup> May and 14<sup>th</sup> June 2024, during which time copies of the public notice were erected at various points on site, to notify members of the public of the proposals, in addition to advertisement in the local press. The proposals were included on the 'Consultations and Engagement' page of the SCC website and a link to this was provided on WSC's own website. A copy of the advertised TRO is included at Appendix A and a copy of the Notice is included at Appendix B.
20. During the advertising period, 109 formal representations were received, including 98 objections. One objection, relating specifically to proposals affecting Friars Lane and Westgate Street (opposite Friars Lane) included an additional 14 signatures endorsing the objection and the grounds on which it was made. Of the remaining representations, two were queries and a further 9 demonstrated some level of support, with many of these supportive representations also requesting additional measures. A record of the formal representations is included at Appendix F.

## **Officer Comments**

21. The current operational periods of Residents' Parking places vary greatly between zones. Parking places which are reserved for resident permit holders (or permit holders) only at certain times of the day, currently operate as follows:
  - Zone A, Brackland area            Mon-Sat 10am-4pm
  - Zone B, Northgate Street        Mon-Sat 10am-4pm
  - Zone C, Nelson Road            Mon-Sat 8am-6pm (& Sun 10am-4pm unaffected)
  - Zone D, South Town Centre    Mon-Sat 9am-6pm
  - Zone E, Castle Road            Mon-Sat 9am-5pm
  - Zone F, Southgate Corridor    Mon-Sat 8am-6pm
  - Zone G, The Broadway          Mon-Sat 9am-5pm
  - Zone H, Victoria Street area    Mon-Sat 9am-5pm
  - Zone J, Eastgate Street area    Mon-Sat 12:45pm-1:45pm
  - Zone K, Thingoe Hill            Mon-Sat 8am-6pm
  - Zone L, Grove Road            Mon-Sat 9:30am-3pm
  - Zone M, Out Westgate          Mon-Sat 9am-5pm (& Mon-Sat 9am-midday  
in parking place outside Nos. 4 to 12 Hospital Road)

22. Most objections to the advertised TRO were received in relation to Zones L and J, where parking places reserved for resident permit holders (or permit holders) only, currently operate for the shortest duration. Both zones are some distance away from the town centre and in both cases, generally, the formal representations received questioned the need to extend the operational period of Residents' Parking to 8am-8pm Mon-Sat, when parking availability was generally considered to suit demand. Many expressed concerns over the potential detrimental effect on those living, visiting, or operating businesses within these zones.
23. The proposed extension of the operational periods in both zones L and J would have a significant impact on peoples' lives, restricting daily activities that currently take place largely unhindered. For instance, in Zone L, parents/carers who may not live nearby, can park in the Residents' Parking bays (outside of the times of their operation) to drop off and collect their children from St Edmundsbury CEVA Primary School and King Edward VI School. In Zone J, concerns were expressed regarding the potential negative impact on businesses if non-permit holders cannot park in the area as they do at present. Many objections referenced the Jessica Barber Academy of Dance in particular, which aside from being a business, provides an important community facility. Other legitimate parking areas for non-permit holders in Zones L and J are very limited and therefore many non-permit holders rely on parking within Residents' Parking bays outside of their operational period.
24. The purpose of the TRO is to *improve the amenities of the area by providing greater parking opportunity for residents*. Although, this is expected to be the desired effect for most resident permit holders in Bury St Edmunds, there may be some residents who are in fact disadvantaged by the provisions of the advertised TRO. For example, those residents who rely on visits from relatives or friends to help with daily activities or simply to provide company. Some of these issues are addressed in more detail within the 'Public Sector Equality Duty' section of this report.
25. A particularly difficult area included within the advertised TRO is that of Friars Lane. At present, Friars Lane is not part of a Residents' Parking zone. Friars Lane is a narrow, no through road without even a proper turning head at its end. Double yellow lines currently extend approximately halfway down both sides of Friars Lane from its northern end (at its junction with Westgate Street). The remainder of the road is currently unrestricted and therefore is a prime location for non-permit holders to park. The St Edmunds SEND (Special Educational Needs and Disability) Unit 'The Nest' is also located in the area, with an access on Friars Lane that is used by parents, carers and others to drop off and collect children. The road is frequently congested at school times and even at 'quieter' times, motorists will drive down Friars Lane to look for parking and then have difficulty in turning around. Meanwhile, Friars Lane provides a through route for non-motorised users to the south of Bury St Edmunds. Though, this does often mean that pedestrians and cyclists first have to negotiate limited footway/carriageway width, parked vehicles, moving vehicles sometimes performing hazardous manoeuvres or mounting footways and vehicle doors being opened in their path, until they reach the traffic-free section of the route.
26. The TRO (as advertised) proposed to include Friars Lane within Zone D and to introduce two new Residents' Parking bays of 35 metres and 38 metres in length along the currently unrestricted eastern side of the road. 'No Waiting at Any Time (double yellow lines) were proposed for the remaining unrestricted sections of Friars Lane.

27. Following advertisement and consideration of the formal representations received, WSC recommended that the TRO (as advertised) should be progressed, but with the removal of those provisions relating to Zone J 'Eastgate Street Area' and Zone L 'Grove Road' in their entirety; and the omission of those proposals for Friars Lane and its proposed inclusion within Zone D 'South Town Centre'. This aligns with the 'Action Recommended' at the start of this report.
28. The decision to remove some elements of the advertised TRO before making the Order acknowledges that each Residents' Parking zone must be addressed on a zone by zone basis, each with its different requirements and priorities being considered. WSC intend to revisit the issues surrounding Zone L, Zone J and Friars Lane at a later date, once an alternative proposal is identified.
29. Similar concerns to those expressed within the objections relating to Zones J and L were also mirrored in other zones, but to a lesser extent. For example, potential detrimental effect on businesses and on those residents who rely on receiving visitors. Specific examples would be the objection received from the owners of The Dove Public House in Zone M (Appendix F, paragraph 134) and from the general manager of The Old Cannon Brewery in Zone A (Appendix F, paragraph 49). Due to the volume of representations received, it would be unrealistic to touch on every point raised within the main body of this report, therefore the comments of the 109 formal representations are included at Appendix F.
30. Of the 9 formal representations received which demonstrated support for the TRO, these all referenced the Zone A proposals specifically. All expressed support for extending the operational period of Residents' Parking to 8am to 8pm on Mondays to Saturdays, but all responses also suggested that the proposals did not go far enough and should have included some provision for Residents' Parking on Sundays.
31. The following information is relevant in the consideration of this TRO:
  - Residents' Parking permit holders can park daily in any of the town's WSC car parks at no extra charge from 4pm until 10am the following day with a valid residential parking permit on display.
  - Visitors permits can be obtained by qualifying residents. The scratch card booklet provided by WSC used to be a limited amount per household per year, however these are now unlimited across all Residents' Parking Zones.
  - Non-residents or those who do not qualify for a permit can use the available on-street parking or one of the town's many WSC car parking areas.
  - Social Health Care/Carers permits are available to reputable companies to park within a Residents' Parking Zone area once approved. The extension of the operating hours will not affect their ability to park.

## Councillor Statements

32. *“There may be unseen consequences of extending the hours of operation at both ends of the day. This could cause problems at various places in the 12 zones, plus at the fringes near the Spread Eagle Junction. I have copied your email to Richard Rout for information.*

*Highways is tinkering at the edges here, rather than undertaking a wholesale review of the 12 zones. Reducing the 12 zones to 4 or 5 would benefit town centre and inner suburbs residents. None of this affects me personally as I have never owned a car, but as a councillor, I think it wise to protect the council from further reputational damage.”*

County Councillor Cllr David Nettleton

Tower division

33. *“A full scale review has been long overdue to the vagaries of on-street parking in Bury St Edmunds, with the mix of Residential and Commercial requirements, this review has to take into account the future expansion of the Town Centre Parking, if and when the Green King Sites could soon become Residential, bringing more cars into town looking for parking spaces, so the additional parking spaces will go some way in addressing this problem.”*

County Councillor Robert Everitt

Tower division

34. County Councillor Peter Thompson, who represents Eastgate and Moreton Hall division, was also contacted for comment on 6<sup>th</sup> November 2024, but no response was received within the given timescales.

Re: BSE RPZ



Richard Rout (SCC Councillor)

To [REDACTED]



Tue 29/0

Start your reply all with:

Thank you!

Thanks for the feedback!

You are welcome.

Feedback

Hi [REDACTED]

Thanks for the below - that's clear cut. Content to approve from my point of view, on that basis.

With kind regards,

Richard Rout

Cabinet Member for Devolution, Local Government Reform and NSIPs

Tel: [REDACTED]

County Councillor Richard Rout



## Public Sector Equality Duty

35. The provisions of this TRO have been considered in the context of the Equality Act 2010, having due regard to the need to -
  - a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
  - b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
  - c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
36. The changes proposed in all Residents' Parking Zones will make the bays operational for a longer period on Mondays to Saturdays (increasing to 8am to 8pm). Generally, this provides greater opportunity for residents to park near their homes, which is helpful when they may have young children or be of impaired mobility, and particularly when they may have items to unload, such as shopping.
37. Blue badge holders still require a residents' parking permit to park in resident parking places. Where a blue badge holder does not hold a such a permit but is parked in a shared residents parking / limited waiting bay, they are entitled to park for an unlimited period for so long as the limited waiting restriction operates, or outside of the operational period of the Residents' Parking.
38. Though the proposed TRO should increase opportunity for residents to park outside their properties, some households may be adversely affected, particularly where the number of vehicles per household exceeds the number of Residents' Parking permits held. Similarly, where residents may rely on visits from others, this would require some households to purchase additional visitor permits, incurring an additional financial cost to the resident in those instances. Some people may be unable to meet the additional cost. This could impact any individual requiring support, either physically, mentally or emotionally – whether they share any of the protected characteristics or not.
39. In some Residents' Parking zones, the extension of the operational hours on Mondays to Saturdays to 8am to 8pm may greatly restrict access to public amenities for those needing to park nearby who do not hold a Residents' Parking permit. For instance, as has been previously mentioned, the TRO would have a significant impact on parents/carers at some schools, where a higher proportion of those affected may be in pregnancy or maternity. Access to amenities for non-permit holders may impact those with a disability, particularly if this is mobility related and they rely on a vehicle for travel purposes. For those reasons and following consideration of the advertisement responses, the decision was made to remove the proposals in Zone J, Zone L and Friars Lane (Zone D) from the TRO. This will allow the feedback relating to those areas to be considered in more detail and enable further investigation to identify suitable amended proposals.

## **Human Rights Act 1998**

40. The objections need to be considered in the context of the Human Rights Act 1998 which prohibits public authorities from acting in a way which is incompatible with the European Convention on Human Rights. Some specific convention rights have relevance:
  - a) Article 8 identifies that ‘everyone has the right to respect for his private and family life, his home and his correspondence.’ However, through the process of consultation, individuals affected by any proposed change can express their opinions and thereby ensure appropriate participation ‘in a democratic society in the interests of national security, public safety or the economic well-being of the country, for the prevention of disorder or crime, for the protection of health or morals, or for the protection of the rights and freedoms of others’; and
  - b) Peaceful enjoyment of possessions (including property), subject to the State’s right to enforce such laws as it deems necessary to control the use of property in the public’s wider interest (First Protocol Article 1).
41. Other rights may also be affected including individuals’ rights to respect for private and family life and home.
42. Regard must be had to the fair balance that has to be struck between the competing interests of the individual and of the community as a whole. Both public and private interests are to be taken into account in the exercise of the Council’s powers and duties as a traffic authority. Any interference with a Convention Right must be necessary and proportionate.
43. In this case, officers consider that any interference with an individual’s Convention Rights is justified in order to secure the significant benefits in improving access and road safety.

### **Sources of further information**

- Appendix A – Copy of the TRO as advertised
- Appendix B – Copy of advertising Notice
- Appendix C – Map of Bury St Edmunds Residents’ Parking Zones
- Appendix D – Copies of the consultation plans for Zone D
- Appendix E – CAA consultation response
- Appendix F – Record of formal representations

# FORMAL DECISION OF THE CABINET MEMBER FOR TRANSPORT STRATEGY, PLANNING AND WASTE AND THE HEAD OF TRANSPORT STRATEGY

Councillor Chris Chambers and [REDACTED] reviewed the report and made the decision set out below:

**Decision made:**

That the Suffolk County Council (Borough of St Edmundsbury) (Stopping, Waiting and Loading Prohibitions and Restrictions and On-Street Parking Places) (Map-Based) Order 2019 (Bury St Edmunds) (Various Roads) (Prohibition of Waiting and Residents' Permit Parking) (Variation No. 7) Order, **with the omission of those proposals relating to Zone J 'Eastgate Street Area' and Zone L 'Grove Road' in their entirety; and the omission of those proposals for Friars Lane and its proposed inclusion within Zone D 'South Town Centre'** be duly made.

Signature of the Cabinet Member for Transport Strategy, Planning and Waste:

[REDACTED]

Date: ...6 May 2025.....

Signature of the Head of Transport Strategy:

[REDACTED]

Date: ...6 May 2025.....



## Appendix B – Advertising Notice

SUFFOLK COUNTY COUNCIL (BOROUGH OF ST EDMUNDSBURY)  
(STOPPING, WAITING AND LOADING PROHIBITIONS AND RESTRICTIONS  
AND ON-STREET PARKING PLACES) (MAP-BASED) ORDER 2019  
(BURY ST EDMUNDS) (VARIOUS ROADS) (PROHIBITION OF WAITING AND  
RESIDENTS' PERMIT PARKING) (VARIATION NO.7) ORDER 202-

Suffolk County Council proposes to make the above order under Sections 1 (1) and (2), 2(1) to (3), 4 (1) to (2), 32, 35, 45, 46, 49 and 53 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984, which would substitute revision 1 of Map Tiles DX62, 0Y63, DZ63, DZ64, EA60, EA63, EA64, EB60, EB61, EC64 and ED64 in place of revision O of the same Map Tiles, as amended, revision 2 of Map Tiles DY61, DZ61, 0262, EA61, EB63, EC61 and EC63 in place of revision 1 of the same Map Tiles, as amended, revision 3 of Map Tiles DY62 and EC62 in place of revision 2 of the same Map Tiles, as amended, and revision 4 of Map Tiles EA62 and EB62 in place of revision 3 of the same Map Tiles, as amended, into the above-named 2019 Order. The effect of this would be to amend the existing parking arrangements as follows:

- **Zone A- Brackland Area:**
  - e The operational period of all Resident Permit Holders Only (Zone A) parking bays to change from the existing times to Monday to Saturday 8am to 8pm on the following roads:
    - Bishops Road
    - Blomfield Street
    - Cannonfields
    - Cannon Street
    - Garland Street
    - Ipswich Court
    - Ipswich Street
    - Long Brackland
    - Orchard Street
    - Pea Porridge Green
    - Peckham Street
    - Short Brackland
    - St Johns Place
    - St Martins Street
    - Well Street
- **Zone B-Northgate Street:**
  - o Existing parking bays for Permit Holders Only (Zone B) and Resident Permit Holders Only (Zone B) to all become Resident Permit Holders Only (Zone B) parking bays with their period of operation changing to Monday to Saturday 8am to 8pm on Northgate Street.
  - o All existing shared bays on Northgate Street to change to Resident Permit Holders Only (Zone B) Monday to Saturday 8am to 8pm / 1 hour limited waiting Monday to Saturday 8am to 6pm (no return within 3 hours).
- **Zone C- Nelson Road:**

Existing parking bays for Permit Holders Only (Zone C) to all become Resident Permit Holders Only (Zone C) parking bays with their period of operation changing to Monday to Saturday 8am to 8pm and Sunday 10am to 4pm on Nelson Road.

Those bays outside No. 12 and Nos. 9 and 10 Nelson Road to be corrected on the relevant Map Tile and extended southerly, to the southern end of Nelson Road, to match site arrangement.
- **Zone D -- South Town Centre:**
  - o The operational period of all new and existing Resident Permit Holders Only (Zone D) parking bays to be Monday to Saturday 8am to 8pm on Bridewell Lane, Churchgate Street, College Street, Friars Lane, Westgate Street and Whiting Street.
  - o Existing shared Permit Holders Only (Zone D)/ Pay & Display bays to all become Resident Permit Holders (Zone D) Monday to Saturday 8am to 8pm and Sunday 1pm to 4pm / Pay & Display Monday to Saturday 8am to 8pm and Sunday 1pm to 4pm, max. stay 2 hours on Churchgate Street, Chequer Square and Guildhall Street.
  - o The operational period of all existing shared permit or residents permit parking/ limited waiting bays on Crown Street and Westgate Street to change from the existing times to Monday to Saturday 8am to 8pm for Resident Permit Holders only. The existing operational period of the limited waiting will remain as existing. Any reference to 'Permit Holders' will change to 'Resident Permit Holders'.
  - o Also, on Bridewell Lane:
    - New Resident Permit Holders Only (Zone D) parking bays opposite the rear access of No. 39 Churchgate Street, 11.5 metres long and opposite No. 2 Bridewell Lane, 6 metres long.

- Existing Resident Permit Holders Only (Zone D) parking bay opposite No. 22 Bridewell Lane to be shortened to match site arrangement and adjacent No Waiting at Any Time extended.
- On Churchgate Street:
  - Existing shared parking bay outside Nos. 3 to 11 Churchgate Street to be extended by 4.5 metres at its eastern end and converted to Resident Permit Holders Only (Zone D).
  - Existing shared parking bay outside No. 52 Churchgate Street to be extended by 9 metres at its eastern end and new No Waiting at Any Time introduced across the vehicular access between Nos. 52 and 53 Churchgate Street.
- On College Street:
  - Existing Resident Permit Holders Only (Zone D) parking bay outside No. 62 College Street to be extended to a total length of 10 metres.
  - Existing disabled parking bay on the west side of the road, north of Old Dairy Yard, to be extended northwards to a total length of 6.6 metres.
  - Existing Resident Permit Holders Only (Zone D) parking bays outside Nos. 15 and 18, and 42 to 44, College Street to be extended southwards by 7 metres and 5 metres respectively.
- On Friars Lane:
  - Two new Resident Permit Holders Only (Zone D) parking bays of 35 metres and 38 metres in length to be introduced on the east side of the currently unrestricted section of road.
  - New No Waiting at Any Time on all other sections of currently unrestricted road on Friars Lane.
- On Westgate Street:
  - New Resident Permit Holders Only (Zone D) parking bay of 18 metres in length to be introduced on north side of road, outside Highbury House (No. 57 Westgate Street).
  - Remaining 8am-6pm daily on north side of road between its junctions with Whiting Street and Bridewell Lane to be converted to No Waiting at Any Time.
  - Existing shared parking bays outside St Edmund's Church and No. 21, and Nos. 16 and 17 Westgate Street, to be extended at their western ends by 5 metres and 10 metres respectively.
  - Existing shared parking bay outside Westgate House (No. 13) to No. 9 Westgate Street to be extended by 5 metres at its eastern end.
- On Whiting Street:
  - Existing Resident Permit Holders Only (Zone D) parking bay opposite Nos. 67 to 69 Whiting Street to be shortened and adjacent No Waiting at Any Time extended up to north side of vehicular access between Nos. 19 and 20 Whiting Street.
  - New Resident Permit Holders Only (Zone D) parking bay of 5.5 metres in length to be introduced outside No. 20 Whiting Street.
  - Existing Resident Permit Holders Only (Zone D) parking bay outside Nos. 32 to 38 Whiting Street to be adjusted at its southern end, to terminate at the boundary of Nos. 36 and 38 Whiting Street. Adjacent No Waiting at Any Time to be adjusted accordingly.
  - Existing Resident Permit Holders Only (Zone D) parking bays outside Nos. 60 and 61, and outside Nos. 41 to 43 Whiting Street to be extended southwards by 4.5 metres and 10.8 metres respectively.
- **Zone E – Castle Road:** The operational period of all Resident Permit Holders Only (Zone E) parking bays to change from the existing times to Monday to Saturday 8am to 8pm on Castle Road.
- **Zone F – Southgate Corridor:** The operational period of all Resident Permit Holders Only (Zone F) parking bays to change from the existing times to Monday to Saturday 8am to 8pm on:
  - Bakers Lane      ▪ Maynewater Lane      ▪ Sparhawk Street      ▪ Southgate Street
  - Honey Hill      ▪ Raingate Street      ▪ St Marys Square      ▪ St Botolphs Lane
- **Zone G – The Broadway:** The operational period of all Resident Permit Holders Only (Zone G) parking bays to change from the existing times to Monday to Saturday 8am to 8pm on:
  - Mustow Street      ▪ The Broadway

- **Zone H – Victoria Street Area:**
  - The operational period of all Resident Permit Holders Only (Zone H) parking bays to change from the existing times to Monday to Saturday 8am to 8pm on:
    - Albert Crescent      ▪ Kings Road      ▪ Queens Road      ▪ York Road
    - Albert Street      ▪ Out Risbygate      ▪ Shillitoe Close
    - Chalk Road North      ▪ Princes Street      ▪ Victoria Street
    - Chalk Road South      ▪ Queens Close      ▪ York Close
  - The existing shared bay outside No. 90 Kings Road to change from its existing time to Monday to Saturday 8am to 8pm for Resident Permit Holders (Zone H) only. The operational period of the limited waiting will remain as existing.
- **Zone J – Eastgate Street Area:** The operational period of all Resident Permit Holders Only (Zone J) parking bays to change from the existing times to Monday to Saturday 8am to 8pm on:
  - Barn Lane      ▪ Eastgate Street      ▪ Minden Close      ▪ The Vinefields
- **Zone K – Thingoe Hill:** The operational period of all Resident Permit Holders Only (Zone K) parking bays to change from the existing times to Monday to Saturday 8am to 8pm on Thingoe Hill.
- **Zone L – Grove Road:**
  - Existing parking bays for Permit Holders Only (Zone L) to all become Resident Permit Holders Only (Zone L) parking bays with their period of operation changing to Monday to Saturday 8am to 8pm on:
    - Challice Road      ▪ Grove Park      ▪ Spring Lane      ▪ Springfield Road
    - Cornfield Road      ▪ Grove Road      ▪ Springfield Avenue
  - The existing shared bay outside No. 59 Out Risbygate to change from the existing times to Monday to Saturday 8am to 8pm for Resident Permit Holders (Zone L) only. Any reference to 'Permit Holders' will change to 'Resident Permit Holders'. The operational period of the limited waiting will remain as existing.
- **Zone M – Out Westgate:** Existing parking bays for Permit Holders Only (Zone M) and Resident Permit Holders Only (Zone M) to all become Resident Permit Holders Only (Zone M) parking bays with their period of operation changing to Monday to Saturday 8am to 8pm on:
  - Eyre Close      ▪ Jacqueline Close      ▪ Out Westgate
  - Hospital Road      ▪ Mill Road (South)

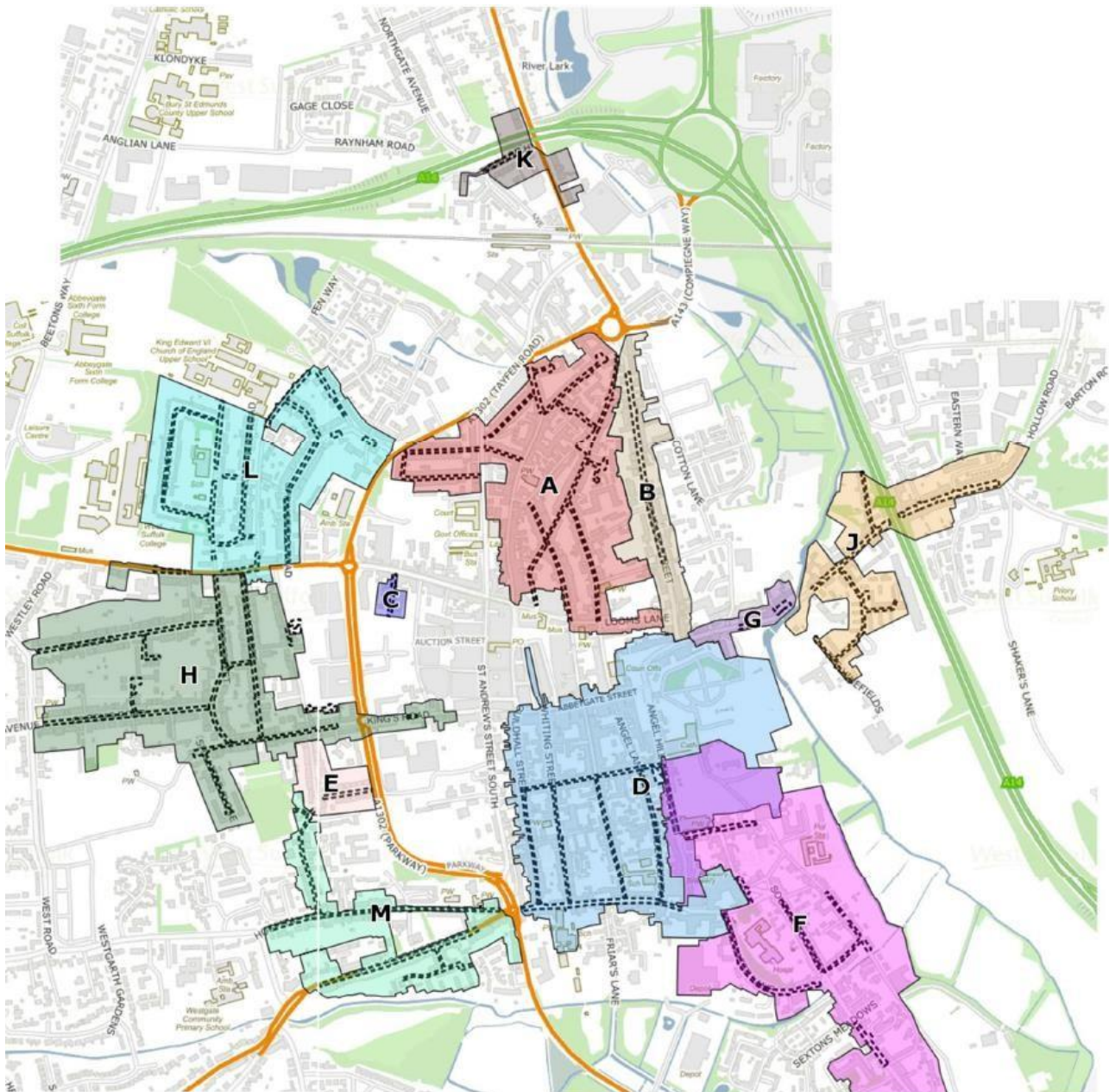
A copy of the draft order and its Map Schedules, showing all the roads affected, and the Council's reason for proposing the map-based order, may be seen on request at the address below, 9.00 a.m. - 5.00 p.m. Monday - Friday; also at Bury St Edmunds Library, Sergeants Walk, St Andrew's Street North, Bury St Edmunds, IP33 1TZ, 8:30 a.m. – 5:30 p.m. Monday, Wednesday, and Thursday; 8:30 a.m. – 7:30 p.m. Tuesday and Friday; 8:30 a.m. – 5:00 p.m. Saturday; and 10:00 a.m. – 4:00 p.m. Sunday.

Objections or any other representations relating to the provisions above specifying the grounds on which they are made, must reach Suffolk County Council Legal Services at the address below or at [alicia.webster@suffolk.gov.uk](mailto:alicia.webster@suffolk.gov.uk) no later than 14 June 2024. Please note that any such correspondence cannot be regarded as confidential and may be inspected by any interested party.

Date: 23 May 2024

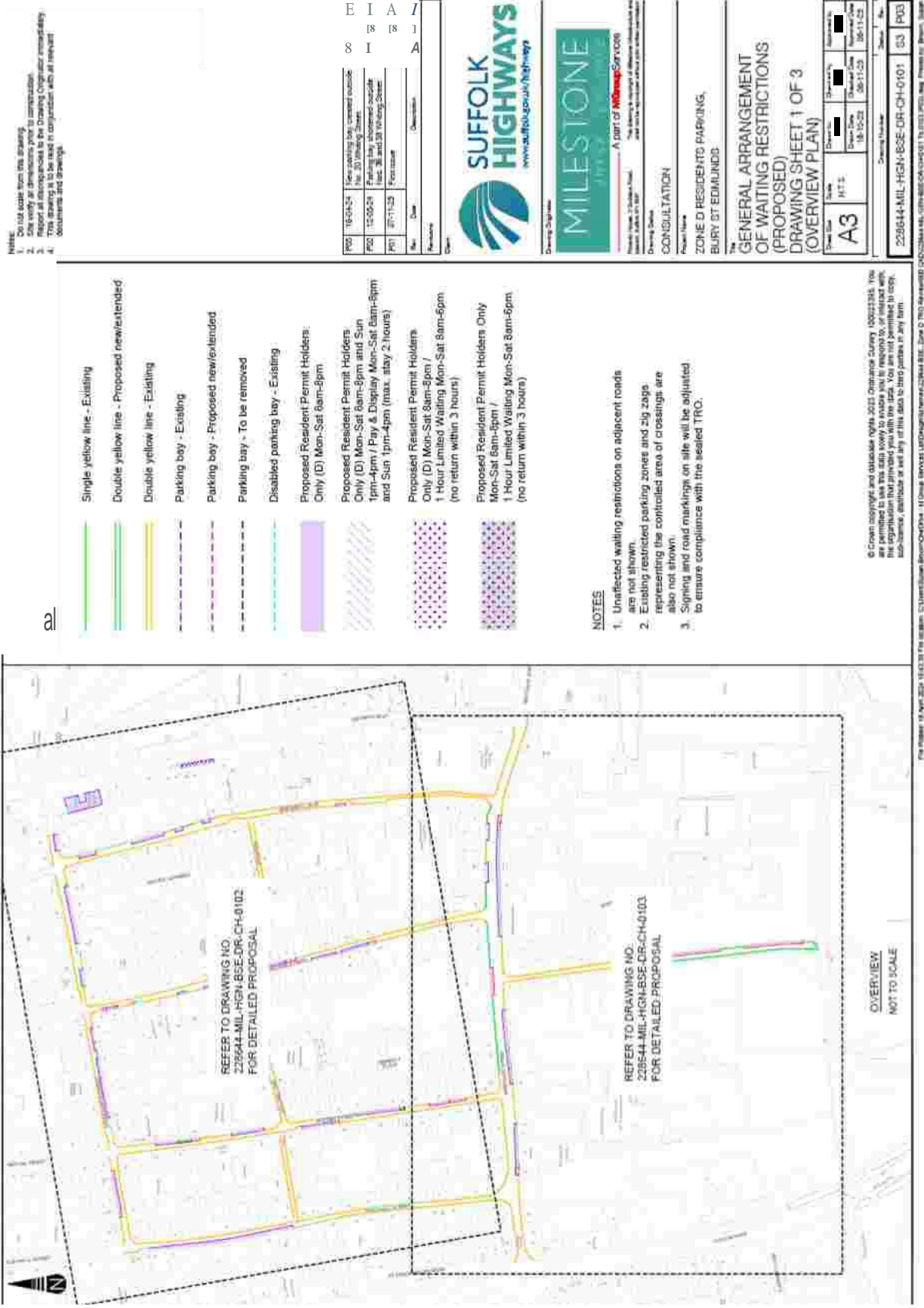
  
**NIGEL INNISS**  
 Head of Legal Services  
 Suffolk County Council  
 Endeavour House  
 8 Russell Road  
 Ipswich  
 IP1 2BX

## Appendix C – Map of Bury St Edmunds Residents' Parking Zones



Map showing Bury St Edmund's Residents Parking zones  
(from WSC website Jan 2024)

# Appendix D – Consultation Plans for Zone D



**NOTE:**  
 Do not scale from this drawing.  
 1. All dimensions are to be taken from the centerline of the road.  
 2. Report all dimensions to the Drawing Originator immediately.  
 3. This drawing is to be read in conjunction with all relevant documents and drawings.

- Single yellow line - Existing
- Double yellow line - Proposed new/extended
- Double yellow line - Existing
- Parking bay - Existing
- Parking bay - Proposed new/extended
- Parking bay - To be removed
- Disabled parking bay - Existing
- Proposed Resident Permit Holders:  
 Only (D) Mon-Sat 8am-9pm
- Proposed Resident Permit Holders:  
 Only (D) Mon-Sat 8am-9pm and Sun  
 1pm-4pm / Pray & Display Mon-Sat 8am-9pm  
 and Sun 1pm-4pm (max. stay 2 hours)
- Proposed Resident Permit Holders:  
 Only (D) Mon-Sat 8am-9pm /  
 1 Hour Limited Waiting Mon-Sat 8am-9pm  
 (no return within 3 hours)
- Proposed Resident Permit Holders Only  
 Mon-Sat 8am-9pm /  
 1 Hour Limited Waiting Mon-Sat 8am-9pm  
 (no return within 3 hours)

**NOTES**

1. Unaffected waiting restrictions on adjacent roads are not shown.
2. Existing restricted parking zones and zig zags representing the controlled area of crossings are also not shown.
3. Signing and road markings on site will be adjusted to ensure compliance with the sealed TRO.

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Rev.	Date	Description
01	18/04/24	New parking bay, correct outside for 20 parking spaces
02	18/04/24	Parking bay, absorbance outside (inc. 20 and 20 parking spaces)
03	18/04/24	Proposed



Project Name  
 ZONE D RESIDENTS PARKING,  
 BURY DT EDMUNDD.

Project No  
 229644-MIL-HGN-BSE-DR-CH-0101

Project Title  
 GENERAL ARRANGEMENT  
 OF WAITING RESTRICTIONS  
 (PROPOSED)  
 DRAWING SHEET 1 OF 3  
 (OVERVIEW PLAN)

Sheet No	A3
Scale	1:1
Drawn By	MTS
Checked By	[Redacted]
Drawn Date	18/04/24
Checked Date	30/11/23
Drawn No	30/11/23
Checked No	30/11/23

Project No	229644-MIL-HGN-BSE-DR-CH-0101
Project Title	GENERAL ARRANGEMENT OF WAITING RESTRICTIONS (PROPOSED) DRAWING SHEET 1 OF 3 (OVERVIEW PLAN)
Sheet No	A3
Scale	1:1
Drawn By	MTS
Checked By	[Redacted]
Drawn Date	18/04/24
Checked Date	30/11/23
Drawn No	30/11/23
Checked No	30/11/23





# Churchgate Area Association (CAA) Response to Draft Traffic Regulation Orders for Changes to the Layout of Permit Parking Bays and the Hours of Operation

## Appendix E

Prepared by [REDACTED] Bsc(Eng) CEng MICE MCIHT CAA Committee Member with responsibility for Traffic and Parking

### Introduction

On 18 March 2024 an email was sent to [REDACTED] seeking the views of the CAA as part of the statutory consultations on the proposed amendments within Bury St Edmunds Residents' Parking zones.

The CAA is broadly supportive of the proposals. There are two matters in particular that the CAA wishes to address in this response. The first relates to the changes in the Traffic Regulation Orders (TRO) proposed for Parking Zone D which the CAA believes represent a missed opportunity and the second, which is a matter for West Suffolk Council, is the enforcement of the extension of the hours of operation which is fundamental to the success of the proposals.

### Scope for Further Additional Capacity to Accommodate Permit Parking

The additional spaces that are proposed for Parking Zone D are welcome but we believe that an opportunity is being lost to provide more spaces than proposed. Last August [REDACTED] and I walked around the area with [REDACTED] from SCC Highways and identified to her where we considered additional spaces could be added to the list. This site meeting was followed up by an email which attached a note in which I reviewed the proposals and also identified scope for a further nine spaces. For convenience that note has been attached to this response as Appendix A.

There is at present notional capacity to accommodate 138 permit holders at any one time during the hours of operation of the scheme. The capacity has to be expressed as notional because, apart from Chequer Square, the spaces are not individually marked and so the capacity can vary according to the length of the cars parked and the spaces between them. The number of permits issued in the year 2022/23 for this zone was 227. Parking Zone D is unlike other zones in that 69% of the permit spaces are shared with either pay and display or limited waiting parkers, thereby significantly reducing the actual capacity for permit holders.

We estimate that the implementation of these proposals would increase the overall notional capacity for non-disabled parkers to 168, with the proportion of shared spaces reducing to 52%.

Because of the failings and inadequacy of the study undertaken by the 2020 Consultancy between 2021 and 2022 there is no detailed information on the type of parker using the shared bays and therefore no estimate can be made of the impact that the removal of the pay and display parking from the two bays on Churchgate Street to the west of Hatter Street will have on the increase in availability of spaces for permit holders. From our own observations we think that it will be minimal, but given the pressures even that will be welcome.

In addition to providing further capacity, it had been hoped that the provision of the additional spaces on Westgate Street, referred to in the email attachment, on either side of the junction with College Street would assist with reducing speeds along Westgate Street. A survey of vehicle speeds that was undertaken by the County Council at the beginning of the year found that on the section of Westgate Street between Friars Lane and College Street, only 43% of vehicles were travelling at no more than 20mph. The 85<sup>th</sup> percentile speed was

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<sup>1</sup> For information [REDACTED] is recently retired following a career in transportation planning and traffic engineering that spanned 50 years both in the UK and overseas.

25mph, which meant that over the course of the seven days of the survey 9,410 cars were travelling at a speed in excess of 25mph in this 20mph zone. It should be noted that the entrance to St Edmunds Catholic Primary School is on Westgate Street and that at the beginning and end of the school day many parents of the both that school and the Guildhall Feoffment Community Primary School stop illegally on Westgate Street with as a consequence an increased number of school age children crossing the road at that time meaning that vehicle speeds on Westgate Street are a concern.

Following the receipt of the draft TRO the opportunity for other measures in addition to those proposed in the document attached as Appendix A, further measures have been identified and are described in the following paragraphs. Having produced a paper outlining our ideas and having had an informal consultation with the County Council it has been disappointing to find that nothing was taken on board and that we have not been informed. We consider that as a courtesy where our suggestions for additional spaces are rejected the County Council should provide us with an explanation as to why they are not acceptable.

The reason for the shortening of the parking bay opposite Nos 67 to 69 Whiting Street is not obvious. We have surmised that there is a consideration that the section of the bay at its southern end that is separated from the rest of the bay by the access marking is too short to accommodate a vehicle. If that is the case there would appear to be the opportunity to extend the bay a short distance to the south without blocking the next access.

Observation of the bay outside the Telephone Exchange and opposite the United Reformed Church has found that it typically accommodates five cars with ease but is just too short to allow a sixth car to be parked. It would appear that there is scope to extend this bay a short length at its northern end, without interfering with vehicles exiting the Telephone Exchange, with the consequence that the capacity of the bay would be increased to six vehicles.

### **Advisory Disabled Spaces**

There are two advisory disabled spaces in Parking Zone D. One of these is in front of Nos 33 and 34 Whiting Street and forms part of the Resident Permit Holders bay outside Nos. 32 to 38. The space splits the remaining space into two parts and as a result reduces the effectiveness of the bay. It is understood that the bay is no longer used.

The second bay is located outside No. 60 Westgate Street. This is used on a very irregular basis and does not appear to be used by a local resident. Furthermore, on the basis of the draft TRO as it stands, this will be located on a section of road that will soon be subject to a no waiting at any time order. As mentioned earlier in this response and the attached note in Appendix A, the CAA considers that there is scope for a new Resident Permit Holders bay on this section of Westgate Street which would be ineffective if the advisory disabled space remained even though unused.

The advice on the County Council's website regarding the removal of an advisory disabled spaces is:

*As the bay is available for anyone who has a Blue Badge, we will not automatically remove the marking.*

*If we are resurfacing the road, we will check our records to see whether the original applicant still needs the bay. If they do not, we will cover the bay with new surfacing. Otherwise, we will let the markings fade and disappear."*

We would urge the County Council to treat the works that will be undertaken on Whiting Street and Westgate Street as the opportunity to check its records to see whether the original applicants still need either of the bays.

The observations that have been made in this and the preceding section have been added to copies of the TRO drawings and are included as Appendix B.

## Suffolk County Council Traffic Regulation Order Plan

A couple of discrepancies have been found between the text of the draft TRO and the TRO plan which appears to have been partially updated in advance of the approval of the TRO.

The length of the new bay on Westgate Street to be introduced on the north side of the road outside No. 57 is according to the written text to be 18 metres, whereas on the TRO plan it only measures 15 metres.

The second bullet point for Whiting Street describes the changes thus:

*Existing Resident Permit Holders Only (D) parking bay outside Nos. 32 to 38 Whiting Street to be adjusted at its southern end to terminate at the boundary of Nos 36 and 38 Whiting Street. Adjacent No Waiting at Any Time to be extended.*

The TRO plan shows the southern end of this bay ending about 1.9 metres north of this boundary which is incorrect as can be seen in the photograph to the right that shows the bay extending in front of No. 38. An amendment has already been made to the TRO plan as it refers to the hours of operation being Resident Permit Holders Only (D) Mon-Sat 8am-8pm, Effective from 24/02/2023 to the present day. The photograph confirms that if the end of the bay is to be adjusted at its southern end to terminate at the of Nos 36 and 38 Whiting Street, the existing double yellow lines will need to be extended.



## Enforcement

The changes on which this consultation is based will require an increase in the demands on the enforcement team as the parking bays will now have to be patrolled from 8am to 8pm. The following table sets out the present hours of operation of each zone based on the terms and conditions for each zone.

Zone	Present Hours of Operation	Additional Time (hours)	Comment
A - Brackland Area	10am - 4pm, Mon. - Sat.	+6.0	
B - Northgate Street	10am - 4pm, Mon. - Sat.	+6.0	
C - Nelson Road	8am - 6pm, Mon. - Sat.  10am - 4pm, Sun.	+2.0	
D - South Town Centre	9am - 6pm, Mon. - Sat.  1pm - 4pm, Sun	+3.0	Additional period for bays shared with pay and display parking
E - Castle Road	9am - 5pm, Mon. - Sat.	+4.0	

<b>Zone</b>	<b>Present Hours of Operation</b>	<b>Additional Time (hours)</b>	<b>Comment</b>
F - Southgate Corridor	8am - 6pm, Mon. - Sat.	+2.0	
G - The Broadway	9am - 5pm, Mon. - Sat.	+4.0	
H - Victoria Street area	9am - 5pm, Mon. - Sat.	+4.0	
J - Eastgate Street area	12.45pm - 1.45pm Mon. - Sat.	+11.0	
K - Thingoe Hill	8am - 6pm, Mon. - Sat.	+2.0	
L - Grove Road	9.30am - 3pm, Mon. - Sat.	+6.5	
M - Out Westgate	9am - 5pm, Mon. - Sat.  9am - noon, Mon. - Sat.	+4.0  +9.0	North of Hospital Road.

A rough guide to the additional resources that would be needed to provide the same level of enforcement as currently provided can be calculated based on the additional hours and the capacity of each zone; the result of the estimate is an increase in enforcement resources of around 75%. It would be reassuring to residents if West Suffolk Council could confirm that it is prepared to support the proposals with the necessary increase in enforcement.

With respect to enforcement it appears to us that the sharing of bays on Westgate Street and with one hour limited waiting is a strain on the resources of the Enforcement Team if the use of the bays by non-permit holders is to be policed effectively. When a bay is shared with pay and display parkers the enforcement officer can identify a legal non permit holder either by the presence of a ticket or checking that a fee has been paid by phone. As it is presently in Westgate Street the enforcement team should check hourly to see whether parkers are staying longer than the permitted hour. It is clear that enforcement is not that regular, therefore Westgate Street is not subject to an effective level of enforcement.

The reason for the presence of the one-hour limited stay parking is not clear as it is limited in Bury St Edmunds to this street, the bay on Crown Street, and a short bay on Out Risbygate. There are no retail units along Westgate Street that require on-street parking, therefore the two councils should consider the effect of allowing this mix.

# Review of Proposed Parking Spaces

## Introduction

1. This note presents a comparison between the parking spaces that exist in Zone D at present and the situation that would occur in the future when the changes that are set out in the updated Traffic Regulation Order (TRO) are in place.
2. Because, with the exception of Chequer Square, the spaces within parking bays are not defined, the number of cars that are parked when the bay is full can vary depending on the size of the cars and how closely they are parked. As part of the review of the residents' parking permit study undertaken by the 2020 Consultancy a formula was created that provided a consistent approach to determining a nominal 'capacity' of individual parking bays. It was assumed that the average length of a car was 4.2 metres<sup>1</sup> and that a space of 1.6 metres was required to allow a car to manoeuvre into or out of a parking space. When the formula was checked against the number of cars occupying a selection of full bays, the results showed a reasonable degree of consistency.
3. The nominal capacity of the bays in Zone D by type and street is set out below in Table 1. The length of the parking bays was measured from the TRO plan that can be accessed through the Suffolk County Council website<sup>2</sup>. The measurements were made last year before the amendments were made to the plan to reflect the draft TRO.

Table 1: Existing Parking Provision in Zone D

Street	Permit	Permit/ Pay & Display	Permit/ Limited Waiting	Informal Disabled	Disabled	Total
Churchgate Street	0	24	0	0	2	26
Guildhall Street	0	18	0	0	1	19
Whiting Street	20	0	0	1	0	21
College Street	15	0	0	0	2	17
Bridewell Lane	8	0	0	0	0	8
Crown Street	0	0	4	0	1	5
Friars Lane						
Westgate Street	0	0	31	1	0	32
Chequer Square	0	18	0	0	2	20
<b>Total</b>	<b>43</b>	<b>60</b>	<b>35</b>	<b>2</b>	<b>8</b>	<b>148</b>

4. Table 2 sets out the revised capacities that should be provided as a result of the amendment to the TRO. The length of new and amended bays was taken from the current version of the TRO plan that reflects these changes.
5. This is followed by Table 3 that shows the changes. A commentary on the changes by street is set out in the following section.

<sup>1</sup> Examples of car lengths – Ford Fiesta - 4.040m, Honda Jazz - 4.044m, VW Polo - 4.074m, VW ID3 - 4.261m, Tesla Model 3 - 4.694m, and Audi A4 - 4.762m.

<sup>2</sup> <https://www.suffolktraffweb.uk/index.html>

Table 2: Proposed Parking Provision in Zone D

Street	Permit	Permit/ Pay & Display	Permit/ Limited Waiting	Informal Disabled	Disabled	Total
Churchgate Street	15	11	0	0	2	28
Guildhall Street	0	18	0	0	1	19
Whiting Street	21	0	0	1	0	22
College Street	19	0	0	0	2	21
Bridewell Lane	9	0	0	0	0	9
Crown Street	0	0	4	0	1	5
Friars Lane	14	0	0	0	0	14
Westgate Street	3	0	36	1	0	40
Chequer Square	0	18	0	0	2	20
<b>Total</b>	<b>81</b>	<b>47</b>	<b>40</b>	<b>2</b>	<b>8</b>	<b>178</b>

Table 3: Change in provision following implementation of amended TRO

Street	Permit	Permit/ Pay & Display	Permit/ Limited Waiting	Informal Disabled	Disabled	Total
Churchgate Street	15	-13				2
Guildhall Street						0
Whiting Street	1					1
College Street	4					4
Bridewell Lane	1					1
Crown Street						0
Friars Lane	14					14
Westgate Street	3		5			8
Chequer Square						0
<b>Total</b>	<b>38</b>	<b>-13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>30</b>

## Proposed Changes

### *Churchgate Street*

6. The changes that are proposed on Churchgate Street are the extension of the two bays to the west of the junction with Hatter Street and the conversion of these bays from shared permit parking and pay and display to permit parking only. Each bay increases its nominal capacity by one car.

### *Whiting Street (between Churchgate Street and Westgate Street)*

7. There are three changes proposed on Whiting Street. Additional capacity is provided by the extension of the bay outside Nos 43-45 by nine metres that should provide additional space for a further two cars. The bay outside No. 60 is also to be extended but it would appear that the length of the bay will only increase by three metres. Based on the formula referred to earlier this does not provide sufficient length to increase the capacity of the bay.

8. At present the bay at the northern end of this section of Whiting Street extends from outside No. 16a to outside No. 20 and includes in its length an Access Protection Marking to

protect the entrance to the hardstanding between Nos 19 and 20. The text of the draft order is *“the existing permit parking bay opposite No. 67 will be shortened by 4 metres”*. The County’s plan showing the TROs shows that the reduction will be greater and will also remove the section that has the Access Protection Marking. The change at this location would reduce the capacity by one car. Overall there will be an increase in capacity of one car.

#### *College Street*

9. Three existing bays would be extended. The bays outside Nos 62-63 and 40 would each have their nominal capacity increase by one car. The bay outside no. 20 would be lengthened by 8.5 metres which would increase its nominal capacity by two cars.

#### *Bridewell Lane*

10. The changes would introduce a short bay towards the southern end of the street that could accommodate a single car.

#### *Friars Lane*

11. This road which has a mixture of double yellow lines and no parking controls would have regulations applied to its full length. Two bays are to be introduced on the eastern side with nominal capacities of eight and six cars. These spaces provide nearly one half of the additional space that would result from the implementation of the amendment to the TRO.

#### *Westgate Street*

12. All of the bays on the north side will be extended with the result that there will be an additional five spaces in the shared permit and limited waiting bays. There is a conflict between the draft order and the TRO plan. The plan shows the introduction of a new permit holders only bay on the north side of Westgate Street outside No. 57 (Highbury House). However this is not included in the draft Order despite the road sign providing the information having been attached to the post in the footway. The length of the new bay is 15 metres which would cater for three cars.

#### *Guildhall Street, Crown Street, and Chequer Square*

13. There are no changes to the parking regulations proposed for these streets.

### **Other Opportunities**

14. The search for any other locations where there may be the opportunity to provide further permit parking spaces should be based on those sections of road where there is presently a single yellow line. These are sections where parking is restricted during the daytime but allowed in the evening and overnight. Because of the width of many of the roads in zone D and the need to facilitate accesses to off-street parking spaces, the length of single yellow lines is limited.

15. There are two sections of single yellow line on Guildhall Street but drivers tend to park partially on the footway to ensure that there is sufficient space for any moving vehicle to pass. These sections would not be suitable for 24 hour parking of any kind.

16. There are also two sections of single yellow line along Bridewell Lane. The longer section is at the northern end, between two existing permit only parking bays. Most of the street frontage in this location is taken up by two buildings that back onto No. 3 Chequer Square and have garages on the ground floor, therefore there should be no parking in front of them and a double yellow line would be more appropriate. The other section is in front of the Guildhall Feoffment Primary School and is identified by a sign as a drop-off area.

17. The locations where there are potential opportunities are described in the following text.

### *Westgate Street*

18. At present there is a single yellow line running along the north side of Westgate Street between a point along the frontage of the Rose and Crown public house and the parking bay outside Nos 64-66. The draft TRO extends the parking restriction to 24 hours. The logic for introducing this to the west of No. 57 is that those parking on the north side when the present restriction does not apply tend to park partly on the footway, which is not wide making it awkward for pedestrians. The section to the east of No. 57 is considered in the following paragraphs.

19. College Street is one-way northbound, therefore there is not a requirement to provide visibility splays for traffic emerging from the side street onto Westgate Street; accordingly there is scope to introduce new parking opportunities on Westgate Street close to this junction.



20. It is considered that there is potential for a new bay to be installed on Westgate Street outside Nos 58 to 60 which, with a length of 11 metres, could accommodate two cars. An issue that would need to be addressed is the presence of an advisory disabled parking bay outside No. 60. However the space does not appear to be in general use. As can be seen in the above photograph there is no car parked in the space and a check of the surveys that were undertaken in April 2022 as part of the review of the study undertaken by the 2020 Consultancy, found that the space was recorded as unoccupied for all of the observation on the two days.

21. To the east of the junction there is scope to extend the existing shared permit/limited waiting bay that is outside Nos 64-66. There is an archway in the frontage of No. 64 together with a dropped kerb. However the redevelopment of the site to create Heaton Mews closed this access. The extension of the bay to align with the western boundary line of No. 63 would increase the length of the bay to 20.5 metres which would provide space for a total of four cars which would be an increase of two.

### *Bridewell Lane*

22. There is a 'Keep Clear Entrance' marking along the length of the frontage of the Greene King depot that is signed as being for the use of its Cellar Services. This was the depot for the Greene King Fire Brigade that was disbanded in 1997 and there is a permanent chain link fence providing an eastern boundary to the site as can be seen in the photograph to the right of this text. There are also lockable bollards protecting an area of land between the back of the footway and the fence.



23. The 'Keep Clear Entrance' marking has a length of 33 metres and extends beyond the frontage boundary of the Greene King site. There is a dropped kerb that extends the full

length of the frontage. A review of views from Google Street View show that the zig-zag markings were introduced sometime between March 2009 and November 2010 which is about twelve years after the closure of the fire station. The current proposal includes a single permit parking space to replace the southern end of the markings. There could be the potential to extend the proposed bay by a distance of around 11 metres which would increase the capacity of the bay to three cars. There is a private car park between No. 2 and Harvey House which has its access opposite an extended bay in this location, but the car park has sufficient space for vehicles to turn while not on the public highway therefore this should not be an issue.

24. There is the potential for Greene King to object to an extension as there may be rights for its vehicles to cross the footway at any point along its frontage. Furthermore it might object to any change along its frontage in case it has repercussions should the site be developed for other uses at a later date.

*Crown Street*

25. Crown Street to the south of Tuns Lane is in both zones D and F. There are two sections of single yellow line, one in a layby between Nos 20 and 24 and one outside Nos 31-34. Subject to any complications that might occur because of the location in an area shared between two zones, there would be scope to convert the single yellow line outside Nos 31-34 to a permit parking bay. It may be appropriate to shorten the length so that it did not finish so close to the gates thereby providing a better line for vehicles staying on Crown Street. An appropriate length would be 15 metres which means that the bay would not be outside No. 34. A bay with this length could accommodate three cars.

*Summary*

26. As shown in Table 4 there is the potential for a further nine spaces. In terms of the likelihood that these bays could be achieved, the two on Westgate are reasonable, whereas the bays on Bridewell Lane and Crown Street could introduce matters that would cause further delay.

Table 4: Summary of potential additional parking bays

<b>Street</b>	<b>Location</b>	<b>Length (m)</b>	<b>Additional Capacity</b>
Westgate Street	West of junction with College Street	11	2
Westgate Street	Extension of existing bay outside Nos 64-66	8	2
Bridewell Lane	Extension of proposed bay opposite No. 2	11	2
Crown Street	Outside Nos 31 to 33	15	3



31 August 2023



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- Notes:**
1. Do not scale from this drawing.
  2. This drawing is for construction purposes only. It is not to be used for any other purpose.
  3. This drawing is for construction purposes only. It is not to be used for any other purpose.
  4. This drawing is for construction purposes only. It is not to be used for any other purpose.
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  10. This drawing is for construction purposes only. It is not to be used for any other purpose.

Part	Part No.	Part Name	Qty	Unit	Notes
1	101	101	1	101	101
2	102	102	1	102	102
3	103	103	1	103	103
4	104	104	1	104	104
5	105	105	1	105	105
6	106	106	1	106	106
7	107	107	1	107	107
8	108	108	1	108	108
9	109	109	1	109	109
10	110	110	1	110	110



**CONSULTATION**

**ZONE D RESIDENTS PARKING**

**BURY ST EDMUNDS**

**GENERAL ARRANGEMENT OF WAITING RESTRICTIONS (PROPOSED)**

Sheet No.	Scale	Date	Author	Checker	Appr. No.
3	1:100	08/11/21	SW	SW	53

## **Appendix F – Record of Formal Representations**

44. *Hi , can I say I strongly disagree with the blanket changes proposed in bury st Edmunds, while I see the benefits to some residents , ie, Peckham street , it will certainly not benefit anyone in zone L . We have 2 schools in this zone and people will need to drop off and collect children . I live next to both schools and this is a very short lived situation in the morning and afternoon. The 8.30-20.00 idea seems too over the top and I for one see no need to change the current parking limit Thank you*

45. *I am writing in response to the planning notices displayed in the street giving notice of the proposed changes to residents parking in Bury St Edmunds. I live in Zone A and my comments relate to this zone.*

*Zone A is adjacent to the town centre, close to shops and restaurants. When it was created, Sunday trading did not exist, so there was no need to protect parking on Sundays. Now, however, Sundays are one of the busiest days for our town centre, with lots of people coming in from surrounding areas needing to park. They know that on Sundays it is completely free to park in Zone A (unlike nearby car parks like the Arc and Ram Meadow) and that there are no parking restrictions. There is therefore huge pressure on spaces and residents often find themselves unable to park at all in Zone A on Sundays. We are then faced with having to pay to park in a car park when someone who lives out of town is parking in our street for free!! This is a ridiculous situation and therefore parking in Zone A should be residents only every day, including Sundays.*

46. *Firstly I and my neighbours are delighted that the parking times are changing to 08:00 - 20:00 Monday - Saturday. I for one fully support this.*

*Background to the current 10:00 - 16:00 times (told to us by council when parking permits were introduced) was that this would prevent shop workers from parking all day in 'our places'. Clearly this worked but by ending at 16:00 there were no places left when zone A residents returned from work or school runs after that time. New times will prevent this.*

*The only negative issue that I have with the changes are that Sunday is not included. Changes in shopping habits mean all of the nearby shops in the town centre are as busy, if not more so, than during the week but we don't have the benefit of protected resident time slots. I am sure that the other residents in different zones would support this request too.*

47. *I write to object on how the above proposed changes 8am-8pm will affect, not only me personally, but others too.*

*I live alone and suffer with Reactive Depression and anxiety, caused primarily by loneliness and isolation . I have aspects of agoraphobia and have to psych myself up to going out alone. My important support network is a few good friends and family members, all of whom have to come by car as do not live in the centre of Bury St Edmunds.*

*Members of my support network currently visit me, and often take me out, from 3pm due to the present parking conditions. If the proposed changes, 8am-8pm restrictions come into force, I dread what will happen to my mental health as my support network*

*members cannot afford daily car parking charges and cannot possibly wait until 8pm to visit as they have their own lives/families to take care of.*

*The proposed changes will also affect the safety of very young children who need to be dropped off and picked up from St Edmundsbury Primary School , Grove Rd. What will it take to stop this proposed untenable and possibly dangerous scheme? An injured child or, worse still, a fatality?*

48. *I read the with interest your notification on the lamppost on Westgate Street Bury St Edmunds regarding the changes to Zone D parking and in particular, Friars Lane.*

*I am a resident of Greene Mews having bought our property from new almost 6 years ago. Our house has only 1 allocated parking space which my wife uses for her vehicle. I operate a gardening / handyman business from home and have been using Friars Lane to park, as you will be aware Greene Mews home owners are unable to apply for residents parking permits.*

*The proposed changes will affect me massively as I will no longer have anywhere in the zoned areas to park and I must register my objection to these changes.*

*Can you advise me how I can obtain a residents permit or as to where I would be able to park my car in the future please?*

49. *I am writing in response to the proposed parking restrictions changes in Zone A.*

*As the manager of the Old Cannon Brewery in Cannon Street, I believe that this change could be detrimental to our business. We operate a 10 bedroom hotel and our guests would no longer be able to park outside the Business.*

*We are an independent business that brings customers to Bury St Edmunds all year round, therefore bringing wealth to all businesses in this town. If our occupancy levels drop, not only do we suffer but so will other businesses in the area.*

*Alot of our guests visit the Apex as well as other venues in the town. If they are unable to park at the pub when they visit, they may choose not to visit Bury, which will then affect the town.*

*I strongly oppose this change and hope that the Council reconsiders implementing the new restrictions.*

*Many of our customers are local to the area and have never had a problem parking within the current restrictions, therefore there really isnt a need to change the hours.*

*I hope that this representation is acknowledged and my comments accepted.*

50. *I am writing about the proposal to increase the current parking restrictions in zone H, and specifically York Road.*

*I object to this proposal, and do not feel there is justification to increase to 8am-8pm.*

51. *Please accept this email as my notification to contest the suggested new parking permit conditions.*

*I strongly contest the additional times for the following reasons:*

*1) To be abundantly clear. In Zone L there is not currently or ever been a problem with parking.*

*No resident has actually requested these restrictions to be put in place within our zone. We do not suffer with parking problems in any of the times added (we also never suffered with real parking problems before any restrictions were put in place including when King Edwards VI school had a sixth form onsite) We are not in Central Town and we have never wanted parking restrictions. It is just an opportunity for the council to charge us for something we already had. In central town they may have asked for a) restrictions and b) additional restrictions but why is Zone L being clumped together with more central Zones?*

*2) How will you stop parents from parking to walk their younger children round to the primary school / pre-school and collect them at 3:30pm? Or sit and wait for their older children to go in to / come out of the secondary school. It will cause an awful lot of anger if we are having to pay for our family and friends to visit at any reasonable time of the day or risk a £30+ parking ticket while every weekday term time morning / afternoon our residential roads are made impossible to use for 30 mins at a time. And I will be sure to write to everyone possible making sure they are aware that I have already made this very clear to you and you went ahead regardless.*

*3) Yet again the onus is put on busy people to go out and read a three / four page notice stuck on a lamp post to fathom what is being suggested. Or find out and then go back and waste time re-searching. It's very underhand way to slide things under the radar and get them passed before anyone really notices. Again, no one has asked for this, you are just doing this to say that you have notified us of the changes. Most people would be too busy to do this and then it is too late.*

*4) How do you sit comfortably with the notion that your parking restrictions mean that friends and family are unable to visit their loved ones as easily as they used to? Can you imagine the impact this will have on people's quality of life and wellbeing?*

*There is a limit to how many parking vouchers we are allowed to purchase. There is also a limit to how many we are able to afford to purchase. On top of that, there are visits from trades people / health visitors etc that may require a parking voucher. There should be no restrictions at all but with the ones currently in place Mon - Sat 9:30am - 3:pm there is a reasonable time of day or all day on a Sunday to see friends and family. But 8am - 8pm means that the opportunity for visits is cut down significantly. We shouldn't have to pay for our friends and family to visit anyway,*

*I look forward to hearing your response, meanwhile I will be requesting advice on the implications of how this has been carried out.*

*For transparency I would like to see the survey figures for Zone L please? I do not believe that anyone in this zone has an issue with parking.*

52. *I strongly contest the additional times for the following reasons:*

*1) To be abundantly clear. In Zone L there is not currently or ever been a problem with parking. No resident has actually requested these restrictions to be put in place within our zone. We do not suffer with parking problems in any of the times added (we also never suffered with real parking problems before any restrictions were put in place including when King Edwards VI school had a sixth form onsite) We are not in Central Town and we have never wanted parking restrictions. It is just an opportunity for the council to charge us for something we already had. In central town they may have asked for a) restrictions and b) additional restrictions but why is Zone L being clumped together with more central Zones?*

*2) How will you stop parents from parking to walk their younger children round to the primary school / pre-school and collect them at 3:30pm? Or sit and wait for their older children to go in to / come out of the secondary school. It will cause an awful lot of anger if we are having to pay for our family and friends to visit at any reasonable time of the day or risk a £30+ parking ticket while every weekday term time morning / afternoon our residential roads are made impossible to use for 30 mins at a time. And I will be sure to write to everyone possible making sure they are aware that I have already made this very clear to you and you went ahead regardless.*

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*4) How do you sit comfortably with the notion that your parking restrictions mean that friends and family are unable to visit their loved ones as easily as they used to? Can you imagine the impact this will have on people's quality of life and wellbeing? There is a limit to how many parking vouchers we are allowed to purchase. There is also a limit to how many we are able to afford to purchase. On top of that, there are visits from trades people / health visitors etc that may require a parking voucher. There should be no restrictions at all but with the ones currently in place Mon - Sat 9:30am - 3:pm there is a reasonable time of day or all day on a Sunday to see friends and family. But 8am - 8pm means that the opportunity for visits is cut down significantly.*

*We shouldn't have to pay for our friends and family to visit anyway, I look forward to hearing your response, meanwhile I will be requesting advice on the implications of how this has been carried out.*

*For transparency I would like to see the survey figures for Zone L please?*

*I do not believe that anyone in this zone has an issue with parking.*

53. *I'm contacting you to put forward my formal objection to the changes to parking restrictions being proposed for Springfield Road.*

*As a resident of Springfield Road, we do encounter more traffic than other residential streets around the start and end of the school day from King Edwards school. However, the proposed changes will not affect these times of day.*

*Instead, the extension of the permit enforcement time just restricts the residents. It will restrict our ability to socialise with friends and family, restrict our visitors and place unnecessary financial pressure on us to have any visitors.*

*We currently have to purchase daily permits for visitors at a cost of £1 per permit, but the requirement for evening visitors to display a permit as well will result in a significant increase in cost. While it may be affordable for some, with the mixed housing on the street it may be a struggle for others - I don't believe that it's fair for the council to be imposing this financial burden onto people.*

*If daily permit vouchers are to be given to residents to compensate for the proposed changes and to ensure that residents are not financially impacted, this may change the proposal but this is currently not being offered.*

54. *I would like to raise an objection to the proposed extension of 'Resident Permit Holders Only' parking times in Zone H (Victoria Street Area) to 8am-8pm, as applied to York Road where I live.*

*My grounds are as follows:*

*Making it difficult / costly to have visitors in the evening, especially with the annual limit on visitor permit numbers.*

*Affecting family carers visiting in the evening (e.g. putting people to bed, evening childcare).*

*It seems to be the case that permit prices are based on the operating hours of the zones, therefore I would expect an increase in hours to increase the price we pay, which we do not want.*

*It's already difficult to get tradespeople to come because of the frankly ludicrous limitations the Council places on the number per day per road of tradesperson permits. This will only make it worse.*

*Extending the hours will cost more to enforce, which will have to be paid for one way or another, either as permit holders or council tax payers.*

*In the survey conducted by "2020 Consultancy" on the Council's behalf (ref below), York Road had the lowest occupancy at night in the zone, of 80% (and just 66% during the day). Therefore **we do not have a problem finding a parking space in the evenings** as it stands on York Road (which is also borne out by my personal experience), **therefore it does not need 'fixing' for us as a road, with the associated rise in cost and inconvenience.** If it is a problem for other roads / zones, I don't see why you should as a result penalise York Road residents for just a matter of the administrative convenience of making a blanket change. If perhaps the Council suspects that planned changes to wider parking in the town will increase evening parking on our road, I would respectfully suggest waiting and seeing if it actually does before changing anything which might make resident's lives unnecessarily harder / most costly.*

Reference: <https://www.westsuffolk.gov.uk/parking/parking-permits/upload/bse-residents-parking-schemes-review-Report.pdf> page 38

Many thanks in advance for considering these factors.

55. *I live...within the Zone H - Resident Permit Holders Only Parking Zone. I would like to object to the proposal to change the times in Zone H (Victoria Street Area) to 8am-8pm, from 9am-4pm.*

*My objections are:*

*It is a very very long road (one of the longest in the town including several blocks of flats) and it's very difficult to get one of the 3 daily trade permits available and so we try to get 8am or 4pm onwards slots for essential visits like boiler servicing, window cleaning, mobile hairdresser*

*The 50 guest permits per year (less than one a week) will make it difficult and expensive to have visitors especially those with small children / elderly visitors who will struggle to walk - we are town end of the road a long way from west road or nearest car park (parkside)*

*We have \*no problem\* with capacity in the road - there are usually many spaces in the road even in the evenings, and this will just push visitors onto west road westley road and westbury avenue leaving still empty spaces in York Road unused. Unlike town centre zones we don't have any public car parks very nearby - so the free post-4pm parking doesn't help us.*

*The cleaning company or gardener we use will not attend without a guest permit or parking provided as they are not prepared to carry equipment (chainsaws / carpet cleaner) nor the time needed and the limit means we couldn't buy enough. Unlike the town center it's a very residential area of family homes with 200ft+ long gardens.*

*Since we have lots of spare parking I see no benefit to the increase in permit charges for 8am-8pm hours and don't want to pay more for something that will only cause me more hassle with no benefits*

*Some of my neighbours rely on grandparents to do after school childcare+bedtime and it will make it more difficult for them to work. One elderly neighbour relies on her children to come in each day and help her with breakfast, dinner and bathing/bedtime and it will similarly make it hard for her*

*We like having friends and family drop in after work and this will make it very difficult*

*The permit zone was introduced to stop a particular problem with college students from WSC parking in the road and that's why everyone voted for it. That problem only exists in the day and at night there is sufficient parking. West road residents do have a parking capacity problem (lots of double yellows and small dense terraces) and this will mean my future visitors will cause them problems and further clutter up a junction that's experiencing an increase in accidents due to parking issues.*

56. *Having recently dropped my granddaughters off to the Jessica School of Dance in Eastgate Street, Bury St Edmunds - I'm a little concerned how I and all parents are going to drop their children off. The dance school has absolutely no parking (other businesses don't allow any parking on their premises) and it is a case of park, drop off and leave. The two lessons I drop off are very time tight and I am unable to park in town to walk to the school and I am sure other parents are going to be in the same position. Can you look at the provision of somehow having a restricted time for dropping off at the dance school.*

*The dance school is a small business and these proposed parking restrictions will have a huge impact on their business plus other small businesses along Eastgate Street.*

57. *I notice that you are planning to extend the zone H parking from 8am - 8pm daily.*

*Personally, I would prefer that you leave the parking as it stands.*

*Or, if you insist on the above, perhaps consider issuing cheaper parking vouchers for visitors for zone H households for short stays. I find it rather frustrating having to issue whole day visitor permits to friends who are visiting for an hour or two, or to parents collecting their children from a play date with my children who stay for perhaps 30 minutes.*

*I hope that you will take this into account in your decision making please.*

*Don't hesitate to contact me should you wish to discuss further.*

58. *I write to you with reference to the proposed revised residents parking zone provisions for Zone D in Bury St Edmunds. I would like to object to the idea of enforcing permit zones along Friar's Lane, off Westgate Street. I rely on that area to park, and without this area, would have great difficulty.*

*My partner and I live within the Zone D area. As we live together in one household, we are only eligible for one parking permit. Like many, we both hold full time jobs. We are both front line emergency service workers who rely on each having a vehicle to be able to perform these roles.*

*My partner currently has the permit for her vehicle. That means that Friar's Lane is the only area that I can park my vehicle. As I work on a shift basis and can be deployed to work anywhere in Suffolk, Friar's Lane is the only area that I can reasonably park my car. Without this ability, I would not be able to have a car, which would mean I would no longer be able to work for the emergency services in any front line role. This is no exaggeration, which leaves us to consider whether I:*

*A) apply for a space or garage somewhere in Bury St Edmund's to rent - which with the cost of living crisis and pay for civil service workers really is not affordable.*

*B) Leave my occupation - which I really would not like to do.*

*C) Move - which again, we love living here within the community and would hate to leave.*

*The only alternative I can think of is finding somewhere else unrestricted in Bury St Edmund's that I could park. But after potentially 16 hour shifts performing roles that can be unpleasant, an extra 20 minute walk to and from a car just isn't practical on any kind of regular basis.*

*I also question the need for extra bays. My partner very rarely struggles to park in Zone D. We have seen the push from the area for more zones to park in by extending existing bays which can easily be adjusted, but there is a rarely a struggle to find a spot to park.*

*And, in the two years we have lived in the area, only twice have I been unable to park down Frair's Lane. Surely this is an indication that locals do not need to park down there, as if there was such a need, it would be full already?*

*If you can suggest any proposals to elevate this concern, we would be very grateful. I'm not sure whether having two permits, for instance, may be possible?*

*May you also please email me with acknowledgment of this email being received?*

59. *We wish to object to the proposed changes to the timing of the residents parking in Zone H. We live in Queens Road, Bury St Edmunds which is within Zone H and have no problems with the current timing of the residents parking from 9.00am - 5.00pm Monday to Saturday. We see no need for the extension of the timing to 8.00am - 8.00pm Monday to Saturday. The extension of the timing in the evening will put a restriction on visitors after 5.00pm for which we can see no need. We have not experienced any issues with the timing as it exists at present. In your Statement of Reasons you state that the purpose of the proposals is "to improve the amenities of the area by providing greater parking opportunities for residents". We would disagree with this statement as we feel that the amenities of the area will not be improved, the timing for resident parking is satisfactory at the moment and the proposed changes will make parking more inconvenient. In addition, if there is less parking on the street in the evenings due to the restrictions there is the chance of the speed of vehicles "rat running" through the area increasing.*

*From some of the publicity concerning the proposed changes which has been in the local press the principal concerns with the current timing seem to be with residents in the Churchgate Street area of the town centre. These residents do not represent the views of the whole town but it seems as though the County Council has decided that it is necessary to impose the changes on everyone. If there are problems in the Churchgate Street zone, then bring in changes there and leave the other zones as they are. Where we are in Zone H there are not the same issues as in the town centre zones.*

*We would request that the County Council reconsiders the broad brush effect of the proposed changes and to not bring in any changes to the current timing of 9.00am - 5.00pm Monday to Saturday in Zone H.*

*We would be grateful for an acknowledgement of this email and to be informed of the outcome of the consultation process.*

60. *I live in well st in Bury, and am looking forward to the hours of the RPS changing to 8-8. Also the continuation of the use of car parks overnight when there are no spaces available. I understand that this change is happening soon.*

*It is with dismay that I see that the scheme isn't including Sundays. A recent correspondence with the council replied that this is what residents want. Having talked to a great many in Zone A I dispute this. I have read through the proposals following the consultation in April 2022, and can only find this quote alluding to Sunday restrictions.*

*"enforcement of the RPS can only be undertaken during the days and hours of operation. For instance a non permit holder can park in a road within a RPS after 5pm or all day on a Sunday"*

*This leads me to believe that the reason for leaving Sundays out of the scheme is one of cost of enforcement.*

*As you are aware this scheme was started before Sunday trading, Sundays now are busier than weekdays with shoppers and tourists, the effect on residents is very difficult.*

*On Sunday 14th April at 1.30pm I counted the non permits in Well st. Out of 20 cars, no spaces, there were 6 non permits. These could have been visitors for residents, if the RPS was in operation we would have used visitor permits. Going along to the lower Baxter st car park I saw that there were 10 free spaces,(I took photos!) obviously the public are taking advantage of free parking! I think the council is missing a trick here.... And could finance enforcement quite easily!*

*It could be that you need extra permission to change days.... In which case could we use the car park on a Sunday? No resident would use the car park unless there were absolutely no spaces in the zone. It would make our lives so much easier!*

*While I am writing, the situation in Brentgovel st pedestrian area continues to be dangerous. The 'McDonalds drive thru' continues, particularly in the evenings. Despite the signage being mended and replaced recently, cars drive through at speed, some in ignorance, some taking short cuts. I have witnessed so many near misses of elderly people and children on the pedestrian area and the junction with looms lane/ well st/ Baxter st. Delivery drivers park on the double yellows and pavements, blocking and driving off at speed. We send photos of offenders to the police, but they continue to offend. I know that money and permission has been present for a while to install planters or some such to emphasise the area as pedestrian and cut the space down to a single track to deter encroachment on the space..... but giving access to deliveries and market traders. Cliff Waterman organised this.*

*I would be very grateful for your comments..... but more grateful for some action!*

61. *I write to contest the change in parking around the schools of St Edmundsbury and King Edward VI in the Grove Road area.*

*As a parent, scientist and senior doctor at West Suffolk Hospital, who only moved into the area just over 18 months ago from East Norfolk, I am truly appalled at this decision, made without consultation with users. I appreciate you may have considered the views of local residents, but they are not the only ones who use these roads. The local residents knew when buying their houses that they were near a school. Many of them benefited from having their children attend these schools, at walking distance from their houses.*

*How can parents who cannot buy a house within walking distance of the school then park their cars with these new restrictions? And more importantly, where is the evidence that something is not working here? I have been to the area around 4pm and it is deserted – the only ‘disruption’ local residents get is at the times between 8.30 and 9am, and 3 and 4 pm – outside those times, the area has plenty of parking, and given that the working day is 9 – 5 for most, I am sure in the vast majority of cases of local residents, the parking issue from parents’ cars is actually not that bad.*

*You cannot thus consider only the needs of local residents, given you have schools in that area. Where are we supposed to park? You will actually be endangering children more by forcing them to walk from further away. If you can show evidence of need of change, please do so. In that case, please also provide alternative provisions for parking.*

*The actual trouble caused by parents parking in these areas is relatively small – at worst 2 hours of only 5 days of a week, and only then in school terms.*

*Quality of life in Suffolk I have found worse than in Norfolk, from issues from the state of the roads, to the bin collection, to the poor provision of cycle lanes - it is undemocratic decisions like this that make things worse, and I for one will contest this to the end.*

*I truly believe the current parking restriction is adequate – or if you do extend it as you propose, then at least allow a 30-minute waiting time. Whatever the case, no parking without a permit daily from 8am to 8pm is grossly unfair on those of us who rely on these schools to educate our children.*

*I would be very grateful if you can change your plan on this.*

*I would be more than prepared to attend a local consultation of relevant stakeholders.*

62. *As a resident of Well Street it appears that there is some confusion about Sunday parking not being included in the new parking restrictions in Zone A.*

*It is said that the residents did not want Sunday included in the restriction however there has been no evidence for this claim and it is not the wish of any of the residents that I know so appears to be hearsay.*

*If a change to include Sunday will inevitably be made after due consideration as I believe there is no reason to refuse it, it would save the Council a significant sum if this could be implemented quickly so the roadside signs do not have to be replaced twice.*

*Apologies if you are not the person responsible for this issue and if not, could you forward this comments to the right person.*

63. *I am emailing regarding the new parking restrictions on grove road and surrounding. My children attend at Edmundsbury c of e primary school and we have to travel by car to get to school as we live out of town.*
- I also have to drive to the school from my place of work and do not have spare time to park further and walk to the school as I only have 10 minutes to leave work and pick up my first child.*
- I was hoping these restrictions could be looked at again and school traffic taken into consideration.*
- There is always an issue with cars being poorly parked in the area already where some parents are unnecessarily parking on double yellow lines which causes a hazard for the children crossing and I believe these new restrictions are going to make the area more dangerous for the school children.*
- I do believe something needs to be done to support the area and ensure better parking is in place but I feel this could be done with more regular visits from parking wardens instead of changing the hours of the parking restrictions.*
64. *I'm writing to object to the parking proposals of extending resident only parking from 8am-8pm in Zone L Grove Road Area. I set out my reasons below:*
- 1. Negative impact to children's education and school life.*
  - 2. Added pressure on working parents.*
  - 3. Reduction in school community spirit and fundraising.*
- To expand on these headlines:*
- 1. My son had a period of being very unsettled at school and having time to speak to the teaching and support staff during school drop off and pick up helped them understand what he needed to succeed and guide me to help him. If we have to resort to a drive-by drop off that opportunity will be lost and will negatively impact any child whose parents don't live within walking distance at time when they need extra support.*
  - 2. I work on Moreton Hall and cannot walk to and from home for the school run and then get to work on time. I cannot afford to reduce my hours any further and don't want to put my child into breakfast/after school club. I have no clue how I will manage drop off and pick up if I can't park near the school, we might have to change schools!*
  - 3. As an active member of the PTA I know that school community spirit is difficult to keep alive and I'm certain that reduced parking near the school will make it more difficult. If parents cannot easily park to attend school events then community spirit and fundraising will reduce. Our fundraising gives the school some important extras and the school would be so much the poorer without this.*
- For information, the school I refer to is St Edmundsbury Primary.*
- Thanking you in advance for your consideration of these objections.*

65. *I trust this find you well,*

*Please do not take this email personally, because I do not know you. However, I would be grateful if you will please confirm who from the council came up with the ridiculous idea of having parking on Grove Road restricted to only residents between 8am and 8pm?*

*Although the proposed change will benefit me as a resident, in my opinion it is not viable considering that there are two schools and a nursey located on Grove Road, which means between 8am - 9am, and 3pm - 4pm people need to park for a short period as to drop their children at the aforementioned establishments.*

*In my opinion, I strongly feel that this is an ill-thought-out plan. If it were to proceed the number of children going to St Edmundsbury primary, for example, is likely to drop significantly. This in turn will reduce the budget/monies the school will get and therefore could threaten its existence.*

*Rather than proceeding with "sweeping changes" to a system that on the whole pretty much works, can the council at first focus on enforcing/emphasising that most of Grove Road is 20mph zone and ensure that people do not park illegally. Also it would be helpful if the council emphasised how parents should turn of their engines when they park.*

*When the above points are emphasised and are being adopted by the majority of parents, I suggest then the council could look at ways of reducing traffic to the school, making the area a "community area" or such like (I believe there are schemes on the continent that can be referred to).*

*Finally, I urge you to stop with this ludicrous plan. And, bearing in mind I am a tax payer, I would be grateful to know the logic behind these plans.*

*Please do not hesitate to contact me if you have any queries.*

66. *I would like to object to the proposed changes to residents parking in zone M and all zones where the changes proposed are for residents parking to be changed from 9:00am to 5:00pm, to 8:00am to 8:00pm. My reasons are as follows:*

*1. In zone M we have a thriving and greatly valued local business, namely 'The Dove' public house. Changing the times during which non residents can park in resident parking zones, will greatly reduce the parking available to customers at the Dove, and therefore reduce trade. It would be a great pity if a currently thriving, independent business had to close.*

*2. In all zones near to the town centre, the same criteria apply. People park during the evening, so that they can walk into town to use cafes and restaurants and the theatre.*

*My suggestion would be to change the residents parking zones that are currently from 9:00am to 5:00pm, to 8:00am to 7pm. This would give any residents who work during the day ie: 9:00 to 5:00, enough time to get home from work and park in a residents parking space, while the allowing any non residents to use any available spaces after 7:00pm. 7:00pm is a more popular time for people to go into town, to pubs (including the Dove) and restaurants, rather than 8:00pm.*

*I hope you will seriously consider my objections and suggestion.*

67. 1. My name is... and I am the Business Manager at King Edward VI School in Bury St Edmunds. I am writing to you in respect of the proposal to increase the period of operation for Residents Parking Only to 8am to 8pm (from 9.30am to 3pm) Monday-Saturday, on the following roads near the school:

2. Challice Road                      Grove Park                      Spring Lane  
Springfield Road Avenue      Cornfield Road                  Grove Road  
Springfield Avenue

The reason I am making this representation is concern about the impact that this change would have on the small, but crucial, number of parents who drop off (in the morning) and collect (in the afternoon) their children from the school. The school day is 8.50am-3.35pm and students are in school for 38 weeks of the year.

The grounds for representation are that most of these parents have a legitimate reason to complete these journeys, for example their child may have special educational needs or they live out of the school's catchment area. Whilst it is a small number of parents they are unable to park on the school site at these times because of safeguarding and safety reasons. There is an additional concern that the change in timings would cause difficulty for these highly sensitive parents and potentially put them in a conflict situation with residents or any parking enforcement staff.

I understand that St Edmundsbury CEVA Primary are also concerned about these changes in respect of their cohort of pupils and parents also.

I would welcome feedback from you about the concerns raised and I can be contacted at the school on...

Please acknowledge receipt of this email.

68. I am contacting you regarding the current consultation for the residents' parking area in Zone L Bury St Edmunds.

As I am sure you are aware, the area includes two schools, one of which is a primary, and also an independent pre-school. Some of the children walk or cycle (we are lucky enough to live in walking distance) but many are not able to do this due to the distances involved. Others may have to do a school run and then drive straight on to their place of work and there are other personal circumstances which may mean people feel unable to make the journey to school on foot or cycle.

I am concerned that the proposed changes will be extremely detrimental to the school community and wider community, and I would ask whether an appropriate equalities impact assessment has been carried out here in relation to this?

It is quite possible that if this goes through that the school would have to introduce some sort of car drop-off facility for parents. I am concerned that this would result in queuing traffic with idling engines which would have an adverse impact on local air quality here. Queuing traffic could also back up along Grove Road and affect the free flow of traffic on Out Risbygate Street.

My two children have been going to the school for the last 8 years, so I am very familiar within the issues regarding parking in this area and I accept that there is an issue with parents parking illegally and unsafely. I am also aware of the need to encourage and prioritise sustainable modes of transport. However, in this case I do not think these restrictions would make a meaningful difference to the number of parents travelling by car.

*I also believe that the current times operating in the parking zone, which are slightly less than other areas in Bury, are still sufficient to ensure resident spaces are not taken up by people using the spaces and then walking into town.*

69. *We wish to STRONGLY OBJECT to the proposed parking changes to Victoria Street - Zone H.*

*Firstly we would like to point out after speaking to our neighbours, only one household had actually read the signs you have attached to the lampposts. Most people thought they were planning applications and didn't bother to read the details, you should have written to every household to make them aware of these changes which will affect every resident in the area. It is almost like you were hoping there would be little opposition if residents were unaware.*

*his appears to be a money making exercise for the council, there are certainly more cars in the street after 5pm when people return home from work but I can't remember the last time I couldn't get parked. These streets are used by residents and visitors, not people using it as free parking for town in the evening.*

*I have spoken to elderly neighbours who do not have access to email to object, who are worried about their carers and meals on wheels not being able to stop in the evenings without a ticket. They are worried that visitors who drop in to check on them will no longer do this if it requires a ticket every time - you are causing anxiety in older residents.*

*Are residents with more than two cars who are already using lots of day vouchers supposed to leave their cars in Westbury Avenue or West Road, pushing the problem out further?*

*We will be raising this with our local Councillor and hope that this ridiculous proposal gets rejected, as for some families and older residents, this will make living in these streets untenable.*

70. *Having initially been opposed to permit parking in Grove Road (zone L) , we have conceded to the fact - being lucky to have off road parking and using visitor vouchers if needed.*

*The extended hours that are to be brought in will mean that we will have to use more vouchers if we have friends to visit. Some residents of Zone L are elderly/blue badge holders and although we understand that a space outside our home is not guaranteed, we are greatly inconvenienced every school day- morning & afternoon, where parents endeavour to park as close to the school gates to drop off/pick up their children. Living opposite the St Edmundsbury primary school and a short distance from the King Edwards upper school, our driveways are regularly blocked even if a No Parking sign is visible, some parents parking for up to an hour before drop off/pick up time! Parking on the zig zag lines outside the primary school is a regular occurrence (a sign is visible - No Parking) and some residents have even come home to find a car belonging to a parent actually in their driveway!*

*My husband is an on call fire-fighter and needs clear access at all times. Cars have been left unattended whilst children are collected from school, and on occasions, he has been unable to get out of the drive in an emergency.*

*Will the extended hours put an end to this for us, as obviously parents won't be able to wait to collect their children? Of course not, we are more likely to have our access*

*obstructed due to a change in those parking times. It may be policed by car park enforcement occasionally, but we haven't seen any activity by them at the beginning or end of the school day for a long time.*

*When the primary / upper schools have a parents evening for example, will this be checked or will parents park as they like? Again we are more likely to have access obstructed.*

*The new hours will undoubtedly come into force whether residents oppose this or not, however, action is needed to ensure parents dropping off/picking up children are not allowed to break the new hours rules as this will be totally unjust to the residents of zone L who live here and have to abide by the rules themselves.*

*Will you be paying enforcement officers until 8pm (and increase patrols around drop off/pick up times) to patrol all areas particularly zone L, and move parents on - also when there is an event on at either school, to check where parents are parking as they will park anywhere because they think they can get away with it?*

*What is the reason for a change in hours for zone L we wonder?*

*We think that the extension in hours in permitted zones, including L will be inevitable regardless of replies from the residents (most people probably won't even respond!) however we hope that once the new hours come into force, they will be policed accordingly*

71. *I bet your inbox is busy on this matter.*

*I'd like to object to these ridiculous proposals. I have two properties where by these new proposals will be detrimental to families.*

*Zone D is my residential property and I rely on permit parking. I can only buy 1 permit per my household which in itself is outrageous. You then propose to install additional bays outside No 2 Bridewell lane making it impossible for my neighbours to exit their own private carpark. You then propose to extend the parking for permit holders only from 8am to 8pm so if I have one of my elder children drop in to stay over night they can't come until 8pm and be gone by 8am . How do families with driving young adults manage ? So for instance a family of four , two working adults and two working young people, they all have to go off to work by 8am except one who has the permit then they all have to remain away from home until 8pm . Where do you suggest they go until 8pm ? How about taking into consideration and not allowing those residents in zones A and D who have their own private parking ( I know some ) to buy a permit ? This will free up a number of permit bays in general for starters . Then how about scrapping the 8am to 8pm nonsense and buy the disused Greene king premises in Bridewell Lane and use this for permit holders? Also what happens when Greene King gets turned into residential apartments which I hear is on the cards ? I just think there would be a better option for residents of the town . This will drive families out of town centre living and we'll then add to the housing pressures whereby we have big houses with single occupancy !!*

*I then own a rental property in zone L Grove Road area. I am lucky enough to own a garage and driveway so I don't need a permit, however people often park here outside of permit times to wonder into town as in their words car parks are too expensive !! We also have a very dangerous parking situation going on whereby there are two schools and one nursery on the road and no parking for the school drop offs. There is no spare*

space in the area to create these much needed spaces other than BandQ . I'm sure WSC could strike a deal with this organisation whereby B&Q could be used for a school carpark drop off and pick up only. What with this and the overgrown trees which forces children to walk in the road to incoming cars this is another accident waiting to happen. Enforcing 8am to 8pm will cause frenzy and even more illegal parking ant school times. Again the family scenario of a family of four ... it's absolutely bonkers. Again if you own your own parking space/s the amount of permits you can buy should be adjusted accordingly. So if you can but two permits and own one space then you can only buy one permit.

I'd suggest rather than a blanket approach for all zones an individual approach per zone should be considered.

I also think the posting notices on sign posts is a cop out approach, maybe WSC are hopeful people don't stop to read them ? I think each and every household should have received a postal letter and invited to a in person consultation.

All in all I am totally against this proposal.

72. I am addressing my concerns about the parking changes in grove road I have a family member whose child attends the primary school there. I'm absolutely astonished as to who would even think up these ridiculous times, where you know full well there's two schools. So where do you expect Mums or Dads to park to take there children into school especially the smaller school. Would you be happy to drop you're 4/5/6 year old off and let them walk on there own???? So i guess you're expecting everybody to pay for a permit when we're only dropping off or picking up our children. My family member lives in the country so she has to come in by car and if she lived in the town she would walk. What's more important children getting there education or people moaning about parking . The old permit times were fine and there wasn't a problem.
73. I'm writing this in regards to the change of permit Parking times outside Grove Road. Right firstly i can't and i will not be buying a permit. I live in a village with no bus service to the school. So going by Car is the only option of getting my children in school in which they are by law entitled to an education. I don't know what was going on in this person's mind when this was thought of. But its an absolutely insane idea. Unless you plan on relocating the school with a car park i don't know what you expect us to do. So therefore i will continue to park my car and take my children into school safely without paying for a permit. Or of course if you're willing to hand out free permits to the people who cannot walk in to school then feel free to do so. Kind Regards from one of the disgusted parents of who's children attend king Edwards and St Edmundsbury's school.
74. I wished to note my objection to permit parking on Eastgate street zone j. This will impact local businesses for people.being able to have short term access. This is particularly difficult for people attending the Jessica barber dance academy for drop off and pick up. This would be a massive inconvenience.

75. *I am emailing with regard to the proposed changes to Zone J parking, increasing the times to 8-8.*

*My daughters attend the Jessica Barber Academy of Dance which is situated above Steering Wheel garage, just off eastgate street. We currently rely on being able to park in these bays to drop off and pick up our children safely.*

*In the 3 years my daughters have attended the school, we have never had issues with finding parking spaces on Eastgate street, despite them attending multiple classes at different times and on both weekdays and weekends.*

*As such, I can only assume that these changes are being made with the view to make the council more money, rather than having residents best interests at heart. With no obvious alternative parking available, we now have to make a decision to either risk our children's safety to drop them off, or to remove them from a dance school that they love and that provides them with so much more than dance.*

*I understand from the owner that she received no communication about these proposals despite the fact this has the potential to ruin and close down her business as hers is one of a handful of businesses with no allocated parking on Eastgate street.*

*I would urge to proposals to be revisited and a provision for a 10 minute drop off/loading option for those that do not have the option to purchase permits.*

*Thank you for your consideration*

76. *I'm writing to you to object to the plan on making zone J- East Gate Street permit parking from 8am-8pm.*

*This will be devastating for the businesses on Eastgate street.*

*Our 4 year old daughter attends dance classes there on a Saturday morning, and making this a permit only parking zone will mean we will have no choice but to remove her from the school as there will be nowhere park.*

*There are multiple businesses on this street that will feel the effects of the parking permits, and during times which are already tough for people, I feel this would be a shocking decision.*

77. *I am writing regarding the parking permit proposal for Eastgate Street. My children dance at the Jessica Barber Academy of Dance just off Eastgate Street three times a week, this proposal would make dropping them off impossible for myself and the 100 other families that attend the dance school. This would also affect many other small businesses nearby that have no or very limited parking of their own. This would leave parents with no choice but to drop their children off to dance by stopping in the road and would inevitably lead to children being involved in road traffic accidents. Please reassess this proposal with this in mind for Jessica Barber, her parents, pupils and other small business users along this road.*

78. *I am sending this email after having brought to my attention the intention on the council to make eastgate street a permit holders parking area.*

*The small independent businesses in the area which should be made accessible are being punished for their location and will have massive effect on their opportunities to stay open. My daughter attends the dance school on this road and making this area a permit parking area will create challenges due to lack of other parking close to the area.*

*I hope the council take the opinion of those whose use the local area, businesses and amenities in to consideration when making these decisions*

79. *I'm emailing to strongly object to the proposed parking restrictions in Eastgate street (zone j).*

*My 3 daughters attend The Jessica Barber Academy of Dance above the aptec garage just off eastgate street, the studio doesn't have its own parking and there is always an abundance of empty spaces along the road at the times they attend (6 days a week currently).*

*Myself and many other busy parents park considerately for a matter of 5 minutes at a time when dropping off and collecting our children, these new restrictions would make it almost impossible to get our children to classes and could potentially destroy a lovely dedicated Dance teachers school and livelihood she's spent years building and has only managed to achieve having their own studio in the past 18 months.*

*I'm absolutely baffled at why this is deemed necessary given the amount of spaces at any given time I drop my daughters off, as mentioned im there 6 days a week at various times, if it is to discourage people using it for longer periods a restriction of a set amount of minutes and no return would be far more appropriate.*

*I urge you to properly look into parking in the are and reconsider the proposed unnecessary restrictions.*

80. *I trust this finds you well.*

*I am writing to object to the parking charges proposed for Eastgate Street in Bury St Edmunds. Permitting the road from 8am to 8pm Monday to Saturday will have a massive impact on the various business on Eastgate Street.*

*We regularly go to one business down Eastgate Street and there is never any issues with parking, with plenty of spaces available*

*Therefore, I see no reason why the street permissions should require changing.*

*Please do get in contact if you need any further information.*

81. *Hi there , i have seen the proposal for permits, i would like to put a objection forward to all the independent businesses this is going to make them all struggle and even collapse a few!*

*i do not think this is fair !*

82. *I am a part of the Jessica Barber Academy of Dance on Eastgate street and I would like to contest the decision to make Eastgate Street permitted.*

*Making this road permitted will drastically affect our dance school as we will no longer have anywhere to park when arriving and leaving our dance lessons. Dance is the most important thing in my life and not being able to park anywhere near to our beautiful studios will restrict both our classes as well as making the whole experience more stressful.*

*Dance has kept me going for a long time and I would hate for the experience to be made negative through a lack of parking. Please can you reconsider this decision for Eastgate Street so we can continue to enjoy our safe place, the studio.*

83. *I would like to express my objection to the proposals to introduce permit parking to Eastgate Street from 8am - 8pm.*

*My children are members of the Jessica Barber Academy of Dance (JBAoD) and attend this studio 5 days per week.*

*We have quite rightly been asked by the dance school to ensure that we do not park in spaces that are owned by other local business and to my knowledge this request is observed. To drop off and collect their children, parents/grandparents/guardians will use the parking bays on either side of Eastgate street and at present this is a solution that works well and spaces are generally plentiful.*

*Removing this option could have a catastrophic effect on the dance school for the following reasons;*

*- parents will no longer be able to park in close proximity to JBAoD and will struggle to find an alternative option, which will almost certainly cause frustration to parents and may lead to them seeking a different dance school.*

*- some parents in their desperation to drop their children at JBAoD may choose to park in the spaces owned by other local businesses and cause criticism and negative feedback to be aimed at JBAoD, thus tarnishing the reputation of the dance studio.*

*- JBAoD would again be affected by negative publicity via word of mouth and despite the excellent variety of dance classes and provision of lessons, parents first comment will likely be 'great school, but you can't park, so drop off is a nightmare'. On hearing this, potential customers will likely select an alternative dance school.*

*I believe it is important that the council remembers that small businesses are essential to ensure that a town flourishes. In addition, I know that West Suffolk council has run initiatives actively supporting small businesses and startups, but yet restrictive measures such as removing parking options seems to contradict this.*

*JBAoD is a small business that has been built up from just a handful of students to a thriving dance studio that produces an annual show and enters numerous students into local festivals. The impact of dance on these young peoples lives is huge. They are taught dance skills in a safe and secure environment which promotes fitness, self esteem, team working, social skills, and so much more. I imagine all parents at JBAoD would agree that dance enhances their child's life.*

*Therefore, imposing parking restrictions on Eastgate Street would present 2 very real risks... 1. Commercially this could significantly affect a small business that has built*

*itself up through both the quality of their provision and a growing reputation in the local area.*

*2. Ethically this has real potential to derail a lot of young peoples enjoyment and connection with dance. In a world where technology is far too prevalent and young people are criticised for being obsessed with technology, is it right to impose restrictions on JBAoD when the dance studio promotes exercise and learning away from screens?*

*I would urge you to reconsider the proposals and I am more than happy to discuss my email with you further if you wish.*

*Please can you keep me informed with how this process develops.*

84. *I am emailing to register my objection and concern regarding the proposed changes to the parking provision along specifically Eastgate Street, and the other local roads covered in the proposal, towards residents permits only.*

*My daughter attends a dance school located above the Steering Wheel Garage just off Eastgate St (near the A 14 flyover). There is no parking for the dance school at all and all parents park on Eastgate Street when dropping off and picking up. There is usually ample parking available to do so around that section of Eastgate St.*

*If the proposals are brought in, then there will be nowhere to park near the dance school. The dance school caters from babes in arms to adults; from morning until well into the evening, with the majority of classes in the after school/evening period.*

*I am concerned that if parents can't park close to the school, then the welfare and safeguarding of the children attending will be affected as they transfer from the dance school to wherever their parents have managed to park, especially in the winter. Dance uniform, even with a coat, is not really suitable for walking any distance, especially for younger children. For older children/teenagers, who walk out to their parents cars on their own, they will be asked to walk further, alone and in the dark in winter, this is hardly supportive of their wellbeing and safety.*

*I am unsure of the numbers on roll currently, but there must be upwards of 50/60 families attending the dance school, some with multiple children attending classes nearly every day of the week.*

*If parents are unable to park a reasonable distance from the dance studio, I think it is highly likely that many will eventually seek another dance school - both detrimental to the wellbeing of the children who love their dance school, the teachers who work there and the opportunities they have there, and the friends they make there. Also, the survival of the dance school itself, which could see many pupils lost and viability put into question. The dance school has been built up over many years, with time, money, effort and experience creating a vibrant, thriving community and a lovely dance studio facility.*

*I am sure that there are also other businesses that rely on the on-street parking for their customers that would also be adversely affected. I am shocked that proposals that would detrimentally affect small businesses are being considered.*

*If these changes are brought in, despite what I know will be a number of objections, I would ask that alternative provision is provided for businesses to allow their customers to park and so the businesses to survive.*

*Having re-read the proposal again I need to write to you a second to time add my objection to the proposals covering the Grove Road area. There are two schools on*

Grove Road, as I am sure you are aware. Current restrictions mean that parents can safely drop and collect children for these school. The proposed changes would make that impossible. What proposals are there to allow parents to safely drop and collect their children if the residents' bays are to be operational from 8am until 8pm? This covers completely the morning drop off and any collection afterschool at the end of the day, or from any after school clubs.

Once again you are going to be requiring children, some of primary school age, and some secondary, to be walking much further than needed to reach their parents cars, especially in winter. In dropping off and collecting my child from school I have never failed to find a space in which to park for the few minutes that it takes to do so. In meeting the needs of my job and my other child, sometimes I do not have the luxury of time to be able to [pay to] park and walk across town to reach my child's school to collect them in a timely fashion.

May I ask what consultation has taken place with the two schools affected? As mentioned above, what mitigation is proposed?

85. *I write as a resident of Albert Street, Bury St Edmunds which is in Zone H of the area that would be subject to the proposed changes to parking times. I strongly object to the blanket approach being taken by the Council by these proposals.*

*I understand that the proposed TRO stems from pressure from residents in the historic core of the town centre, and on balance I can sort of understand why increased activity in the town centre nighttime economy might require the council to amend the existing parking times to protect the amenity of residents, although you might consider that people shouldn't live in the middle of a vibrant town centre and expect to park outside their front door...*

*BUT to impose the same restrictions across surrounding residential streets will have unforeseen consequences and seems completely unnecessary given the geography of the town.*

*Setting aside adding just more complication to peoples' lives, unforeseen consequences might include, for example, patrons of local businesses such as the Dove public house, and West End Fish and Chips delaying their visit until after 8pm or taking their business elsewhere. It will affect community groups using the Thomas Clarkson Centre, St Peters Church and Westgate Chapel. Users of West Road Church (Bridge Community Church) will stop being able to use Queens Road and that might put pressure on existing spaces in West Road and Westbury Avenue. The changes to zone J will be the final nail in the coffin of the chances of ever seeing the Greyhound Pub reopen...*

*By all means tighten up the town centre arrangements but believe me, there is no parking problem outside the historic core, especially after 5pm, and strongly I object to the council spending its resources with these blanket changes that just seem unnecessary and will make life for local residents more complicated.*

86. *I would like to object to the permit parking along Eastgate Street, Bury St Edmunds as there are several businesses along that road with very little parking already. A business that I am keen to support that is on Eastgate Street is for children and young people, and the parents and caregivers of these children rely on free, short term parking to ensure their children can safely attend their classes by chaperoning them from their cars to the venue.*

*There is always plenty of parking along this road and do not feel that parking permits will benefit anyone other than funding the local council. It is difficult enough for many families to find money to pay for services without needing to find extra for parking.*

*I believe that businesses that rely on roadside parking will be negatively affected, as people who use them will likely find elsewhere for the service that does have accessible parking.*

*Many thanks for your consideration.*

87. *I would like to raise objection to the proposal to introduce permit parking to Eastgate Street from 8am - 8pm.*

*Jessica Barber Academy of Dance (JBAoD) is a small business, that is an asset to the local community, teaching young children dance, as well as promoting fitness, build relationships, teamwork and social skills. The impact the academy has on the student's lives is huge not only to those that attend classes but to the joy it brings to the community with its annual shows and students entering festivals.*

*If the proposals are introduced, then there will be nowhere to park near the dance school. The dance school accommodates all ages, through out the day – with the majority of classes being after school and evenings.*

*I am concerned that if parents can't park close to the school, then there will be a commercial impact on this small business. Financial impact aside, this also creates welfare and safeguarding issues for those attending – from leaving the academy to going wherever their parents have managed to park.*

*The council really need to consider the impact on all these small businesses, which are crucial for growth in the local area. We should be supporting these business' not creating restrictions to make things more difficult. These proposals would have a detrimental effect to all the business in the area – as they rely upon the use of on-street parking for customers.*

*I am sure you will receive numerous objections to these proposals, despite this - if these changes are implemented, an alternative parking solution needs to be provided to minimise the impact and to support these businesses.*

88. *I would like to strongly object to the proposal to change the resident parking period from 0930-1500 to 0800-2000. Parking is very difficult for King Edward school and no alternatives are available in a close proximity to the school. Having parked in this area during drop-off and pick up school times for the past 6 years I can advise that the only issues that arise are 1) lack of a one-way system and 2) lack of a specific designated drop off area for the school. I have never had any time that a resident has seemingly been in the area and found a issue with parking. In general the busy times are between 0830-0850 (20mins) in the morning and 1520-1550 (30 mins) in the afternoon, which I would expect any reasonable resident should be considerate about.*

89. *I would like to raise an objection to the parking permits proposed for Eastgate Street.*
- If this happens I will not be able to park and take my child to a baby group run at Jessica barber academy of Dance. Because I cannot get her there without a car as I live in a outskirts village. There is always plenty of free spaces there during the day so residents can park whenever they like. I need to attend this group for my mental health .It's madness to restrict parking when this will effect many businesses along that road.*
- I also use the hairdresser there...I would not use that hairdresser if I was unable to park near by so would affect that business also.*
- If the county keep taking away street parking then people will go where they can park for free. That includes other towns*
90. *I email concerning the proposed change in permit only parking, particularly in Grove Road and Spring Lane.*
- I have one child who attends St Edmundsbury CEVA Primary school and I have 2 other children attending King Edward's High School.*
- The primary school has children from 5 years old attending with many parents having to commute via car. I work full time and take my breaks at school pick up times which means I am one of the many parents needing to park along Grove Road to facilitate a safe journey for my children. I love and work in Culford and these schools are out catchment schools.*
- It is impossible to walk from Culford to the schools.*
- My main concern is by changing the permit only times to 8AM-8PM, many children will be forced to walk along the busy roads and walk alone into school owing to the fact that there is no car park for the primary school. This proposed decision is ludicrous and goes against all policies in regards to safeguarding our children.*
- Having spoken with many parents with the same concern, it is clear that people are going to suffer in many ways; having to park in town meaning a reduction in working hours for parents/carers. Another risk is the vulnerability this will cause all children by unavoidably being forced to walk down these roads alone from the age of 5 years old.*
- I would urge councillors to think about this **very likely and very high risk** change.*
91. *I am writing to express my objection to the plans for making Eastgate St parking permit only.*
- Eastgate Street is home to Jessica Barber's Academy of Dance (JBAOD) . JBAOD, is also home to a mother and baby class that runs Mondays 10:30am for an hour. These classes aided in my postpartum depression resolving quicker than I had ever imagined, these classes have given myself and my child support, a safe environment, a social life that's baby friendly and all whilst teaching little ones vital language and life skills. Without ease of parking, this class would never be able to run, walking hundreds of meters with a baby (as young as 6weeks who come to this class) would be near impossible for class. Having parking so close means ease of transfer for baby to car and and very short walk to class, not putting further stress on the mothers who are struggling, like I did, mentally when little one attends this class. This also means those with multiple children who attend this class are not struggling with children trying to cross multiple streets and busy roads, putting their children's safety at risk!*

*Keeping this road parking at the hours that are already provided helps many women, like myself, attend classes like JBAOD's, gives them the chance, with ease to get out the house and attend a safe and enjoyable class.*

*I hope you can revise this proposition!*

92. *I am writing to formally appeal the recent decision to increase the parking bays in Eastgate Street to permit holders only Monday-Saturday 8am - 8pm. This change affects the daily lives of businesses in the surrounding area.*

*I have been attending a baby class at 'Jessica Barber Academy of Dance' which has been a vital session to my postnatal recovery. These sessions have really helped me mentally and physically recover from child birth. It is also my opportunity to spend time with other mothers where we share advice and build a sense of community among new parents. Extending permit holders would mean we cannot attend these sessions.*

*Jessica Barber's Academy adds substantial value to the young Bury community by promoting physical health, mental well-being and cultural enrichment. By changing the parking restrictions you are not giving the facility for parents to park and safely escort children to and from lesson.*

*I understand the councils intention to manage parking more effectively, but I believe that the current permit system in place works well for residents and allows businesses to trade. I respectfully request that the council re-evaluate this decision and consider alternative measures to minimize the impact on local independent businesses.*

*Thank you for your attention on this matter and I look forward to hearing from you.*

93. **OBJECTION**

1. *The recommendations to extend Spring Lane and surrounding roads parking restrictions to 8am-8pm around a town primary and upper school is ludicrous. These schools have high traffic needs around 8.30/9 am and 3.30pm and many external activities throughout the afternoon and evening. These bringing in a valuable income to the schools and this could be jeopardised if users are unable to park.*

2. *Also the same restrictions in Zone J around Northgate Street which will affect so many businesses including a dance school.*

*I live in one of these areas and there is no issue with parking with the restrictions as they are. It feels like a money making scheme instead of trying to maintain a community feel to our town.*

*Yet again it will only move the 'issue', if there is one to other areas as I believe no alternative provision for parking has been provided.*

*For the above reasons I strongly OBJECT to the proposed parking restrictions.*

94. *I'm writing to express my deep concern regarding the potential addition of parking permits along Eastgate street in Bury St Edmunds.*

*Myself, along with my niece and nephew, attend the Jessica Barber Academy of Dance with rehearsals spreading across most days of the week. Not being able to use the on street parking will make it almost impossible to attend, as there really is no other option. There is ample parking along that road, and from my experience, it's never full up or difficult to find a space no matter what time of the day or evening.*

*This kind of change will have a huge effect on a wonderful local business that brings joy to so many, so I very much hope this decision will be reconsidered.*

95. *I would like to object to the proposed permit only parking on Eastgate Street in Bury st Edmunds.*

*My daughter and son attend a dance school that is located at the top end of the street near the A14 bridge I drop them off and collect them for dance and drama 5 times a week. I always park on Eastgate street and there is always lots of parking available. If this were to be made resident only then we would not be able to stop and drop the children off, as they are young I have to physically walk them to the door to ensure they are safe, I cannot drop and go.*

*Please can this be considered as it will affect our wonderful dance school so much.*

96. *Please accept this email as my notification to contest the suggested new parking permit conditions.*

*I massively contest the additional times! It works perfectly fine as is. why upset everyone?*

*1) To be abundantly clear. In Zone L there is not currently or ever been a problem with parking.*

*No resident has actually requested these restrictions to be put in place within our zone. We do not suffer with parking problems in any of the times added. It is just an opportunity for the council to charge us for something we already had. In central town they may have asked for a) restrictions and b) additional restrictions but why is Zone L being clumped together with more central Zones? we have a group online and everyone fears for this restriction.*

*2) How will you stop parents from parking to walk their younger children round to the primary school / pre-school and collect them at 3:30pm? Or sit and wait for their older children to go in to / come out of the secondary school. It will cause an awful lot of anger if we are having to pay for our family and friends to visit at any reasonable time of the day or risk a £30+ parking ticket while every weekday term time morning / afternoon our residential roads are made impossible to use for 30 mins at a time. I don't have children, and come home to sometimes find parents parking, but they soon leave within 10 mins and it's no big deal in the grand scheme. If you enforce this ban, parents will simply ignore it. You aren't solving things.*

*3) Yet again the onus is put on busy people to go out and read a three / four page notice stuck on a lamp post to fathom what is being suggested. Or find out and then go back and waste time re-searching. Why haven't we been written to? It's so rude. It's very underhand way to slide things under the radar and get them passed before anyone really notices. Again, no one has asked for this, you are just doing this to say that you*

have notified us of the changes. Most people would be too busy to do this and then it is too late.

4) How do you sit comfortably with the notion that your parking restrictions mean that friends and family are unable to visit their loved ones as easily as they used to? Can you imagine the impact this will have on people's quality of life and wellbeing?

There is a limit to how many parking vouchers we are allowed to purchase. There is also a limit to how many we are able to afford to purchase. On top of that, there are visits from trades people / health visitors etc that may require a parking voucher. There should be no restrictions at all but with the ones currently in place Mon - Sat 9:30am - 3:pm there is a reasonable time of day or all day on a Sunday to see friends and family. But 8am - 8pm means that the opportunity for visits is cut down significantly. We shouldn't have to pay for our friends and family to visit anyway,

I look forward to hearing your response, meanwhile I will be requesting advice on the implications of how this has been carried out.

For transparency I would like to see the survey figures for Zone L please? I do not believe that anyone in this zone has an issue with parking.

97. Please will the council reconsider the Sunday permit parking, making it for permit holders only, from 8am - 8pm every day. It is now as busy on Sundays as Saturdays in the town centre and very difficult for us to return and find a space. Town centre living should be encouraged. (Orchard Street, Zone A).

98. My name is... I have been a Bury St Edmunds resident since 1986 and have lived at my current address (Westbury Avenue) since 1996...

I have seen Suffolk County Council proposals to change parking arrangements across most of Bury St Edmunds and have concerns. The original restrictions were effectively to prevent those working in Bury St Edmunds, but not living here from parking in side streets during office hours and, to that end, it appears to have worked effectively. I see that your proposal is now to extend restrictions in most areas from 08:00 – 20:00 Monday to Saturday. I do not understand why this is necessary or what it is seeking to gain. The proposal does not cover the rationale for what is proposed.

Please may I point out an issue for two local businesses which would be caused if this went ahead in Hospital Road, which is part of Zone M. There are two small businesses in Hospital Road, namely the Dove pub and the West End Fish and Chip Shop. Both these businesses open from 5pm each evening and the period from 5pm – 8pm is their busiest, with much of their trade coming from those driving in and parking. There are concerns expressed that the proposed change could damage both businesses at a time when there are already very significant challenges. Both businesses provide a valuable service to many, including me, and I would be personally disadvantaged if either or both were to close as a result of your proposed changes to parking causing loss of trade making the businesses unviable.

My other concern is that clearly your proposal is being made at a time when local authorities are extremely cash strapped. The cost of simply putting forward this proposal will have been significant. I cannot see that there is any issue with the current arrangements or what is to be gained by making the changes you propose. I sincerely hope you abandon these unnecessary plans.

99. *I am writing to contest the planned changed of parking regulations on Eastgate Street, as I believe it will have a very negative impact on the small businesses in the area. The option of parking for a short amount of time during the day is essential for many who attend rehearsals and lessons at the local dance studio, and other shops and businesses. If this is no longer allowed, patrons will be forced to pay for parking much further away, which could be impossible for some with the cost of living crisis we all face, forcing them to look elsewhere.*

*I frequently use the parking bays along Eastgate Street, for short periods at a time, and there are always spaces available, so I struggle to understand the need for this change. Local residents clearly do not struggle to park their cars during daytime hours. It seems like just another, unjust, attempt to make money in carparks or from parking fines.*

*I do hope you will reconsider these changes and the detrimental effect they will have on the economy in the area.*

100. *I live in Garland Street Bury St Edmunds. Although being pleased with the new timings in the Residents Parking Zones, Sundays could still be a problem. It would be very helpful if residents could use the car parks if necessary on Sundays, if there are no spaces in their parking zones.*

*I would be very grateful if this could be considered.*

101. *I live at... Durbar Terrace, Bury St Edmunds and I would like to oppose the implementation of parking times between 8am and 8pm.*

*While as a household that pays for two permits, the new timings do not give provision for visitors and means that as a household we would have to pay even more if someone comes to visit.*

*I appreciate the impact at the current hours, however this would be more justifiable if the current system is administered correctly. As currently we are impacted by parents picking up at the primary school and means as a permit holder we cannot get parked within a couple of streets of our house as there is nothing done for this people without a permit that are parking outside current parking hours.*

*In addition, this in addition to tickets given when a permit has slipped and even after appeal they are still upheld.*

*The point of the last two comments is that the new parking times does not make a positive impact on the issues we face in the neighbourhood, but penalises further those who live there.*

102. *I object 100% why should I pay to park out side my own house??? This should be automatic!!! Unless you are rich enough to have your own private drive.*

*You should be charging visiter to park like they do in your car Parks why are you making residents pay for the short fall you are loosing out on by people parking for free(pre-permits) our side or near my house in Springfield Avenue, I don't care or mind if there is space then use it.*

*This has never been a problem ever!*

*Now you greedy lot want to make even more money for what??? Where does this millions on extra revenue go??? Not to my community, let alone filling the never ending pot holes in the roads!!! Particularly in the top end of spring lane they are disgraceful.*

*The residents that actually live within these permit zones don't even get to park out side their own homes as others have massive cars and leave huge gaps either side so you xannot park either side of them very offer so this has many flaws.*

*I live right next door to King Edwards v1 school at 3pm parents collecting their children park out side and along side my house with their engines running as they are then seen as not parked, so I get all their exhaust fumes coming directly into my garden and house*

*I have gone up the these people and asked them politely to turn their engines off, as this is ruining my enjoyment of my garden space, most have been very accomadating and turning their engines off but of course the odd few have got nasty, ignoring my request, one even sitting in his car and revving his engine up even more!*

*I have taken down their number plate and complained to king Edward school, and the police this is an ongoing issue and I think will get worse if you impliment 8am-8pm parents will sit with their engines on all up Spring Lane entrance and no doubt Grove Road too.*

*Also when there are other activities at King Edwards, ballet, net ball, football, what ever parents need to be near the school entrances to pick their children up, so they will be sitting their oblivious with their engines on too until I bang on their windows*

*The thought of this gives me great anxiety.*

*The already placed restrictions are bad enough and have caused many residents unnessary stress, limiting their families from visiting them in their own homes*

*I want to to scrap these permits and stop being so greedy and cashing in on everyone you can it is not a privilege to park out or near your own home it is a nessesity!*

103. *Further to my initial email about the proposed parking changes to increase the period of operation for Residents Parking Only to 8am to 8pm (from 9.30am to 3pm) Monday-Saturday, on the following roads near the school:*

<i>Challice Road</i>	<i>Grove Park</i>	<i>Spring Lane</i>
<i>Springfield Road Avenue</i>	<i>Cornfield Road</i>	<i>Grove Road</i>
<i>Springfield Avenue</i>		

*I have now had chance to discuss the situation with various stakeholders in our school and we feel it is necessary to make further representation.*

*Our concern is twofold. Initially about the impact that this change would have on many of our parents who drop off (in the morning) and collect (in the afternoon) their children from the school. The school day is 8.40am-3.15pm and students are in school for 38 weeks of the year. We also have after school clubs that operate from 3.15pm to 4.30pm, the parents of these children generally collect by car and wait for them outside.*

*As our intake of parents are from a wide area and not just restricted to streets around the school. most of these parents have a legitimate reason to complete these journeys, for example their child may have special educational needs, they may be too young to walk a distance (our pupils are only 4 – 11yrs) or have much younger siblings. Additionally, they may live outside of the school's catchment area. Being the only school*

*in Bury St Edmunds without a car park our parents are unable to park on the school site so the local road is the only option.*

*There is an additional concern that the change in timings would cause difficulty for contractors and other companies who attend the school weekly or monthly and do so between 8 – 9.30am. Currently, if they were unable to get into a One Hour Space, they would not require a permit but with these changes they would look to the school to provide one, thus incurring additional costs*

*I would welcome feedback from you about the concerns raised*

104. *The TRO change seems to be a very blunt blanket proposal to deal with a specific issue and, whilst it may improve town centre residential parking, it will have a different effect in the locations away from the historic core. .*

*My local pub, The Dove on Hospital Road, has a busy time from 5pm to 8pm and many people arrive by car. This is the same busy period as the West End Chip Shop on the same road. Both of these businesses - community assets - will be significantly affected by the TRO proposal as people will take their business elsewhere.*

*I suspect that there are several businesses, community hubs, etc, that will find their clientele choosing to go elsewhere.*

*Living in West Road, just outside the residents parking zone, I walk to town through the streets that will be affected. There is no increased problem with parking that would require these changes; however these changes will mean that West Road, Westley Avenue, etc, will see greater pressure on parking as early evening visitors to Queens road, etc, look for derestricted parking locations.*

*Please reconsider the blanket nature of this TRO. Whilst the blanket nature of the changes may be cost saving for the council, the lack of nuance will result in loss of revenue for local business.*

105. *I am emailing to object to the new restrictions being proposed for my road, Cornfield Road. I do not understand why those particular times have been chosen and how they benefit the residents.*

*Whilst I am not a driver I will be affected by these restrictions, as at the moment any one who wishes to visit me can at least park after 3pm.*

*With these new times it will become even more difficult and my visitors will end up not bothering because of the hassle and later time restrictions.*

*As it is, either they have to pay to park and walk down to visit me or I have to use up my parking vouchers for an hour or 2hour visit at the most if they come before 3pm, but at least they can still pop by after 3pm.*

*Again if the time becomes 8pm they will not bother as it makes it too late to visit and it will increase my social isolation.*

*Why can't we have available some short stay vouchers that cover a 2-3hours stay instead of having to use up a voucher for a whole day no matter how short their visit. The vouchers should be available without any limits to how many you can purchase too.*

*So I am against these proposals and feel the restrictions we have at the moment strike the right balance.*

106. *Hello I am writing to you to object against the new permit parking that is potentially going to be put into place along Eastgate Street.*

*I am the owner of... I strongly oppose the implementation of permit parking in front of my salon as it will severely impact my business by reducing customer parking availability. Easy access to parking is crucial for my clients to visit my salon conveniently, and limited parking spaces will deter potential customers, ultimately harming my business growth and success. Not to mention we also have disabled clients who are unable to walk far.*

*Customer satisfaction is paramount to the success of my salon, and limited parking due to permit restrictions could lead to frustration and inconvenience for my clients. This could potentially drive customers away and have a negative impact on the overall experience they have at my salon.*

*The implementation of permit parking could not only impact my salon but also have a ripple effect on neighbouring businesses. Limited parking availability may deter potential customers from visiting various establishments along the street, ultimately hurting the local economy and the vitality of our community.*

*Since there are always spaces available throughout the day, implementing a permit system may not be necessary. The current parking situation seems to adequately meet the needs of customers and businesses on the street without the added restriction of permits.*

*Considering the needs of customers who travel from far distances to visit our businesses, restricting parking with permits could pose a significant inconvenience. It's important to ensure that all customers, including those who travel long distances, have easy access to parking to support the growth and success of our business*

107. *Hello I am writing to you to object against the new permit parking that is potentially going to be put into place along Eastgate Street.*

*I work at the hairdressers No.48 (48 Eastgate street)*

*I strongly oppose the implementation of permit parking in front of the salon as it will severely impact my clientele by reducing customer parking availability. Easy access to parking is crucial for my clients to visit the salon conveniently, and limited parking spaces will deter potential customers, ultimately harming the business growth and success. Not to mention i also have disabled clients who are unable to walk far.*

*If they bring in permit parking, it could mean I end up losing work and money. It might make it tough for me to get to work on time and affect my earnings. It's crucial to consider how this change could impact my financial Stability and my career I've worked 6 years for.*

*Since there are always spaces available throughout the day, implementing a permit system may not be necessary. The current parking situation seems to adequately meet the needs of customers and businesses on the street without the added restriction of permits.*

108. *I have been wandering around your website trying to find the place to comment on these issues and not really found what I was looking for.*

*There is a planning notice on a street sign near my house outlining your proposal to increase the hours when parking would be resident permit only from the current 12:45 - 13:45 to an all day arrangement, 8am to 8pm. The current restrictions work well; the hour in the middle of the day stops people leaving their cars all day while they go to work in town. Under the new arrangements the parking spaces will be empty all day, because not many residents leave their cars there.*

*On the other hand, illegal parking on single and double yellow lines around the turning circle, on verges and on the turning circle itself is rife and there is no enforcement to prevent it. There are regularly 25 - 30 cars parked up there all day. I have complained about this before and nothing is done. This situation will only get worse if permit parking is going to be extended, and enforced.*

*No one is requesting a change to the permit hours up here. The situation may be different in the town centre. And repeated calls for parking enforcement other than in the permit controlled spaces have fallen on deaf ears. A few years ago when Havebury staff were up here for an estate visit, I spoke to them and someone from the council and the police came along and I was told there was 'a plan' to deal with the problem. Whatever the plan was, it hasn't been implemented. People treat the place like a free car park and drop litter everywhere. The grass has been destroyed, the turning circle is an eyesore. If you tarmaced over it and installed marked spaces and a pay machine it would probably solve the problem at a stroke.*

*I am writing this more in hope than expectation that something will be done, but one has to try.*

109. ***I object to the proposed variation to the parking restrictions in Eastgate Street.***

*There are many businesses along the street who rely on customers being able to park near or outside their premises for short periods of time so making them have to park in Ram Meadow (being the nearest public parking) would be wholly inconvenient for a 2 minute pop into the newsagents for a paper, Icarus to browse their items/have a treatment, or No48 for a haircut.*

*My daughter attends the dance school based at Steering Wheel Garage off Eastgate Street two evenings a week. There is no parking at the studio itself so parents have to park in Eastgate Street to drop off & collect their children. Having to pay to park in Ram Meadow for a 5 min drop off & again for a 5 min pick up is unacceptable & will have a huge impact on the Dance School as many parents will not want the extra expense, inconvenience or additional time to walk to the studio to/from the car park. There are always plenty of parking spaces available in Eastgate Street in the evenings so keeping the current lunchtime (12.45 - 1.45) no parking*

110. *I should like to register my strong objection to the proposed changes to the hours of operation of the residents parking zone L in Bury St Edmunds. I am a parent of children who have attended the schools within this parking zone for 12 years (where my wife has also been Chair of the PTA and a volunteer reader); and as a resident of a nearby street that will be affected by the changes.*

*When the current hours of operation for Zone L were put in place, I responded to the consultation to outline the unique situation on Grove Road and the need for parents to drop off and pick up their children from school and not be restricted by the RPZ. This was acknowledged in the response I received to my submission. I am therefore perplexed as how this recognition is now being ignored in the new proposals.*

*I should also like to request sight of the Equality Impact Assessment for the above changes.*

*The proposed changes are unacceptable and have unintended consequences from the point of view of:*

- 1. Undermining active travel*
- 2. Risks to pedestrian and vehicle safety*
- 3. Posing threats to the wider educational and community offer of two schools*

#### ***1. Undermining active travel***

*My children have attended St Edmundsbury CEVA Primary School and King Edwards VI CEVC School on Grove Road for the last 12 years. Aside from educational considerations, a large part of choosing these schools was that they were local and therefore that our children walk to them. However, as our children play the trombone and the cello, which are impossible to carry for more than a few hundred metres, we have to take them to school once or twice a week in the car for lessons and orchestra practice. Had the proposed restrictions been in place when we were choosing schools, we would have been forced to choose a school where we could take them in the car: but this would have been a school we had to drive every day, thereby increasing car journeys and undermining active travel. While there are some one-hour waiting bays on Grove Road suitable for dropping off, having been to the school for 12 years, we can confirm from long term first hand experience that they are nowhere near sufficient for the number of students at the schools.*

#### ***2. Risks to pedestrian and vehicle safety***

*The situation at drop off and pick up time on Grove Road is already fraught and potentially dangerous, as hundreds of vehicles try to access the two schools. While some of these families could walk to school, many are obliged to come by car, because the Schools Organisation Review in West Suffolk forced families living on the outskirts of Bury or the nearby villages to choose King Edwards School, as the options of a three-tier system or a Catholic school were not appropriate.*

*This already fraught situation will become worse if cars are not allowed to park in the residents bays, as people will be trying to access the one-hour bays or parking dangerously to drop off quickly. While it could be argued that parents could drop off further away, this would entail a 15 minute walk which is unmanageable for the many working families who need to combine the school run with a commute to work.*

*As residents of West Road in Bury St Edmunds (the first road to the west of the town without parking restrictions), we are also extremely concerned about the impacts on safety that the inevitable displacement of car parking will entail. We have lived at our*

*property for 12 years, and have observed how the safety of the road has deteriorated over that time due to the number of vehicles parked on both sides (with no passing places) and the problems with visibility for pedestrians and drivers. There are frequent angry confrontations, where drivers get out of their vehicles to argue with one another because they disagree about who should have gone first (whether the driver at the junction of York Road or the driver at the junction of Westbury Avenue). By preventing cars from parking in Zone L after 3pm, this will further increase the cars parking on West Road, thereby exacerbating the existing problems on the road by decreasing visibility and removing any passing places. While we would welcome a residents parking zone on West Road to address this problem, that is not a mitigation suggested by the consultation.*

### **3. Posing threats to the wider educational and community offer of two schools**

*St Edmundsbury and King Edwards Schools play a crucial role in the school and wider community through activities run outside of the school day. For example, my wife was Chair of the PTA and a volunteer reader at the school (from 9am to 9.30am), roles which she would have been unable to fulfil had the proposed hours been in force as she would not have been able to combine these with her working day if she had not been able to park at the school for events outside the school day. Similarly, we would not be able to park in Grove Road to attend evening concerts at the schools – again problematic when our children have heavy instruments to bring home. Further, the schools hire out rooms for community use in the evenings, but these groups would need to reconsider if parking is not available.*

*In conclusion, we are concerned that the real-world impacts on active travel, education and family life have been overlooked in these proposals, without a clear justification from residents, given the lack of problems with parking that they report. While Grove Road is in a residential area, it is not a typical residential street, with hundreds of students needing to access the two schools. We are concerned that the unintended consequences – for example, reducing active travel and reducing the wider benefits of the schools in the community – have not been adequately considered, and would urge Suffolk County Council to retain the current hours of operation of the Zone L RPZ. Finally, as I have not been able to attend in person to view the documents during the hours offered due to work and child commitments in the time since the School alerted parents to the proposed changes, I should be grateful for an electronic copy of the Equality Impact Assessment.*

111. *This email isn't just an objection, it is a plea. In short, the new proposed permitting on Eastgate Street and surrounding roads in the Bury St Edmunds is going to completely and utterly ruin my business. The exceptional impact it is going to have on my small business is so significant, I fear we will have to close.*

*I run a dance school above the Aptec Garage on Eastgate Street. We offer classes from babes in arms to adults. There are classes for everyone and the hub, family and support system we have created is next to none. We support new parents and grandparents who are looking after Grandchildren, we provide sensory and developmental classes for babies and teach all to sign. Our Tini classes allow parents to have a rest, recharge and a chat whilst their little people learn fundamental life skills. Our dance classes provide each and every student with skills, not only in the dance class but to use in every day life. They build lifelong friendships, escape from the difficulties of school or home life, they are part of a family, a dance family. Our Adult classes allow people to reignite their childhood classes, learn a new skill, have time for them...*

*After Covid, just like all small businesses, I was at rock bottom... we had taken quite the hit after years of building. The opportunity to take on a studio and rebuild came about and I took the leap. I have poured every bit of money, love and hard work that I possibly can into our studios and whilst there have been some bumps along the way, we have succeeded in making a beautiful space for all that attend. My school takes continuous nurturing and work but it is a space that I am extremely proud of, a space that many, many children call home.*

*Our studios provide a safe, loving, caring and nurturing environment with many of our students coming to classes 5/6 days a week. They are part of the JBAoD family and every dancer is included in that bubble. The friendships that have been built are for a lifetime and I fear the impact it's going to have on my beautiful students should we close/parents choose to leave.*

*We don't have access to any parking spaces near the studio, however, that has never been a problem. Eastgate street itself is never, ever full, there is never an issue trying to find a parking space and none of the parents/students that attend have ever had any difficulties. We have spoken to many of the businesses on Eastgate Street and many residents... all who are against the new proposal. Please, please consider the impact this is going to have on us all.*

*I am extremely concerned about the welfare and safety of students that will have to walk even further. It is not feasible for young families, mums and babies etc to park 5/10 minutes away and walk. It's going to be extremely difficult in the winter months, the rain and dark. Please consider the safety of these students who are taking time to come to class and learn and the parents who desperately need support, a rest and help.*

*Please, please keep us updated about the progress. I have recently heard there was an objection meeting a little while ago at the Library that had very little objections. I can safely say had we have known about it, had any of the businesses on Eastgate Street known about it, we would have been there in the masses. Unfortunately nobody was informed.*

*Thank you for taking the time to read this email, it comes from a very concerned and deeply worried place. I don't have the ability to change my studio, so looking for new premises is not an option. This is not just my business, its my livelihood, the livelihoods of my other teachers, it is 15 years of hard, hard work and a lifetime of training... it is my everything.*

112. *With reference to the proposed parking amendments with Zone H, I would like to request that a space be included on the resident's scheme.*

*Immediately outside of our home at... Victoria Street, there is an undesignated space and cars/vans are able to park on the space, without any voucher or permit. Our property used to have a garage attached and a white line was on the road to discourage parking in front of the garage. The garage ceased to exist many years ago (it is now part of the interior of our house) and the white line is therefore redundant and has almost worn away.*

*Since there is no longer any need for access to the garage, can we request that the space is included in the permissible resident's parking, instead of a free-for-all. This is especially relevant now that over 30 houses and flats are about to be built just few doors away.*

113. *With reference to the parking amendments proposed for Zone H. Could I please implore you to include a space in the resident's scheme.*

*Outside of our home there is an undesignated space and anyone can park on the space, without voucher, permit or penalty. Our property used to have a garage and a white line existed solely to prevent parking in front of the garage. The garage is no longer there, and hasn't been for many years and the white line is now redundant and indistinct. Since there is no longer a garage, the space should be included in the permissible resident's parking zone.*

*This is crucial as competition for parking spaces is so fierce, especially as more homes are being proposed nearby, which will undoubtedly create more demand, without sufficient additional supply.*

114. *I would like to express my objection to the proposals to introduce permit parking to Eastgate Street, Bury St Edmunds from 8am to 8pm.*

*My three year old daughter is a member of the Jessica Barber Academy of Dance. We have always been asked by the dance school not to park in the spaces owned by other local businesses, and to my knowledge this is observed by all.*

*When I take my daughter to dance class, I use the parking bays on Eastgate Street, and this is a solution that works well. There are always spaces when we attend on Monday mornings between 9.30 and 10.15.*

*Removing this option would mean we would no longer be able to come to dance classes at JBAoD. We wouldn't be able to park near to the school, and we live too far from the school to walk there.*

*I would urge the council to remember the importance of small business like JBAoD and reconsider the proposals to alter the Eastgate Street parking arrangements.*

115. *I would like to express my objection to the proposals to introduce permit parking to Eastgate Street from 8am - 8pm.*

*I am a teacher and friend of the Jessica Barber Academy of Dance (JBAoD).*

*We have quite rightly asked parents to ensure that they do not park in spaces that are owned by other local business and this request is observed. To drop off and collect their children, parents/grandparents/guardians will use the parking bays on either side of Eastgate street and at present this is a solution that works well and spaces are generally plentiful.*

*Removing this option could have a catastrophic effect on the dance school for the following reasons;*

*- parents will no longer be able to park in close proximity to JBAoD and will struggle to find an alternative option, which will almost certainly cause frustration to parents and may lead to them seeking a different dance school.*

*- some parents in their desperation to drop their children at JBAoD may choose to park in the spaces owned by other local businesses and cause criticism and negative feedback to be aimed at JBAoD, thus tarnishing the reputation of the dance studio.*

*- JBAoD would again be affected by negative publicity via word of mouth and despite the excellent variety of dance classes and provision of lessons, parents first comment will likely be 'great school, but you can't park, so drop off is a nightmare'. On hearing this, potential customers will likely select an alternative dance school.*

*I believe it is important that the council remembers that small businesses are essential to ensure that a town flourishes. In addition, I know that West Suffolk council has run initiatives actively supporting small businesses and startups, but yet restrictive measures such as removing parking options seems to contradict this.*

*JBAoD is a small business that has been built up from just a handful of students to a thriving dance studio that produces an annual show and enters numerous students into local festivals. The impact of dance on these young peoples lives is huge. They are taught dance skills in a safe and secure environment which promotes fitness, self esteem, team working, social skills, and so much more. I imagine all parents at JBAoD would agree that dance enhances their child's life.*

*Therefore, imposing parking restrictions on Eastgate Street would present 2 very real risks...*

*1. Commercially this could significantly affect a small business that has built itself up through both the quality of their provision and a growing reputation in the local area.*

*2. Ethically this has real potential to derail a lot of young peoples enjoyment and connection with dance. In a world where technology is far too prevalent and young people are criticised for being obsessed with technology, is it right to impose restrictions on JBAoD when the dance studio promotes exercise and learning away from screens?*

*I would urge you to reconsider the proposals.*

116. *I would like to express my objection to the proposals to introduce permit parking to Eastgate Street from 8am - 8pm.*

*Received from various parents whose child/children are members, or from members themselves, of the Jessica Barber Academy of Dance (JBAoD).*

*We have quite rightly been asked by the dance school to ensure that we do not park in spaces that are owned by other local business and to my knowledge this request is observed. To drop off and collect their children, parents/grandparents/guardians will use the parking bays on either side of Eastgate street and at present this is a solution that works well and spaces are generally plentiful.*

*Removing this option could have a catastrophic effect on the dance school for the following reasons;*

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*I believe it is important that the council remembers that small businesses are essential to ensure that a town flourishes. In addition, I know that West Suffolk council has run initiatives actively supporting small businesses and startups, but yet restrictive measures such as removing parking options seems to contradict this.*

*JBAoD is a small business that has been built up from just a handful of students to a thriving dance studio that produces an annual show and enters numerous students into local festivals. The impact of dance on these young peoples lives is huge. They are taught dance skills in a safe and secure environment which promotes fitness, self esteem, team working, social skills, and so much more. I imagine all parents at JBAoD would agree that dance enhances their child's life.*

*Therefore, imposing parking restrictions on Eastgate Street would present 2 very real risks...*

*1. Commercially this could significantly affect a small business that has built itself up through both the quality of their provision and a growing reputation in the local area.*

*2. Ethically this has real potential to derail a lot of young peoples enjoyment and connection with dance. In a world where technology is far too prevalent and young people are criticised for being obsessed with technology, is it right to impose restrictions on JBAoD when the dance studio promotes exercise and learning away from screens?*

*I would urge you to reconsider the proposals and please can you keep me informed with how this process develops.*

**(The above objection was received from 11 different people objecting to the TRO)**

117. *I would like to express my objection to the proposals to introduce permit parking to Eastgate Street from 8am - 8pm.*

*My daughter attends the Jessica Barber School of Dance on Saturday mornings, 10:30-11:30am. In order for me to safely drop her off at/pick her up from her dance class (she is only 5 years old), I need to be able to park, and if these zoning changes are introduced, I'm not sure how I would be able to do so. I can't imagine how the dance school will be able to continue to operate if these parking restrictions are introduced.*

*I also wonder why these changes are necessary. Whenever I take my daughter to dancing, I have no problems finding a parking spot, which suggests that residents on Eastgate Street have ample parking with the current restrictions in place. We often interact with some of the residents on the street as they are leaving their properties and we are getting out of the car, and they are very friendly and enjoy saying hello to my daughter - I never sense any animosity for parking outside their houses.*

*Perhaps a compromise could be reached that would be agreeable to all stakeholders, for example a 1-hour parking limit for non-permit holders between certain hours? At the very least, I think it is imperative there is a 15-minute parking limit to allow for pick-up/drop off at the dance school.*

*Thank you for taking these concerns into consideration.*

118. *I would like to express my objection to the proposals to introduce permit parking to Eastgate Street from 8am - 8pm.*

*I am an employee of the Jessica Barber Academy of Dance (JBAoD) and know what a value it is to the community.*

*I whole heartedly agree with the following email from a parent and hope you consider all the following points.*

*We have quite rightly been asked by the dance school to ensure that we do not park in spaces that are owned by other local business and to my knowledge this request is observed. To drop off and collect their children, parents/grandparents/guardians will use the parking bays on either side of Eastgate street and at present this is a solution that works well and spaces are generally plentiful.*

*Removing this option could have a catastrophic effect on the dance school for the following reasons;*

*- parents will no longer be able to park in close proximity to JBAoD and will struggle to find an alternative option, which will almost certainly cause frustration to parents and may lead to them seeking a different dance school.*

*- some parents in their desperation to drop their children at JBAoD may choose to park in the spaces owned by other local businesses and cause criticism and negative feedback to be aimed at JBAoD, thus tarnishing the reputation of the dance studio.*

*- JBAoD would again be affected by negative publicity via word of mouth and despite the excellent variety of dance classes and provision of lessons, parents first comment will likely be 'great school, but you can't park, so drop off is a nightmare'. On hearing this, potential customers will likely select an alternative dance school.*

*I believe it is important that the council remembers that small businesses are essential to ensure that a town flourishes. In addition, I know that West Suffolk council has run*

*initiatives actively supporting small businesses and startups, but yet restrictive measures such as removing parking options seems to contradict this.*

*JBAoD is a small business that has been built up from just a handful of students to a thriving dance studio that produces an annual show and enters numerous students into local festivals. The impact of dance on these young peoples lives is huge. They are taught dance skills in a safe and secure environment which promotes fitness, self esteem, team working, social skills, and so much more. I imagine all parents at JBAoD would agree that dance enhances their child's life.*

*Therefore, imposing parking restrictions on Eastgate Street would present 2 very real risks... 1. Commercially this could significantly affect a small business that has built itself up through both the quality of their provision and a growing reputation in the local area.*

*2. Ethically this has real potential to derail a lot of young peoples enjoyment and connection with dance. In a world where technology is far too prevalent and young people are criticised for being obsessed with technology, is it right to impose restrictions on JBAoD when the dance studio promotes exercise and learning away from screens?*

*I would urge you to reconsider the proposals and please can you keep me informed with how this process develops.*

119. Permit parking hours Zone H.

*The proposed changes re the above have recently been brought to my attention. I would have not been aware of these had I not been informed by a neighbour. Random signs on lamposts would go unnoticed by many. This is, in my opinion, an underhand way of discouraging objections - especially from many older members of the community who might be most affected. I am not sure what the purpose is and would like to be officially notified. Who gains from this?*

*A pensioner myself, I gave up my car last year. Parking during the evenings was quite difficult at one time, but this problem seems to have abated. However, I now find myself expecting to have to pay for my evening visitors to park in the street. This will include my family.*

*In an increasingly ageist society it would be helpful if in this instance - should the scheme go ahead, additional help is given to pensioners, especially as you no longer allow permits for residents without cars.*

120. In regard to the proposed changes to residents parking in Bury St Edmunds.

*I am particularly concerned about the suggested changes on Eastgate Street. There are a number of small businesses on Eastgate Street that rely on customers being able to park. As far as I am aware these businesses have no parking spaces of their own.*

*These businesses include the general store, the hairdresser and the Jessica Barber Academy of Dance. Any further parking restrictions would have a devastating effect on the ability of these businesses to operate & remain financially viable.*

121. *I would like to object to the new parking restriction times for zone L, Grove Park.*

*Since the current restrictions 9am to 3 pm have been implemented, it has reduced the cars parked in Grove Park, which was mainly West Suffolk College students and never really an issue, always loads of available spaces. These current times allow for parents to park in Grove Park and walk their children to and from St Edmundsbury primary school, and also drop off and collect children from King Edward's Upper School. This reduces congestion in Grove Road, which is much needed. Grove Road struggles with the amount of cars at the morning and afternoon start and end of the school day. But what school doesn't twice a day, it's only busy for about 20 minutes in the morning and afternoon. As a parent I am very concerned for the students at both schools, as I often see near misses and have witnessed several accidents involving children being hit by vehicles and vehicles being hit, only in the last month a teachers car was drove into at school collection time. How are parents supposed to take their children to school and park legally, if the proposed new 8am to 8 pm restrictions go ahead? Parents will not want to risk getting a fine, so more cars outside the schools in Grove Road just dropping/collecting. More cars would be more dangerous for the children.*

*In the evening there are always available parking spaces in Grove Park and Grove Road. The current times allow friends and family to visit after 3pm and on Sundays and not need a day pass. As the day passes are limited this will reduce the amount of visits we can have, which would make me feel very isolated, being a single parent I rely on family and friends support regularly.*

*If the proposed new times 8 am to 8pm are to enable/free up more parking spaces in the bays, why have a couple of my neighbours been refused driveway applications?*

*I think the current 9 to 3 pm parking restrictions are pointless and has a negative impact because we have to arrange visitors to come after 3pm or Sundays. The proposed new restrictions would be horrendous. It would have a detrimental impact on mental health isolating the residents in Grove Park*

122. *I am emailing to raise a formal objection to the proposals to amend the residents parking arrangements in zone L, Bury St Edmunds. My objections come as a parent who has a child at the primary school in Grove road. Currently, the permit parking is in force during school hours, meaning that parents are able to park near to the school at both morning and afternoon pick up times. The planned changes will mean that parents will not be able to park anywhere near the school in order to drop off and/or collect their child, which will be hugely problematic to the school community – around 200 – 250 children come to the school every day and a great deal of them are not within walking distance. Additionally, there are no alternative public streets within a good 15 – 20 minute walk of the school where parents can park without falling foul of 8 – 6 parking restrictions so if the planned changes take effect, it will be an enormous problem including the possibility of some parents taking their children out of the school to find an alternative setting.*

*I imagine you will have received a lot of objections that are similar to mine, I would be grateful if this one can be added*

123. *I am emailing to express our objection and concerns to the proposed changes to extending the permit only parking times on eastgate street bse.*

*Our 10 yr old daughter attends the Jessica barber academy of dance where she has been attending for the past 4years. This is a small locally developed and run business supported by numerous parents who also give up their time to ensure our children have an opportunity to dance and perform but more importantly to develop skills in a safe supportive environment. For us as busy working parents with 3 children who all attend various after school activities the logistics of getting \_\_\_ to her dance session 2 or 3 times a week is already a challenge but we do it because it's important to her - we have shared the proposed changes with her and have explained that she may have to give up dance as logistically it would not be possible to continue taking her if parking is not available at the studio or close by. We have ALWAYS respected the parking needs of the other businesses and residents nearby eg the vets, garage and Icarus tanning shop. For our daughter the concept of no longer going to dance is causing her worry and upset. I am sure that this situation is playing on the minds of not only Jessica barber and her team but also the many other families like us who support the studio and see the positive benefits it provides our children. I fear this decision has not been borne out of consideration of the local businesses, nor of consideration for the many youngsters whose lives this decision will ultimately affect but has most likely has come from an idea that further revenue could be gained from the sale of permits or the implementation of parking fines*

*We have considered our own options - \_\_\_is far too young g to make her own way to dance and there are also a safety consideration as I would not feel happy to pull in and drop my daughter off as the garage business adjoining jbaod is busy with traffic coming and going during the day and early evening.*

*As a resident of Bury St Edmund's I am disappointed in the short sighted approach and perceived lack of consideration to the small businesses and our children's needs.*

124. *I live with my wife at... Orchard Street... in Zone A.*

*We welcome the extended parking hours that are being proposed.*

*In additional can I please make a request that the parking restrictions are also extended to include Sundays. Non-resident parking on Sundays is a significant problem, especially when local car parks do not seem to be full.*

*We, and other local residents, are reluctant to go out in our cars on Saturday evenings or any time on Sundays for fear of not being able to find a parking space on our return.*

125. *I would like to object the new purposal of times for permit holders. My mother lives on spring Lane and having the times changed to 8pm would leave me unable to visit unless I pay for tickets to park which I would not be able to afford due to cost of living. I visit my mother multiple time a week as she watches my daughter.*

126. *We are very disappointed about the proposed parking restrictions. The Jessica Barber Dance Academy provides excellent tuition for youngsters and our grandchildren have blossomed in confidence and ability. If the Dance studio is forced to move to a less convenient location we fear that many parents/grandparents etc may not be able to take their children there. We urge you to reconsider this proposal.*

127. *I am a resident at... Crown Street and have a residential parking permit for Zone F. Although I could have chosen a Zone D permit instead, Zone F zones such as Maynewater Lane, Honey Hill & Sparhawk Street are much closer to my house than those of Zone D.*

*I would like to firstly state I wholeheartedly agree with the decision to change the residents permit spaces from 8am-8pm. I think this will vastly help with the issue of finding a space after work in the evenings (6pm onwards) especially on a Friday night when the theatre is on. And rather than making use of the Greene King car park, many people park in the residential bays. Several times I have had to park down the very end of Southgate Street towards the roundabout on a Friday evening after collecting my 2 year old son after work and have had to carry him all that way home as well as bags. Or had to park on a limited waiting space outside of restricted hours and move the car early the following morning.*

*However what I do disagree with is the decision to put the limited waiting bays on Crown Street and Westgate Street into Zone D. To be clear I agree with the decision to make them into residential Zones to help with the current lack in spaces for amount of permits given each year. However I believe these two Zones should be for Zone F rather than Zone D. Firstly, locality wise they are closer to other Zone F spaces and form a square or Zone F spaces surrounding the majority of the houses that have Zone F permits. All of my neighbours on our side of Crown Street (where the waiting bay is) have Zone F permits not Zone D. In addition our neighbours near the theatre on Westgate Street and the top end of Maynewater Lane are also Zone F. I understand that residents on the other end of Westgate Street going towards the Rose & Crown and St Edmunds School are Zone D, but those houses are opposite or adjacent the Zone D spaces on that side of the road.*

*At the very least the Crown Street Spaces should be Zone F as my neighbours from... all have Zone F permits and our houses are the closest to that parking bay. It seems silly for someone several hundreds of meters away at 50 Crown Street for example, to have to park so far away from their house under Zone D permits. And then residents at... Crown Street who are next to a Zone D parking bay have to park hundreds of meters away at the opposite end of Southgate Street under a Zone F permit.*

128. *I am writing to voice my concerns over the proposed parking changes due to be brought into the residential parking permit scheme. I live in zone L on Grove Road. Whilst I can see that a number of the changes may be needed in some of the other zones, closer to the town centre, I am opposed to changes effecting zone L.*

*1. We do not have an issue with parking in the evenings. The current hours of permit parking work well. They fit in with the school hours, allowing parents to park, and residents can always find a place to park outside their homes in the evenings.*

*2. Zone L is already set up differently to other residential zones by having different hours and by allowing school staff to have permits. A blanket approach to all zones does not serve the residents well. In the modern world, the council would do well to remain with a dynamic model that suits each zone best. In some cases this is already happening - for example, some of the town centre zones being able to use the public car parks - I fully support this alteration the suit the needs of these residents. I would ask that the same flexibility in meeting zone L's needs is also applied.*

3. The proposed changes will stop residents from easily having guests in the evenings. I did not see any reference on the paperwork regarding changes to any alterations in terms of residents parking vouchers. Is there a suggested reduced cost? Or a change in the number of vouchers that residents can purchase? I believe that both of these would be needed if you were to go ahead with the proposed changes in zone L. Residents are already charged a significant amount of money to purchase permits and the additional cost each time someone comes over for a BBQ or for dinner without any benefits to the changes of rules seems deeply unfair.

In all, I cannot see that the proposed changes would have any positive impact on residents in zone L but would have ongoing negative impacts. I hope that this is taken into consideration before any action is taken with regard to changes.

129. I OBJECT TO ZONE D RESIDENTS PARKING, BURY ST EDMUNDS application for the following reasons:

This road is a accident waiting to happen. My son attends the SEND unit (The Nest) on friers lane and I have seen MANY near misses down that road.

When the planning permission was set for the unit to be built, it was stated that double yellow lines would be placed down friers lane. It's one of the only roads within walking distance of the town to NOT have double yellow lines.

Having residential parking down friers lane as well as at the top of the road, will cause more of a hazard when going up/down and in/out of the road.

Last year a child was having a seizure in a taxi outside of the SEND unit gates and the ambulance struggled to get to the child quickly. Stuff were running around trying to get cars/taxis to move out of the road to allow the ambulance to get through. It's a complete nightmare and had there not been parked cars down that road, the ambulance could have gone straight to the child in need.

Unfortunately, due to my child's needs, I can not simply park somewhere else and walk him down, as my son is a danger to himself and is completely unaware of his surroundings. We have to drive to the gate to get him into school safely. My son holds a blue badge for this reason. I know this to be the case with many children at the unit.

There are constant arguments between drivers along friers lane, and many occasions I've seen cars nearly knock pedestrians whilst attempting to turn their vehicles.

Please look further into this plan and consider double yellow lines.

130. I have seen the notices around the town regarding the changes to parking on the streets in Bury. I wondered if you could clarify something for me please?

The notice lays out which areas and roads are changing, but under Zone D I cannot see any mention of Hatter Street. Does this mean that the parking restrictions are not changing in Hatter Street or has this been missed off?

I currently attend a small business networking group in town which meets in a café in town from 7.15am until 8.30-9.00am and we currently make use of the parking charges not starting until 9am. Clarification of how this is going to affect Hatter Street will therefore be very much appreciated.

I look forward to hearing from you.

131. *Changing parking restrictions to 8am to 8 pm Mon - sat is not suitable for our residential area . How will school drop off work with young children needing walking safely into school grounds in a very busy street if parents cannot park anywhere ? How will they be collected safely and where will parents park to enable children's safety ? Where will parents park for open events , parents evenings and school meetings during the end of school days ?*

*How can residents have visitors when many of us do not have off road parking ? We look forward to welcoming our families and friends visiting after 3 pm when there are no parking restrictions. This makes elderly residents vulnerable to loneliness . What about the residents that rely on carers ? Who will monitor these parking changes and at what cost ? To enforce those restrictions will be costly , which no doubt will come from us residents being forced to buy further permits and visitors passes . What about the families that have more than one car for work purposes ? I fully expect these restriction changes to cause chaos in our surrounding area as 8 am to 8 pm is simply far too long and not a reasonable expectation.*

*I would be very interested to hear other responses from residents on this matter . Perhaps a meeting would be suitable ?*

132. *I understand that you are finally extending the residents parking hours in Zone A from 8am to 8pm ( good news) but still not including Sundays.*

*I would contest that Sundays are family days when most people are at home and therefore the residents parking hours should cover Sundays too or the option of parking in the car parks free of charge. If you come back late on Saturday night there is nowhere to park for Sunday. If people are coming into the town for shopping and pubs etc on Sundays then there are parking areas close by and they shouldn't need to use our Residents Parking areas , rather than pay for parking. Of course car parking charges are another issue for cash strapped councils which I won't go into here.*

*Please consider extending the residents parking to Sundays ( 8-8) , especially Zone A as its the closest to the town centre.*

*I look forward to hearing back from you.*

133. *I am emailing to express my objection to the proposed permit parking scheme on Eastgate Street.*

*My daughter is a member of a dance group that meets along this road (The Jessica Barber school of dance) and there are a number of other businesses that benefit from customers being able to park conveniently. There are always plenty of spaces in the parking bays and it has never seemed to be an issue. The spaces bring more people to the East end of the town. Without those spaces it will be very difficult to continue attending the dance school and I would imagine other businesses will also suffer. I bring my daughter to the dance school from Honington village so walking or public transport is not an option. Bury st Edmunds is a wonderful place due in sort to the wide variety of businesses - I feel strongly that the council should be supporting and not inhibiting businesses.*

*Please do reconsider.*

134. *As owner of a business in Parking Zone M, I attach my objection to the current proposal on residential parking*

*There is a four page document*

*and a single photo of Mill Road South taken yesterday;*

*Please confirm receipt ;*



*The owners of*  
**THE DOVE PUBLIC HOUSE**  
*Hospital Road*  
*Bury St Edmunds*  
*IP33 3JU*

*Documents relating to their objection*  
*to the changes in timings ( and other matters ) of the restrictions to*  
*Parking in Residents Parking Bays*  
*during the hours of 8am to 9 am and 5pm to 8pm*  
*Mondays to Saturdays;*

*Proposed Traffic Regulation Order*  
*Various Roads. Bury St Edmunds*

**OBJECTION**

**Are we being paranoid ?**

OR

*does Suffolk County Council want to see the end of a business that served the local community and dates back to 1836 ?*

*Read on and consider.*

*We have operated this pub for coming upto 15years;*

*In the last ten years – Suffolk Highways have*

*1; surrounded and extended double and single yellow lines to both roads to which The Dove fronts onto; ie Hospital Road and Mill Road South.*

*and in addition Suffolk Highways along with the former Borough commenced in 2012 on the formation of Residents Parking Zone “M”*

*Fact : current timings were set at 9am to 5pm;*

*The Dove opens at 5:00pm on Mondays through to Friday and 6:00pm on Saturdays;*

*The Dove is a traditional community award winning pub – with a good / busy weekday , early evening trade generally spanning from 5pm until approx 8:00pm;*

*Customers drive in the knowledge there is a 2hr parking bay (end time 5pm) and the pub car park ( of 10 spaces ) and an average of 6+ unused residents spaces mainly located at the side of the pub;*

*It should be noted that Mill Road S is the western edge of Zone M.*

*Also Hospital Road and Mill Road S are both NO THROUGH ROADS;*

Killing off The Dove early evening trade ;

*A good percentage (well over half) of the daily takings happens between 5 & 8pm. Not easy to maintain that figure if parking restrictions are extended.*

*COVID lockdowns did an horrendous damage to many businesses, and the hospitality trade , partially pubs lost 25%+ of trade which has never returned. (this fact comes from ONS.gov )*

*The loss of these unused spaces in the early evening could bring an additional 20 customers. The worrying fact of the permanent loss of spaces is the potential visitors just won't bother drive to the pub ( or any pub )*

So our consideration is :- *knowing that these spaces are not being used, we have logged the number of gaps on odd and varying time / evenings – even as we close-up at 11:30pm. taken photos;*

*PLEASE Free up and retain the existing timings to those located in the southern lower quarter of Mill Road. Let the locals who live a car travel distance away have access to them;*

*Businesses located in the town, have restrictions mainly a protection of a “single yellow line “ – BUT that ends at 6pm – is that fair ?*

2. *Other matters that ought to be aired!*

*On 4<sup>th</sup> Sept 2017, Petticoat Lane – a busy road that connects Horringer Rd (the A 143) to Hospital Road was closed for road works at the Spread Eagle junction;*

*It didn't reopen until lunchtime on Tuesday 6<sup>th</sup> February 2018; 155 days ;*

*Suffolk Highways admitted they didn't know The Dove existed, though letters were delivered to residents, SCC were happy to maintain throughout the vehicular access into our competitor's pub – The Spread Eagle.*

*3 The UK is currently in a period of PURDAH and I can understand that is why I'm not receiving help from SCC Elected Members ;*

*4 EXTRACT from Para 20 of the Order made below during formation of Zone M;*

*SUFFOLK COUNTY COUNCIL (VARIOUS ROADS, BURY ST EDMUNDS)  
(PROHIBITION AND RESTRICTION OF WAITING, PERMIT PARKING ZONE 'M' AND  
REVOCATION) ORDER 201-*

*Issue of Parking Permits and Associated Charges*

*20. (2)The owner or manager of any business in a qualifying premises located in any road specified in Schedule 2 who can show the business relies upon available on-street parking for use by its customers in order to operate the business may apply to the Borough Council for the issue of up to four business parking permits for use by its customers.*

*If I read the current Notice correctly – no more Business Permits*

*5*

*The Dove Pub in the last 15 years since my team and I have run it has ;-*

*Won many CAMRA awards for Best Pub – which includes twice being Regional Pub of the Year for the whole of East Anglia;*

*This year ( 2024 ) it currently holds West Suffolk Pub of the Year and Town Pub of the Year. Too many pubs have closed recently – The Dove is unique in many ways – most of all ensuring Suffolk People can continue to visit a real proper PUB !*

135. *I am aware that permit parking zones in Bury St Edmunds are proposed to change to be between the times of 8 til 8, I wish to strongly oppose these changes specifically regarding Grove Road.*

*I understand that some of the streets closer to the town centre with a higher usage may benefit from these changes, however, for Grove Road this will have the opposite effect and only serve to cause problems where there are currently none.*

*These changes are totally unsuitable for Grove Road as there is no current problem with parking in our road that would require such heavy restrictions!*

*This road is very quiet outside school hours and these proposed changes will only serve to create problems that will impact on our residents negatively both financially and in terms of wellbeing.*

*There are many residents (many elderly) who rely on being able to have visitors such as family and friends/carers after the current time of 3pm which works very well, however having to wait until 8pm is unreasonable and unrealistic. It will mean that people become more lonely and socially isolated as a result.*

*I have attached two photos of our road this evening which show how quiet it is, these were taken well within your proposed permit hours and present the typical amount of cars we have in the street after standard working hours of 9 to 5.*

*How are those of us without driveways to have visitors such as friends and family without having to pay out more for the privilege, especially regular visitors for which the costs would soon add up.*

*This is too restrictive and completely unnecessary!*

*Is the additional cost of policing this change also going to increase the costs to those of us paying for permits, increased taxes?*

*Will we be receiving free visitors passes so that we can still have people come to see us without having to pay out or fear a fine ?*

*I look forward to hearing from you,*



136. *I'm not very good at this so I apologise before I start, I hope it makes sense.*

*I live in Grove Rd and I think a change in the parking times will be a terrible mistake, for residents, people going about their jobs eg bin men, delivery drivers, emergency services, schools, parents, teachers, children, the list goes on.*

*When the permit was first introduced, we were invited to a meeting in St Edmundsbury school, we could put our thoughts forward, unfortunately a lot of elderly people in the area can't write an email, so really they have no voice and these are the ones who have family visit, come for a meal, stay over, company etc, the oldies think the families won't visit if a late permit is introduced, it's bad enough they now have to pay for one visitors permit and then vouchers.*

*I've nearly got knocked over this week when some did a three point turn on the yellow zig zag lines outside the school ( why ) I'm not a child and I've been driving nearly 50 years.*

*I witnessed a car accident at school leaving time the other day, just because the driver couldn't be bothered to walk a few yards around the corner, I videoed it, I feel a zebra crossing will be needed as people will be pulling up, dropping off and watching their child go through the gates, where are they expected to park ? I think there's only 2 bays in grove rd you can park in for an hour, has anyone from your department been and seen the chaos in the street? Maybe a lollipop lady to help people cross , myself included, as double yellow lines , dropped curbs, don't mean a thing to these drivers, maybe a community officer patrolling everyday would help.*

*Myself and other residents accept that at school times it's a pain but it's only about 15 minutes in the morning and afternoon which we are all ok with but goodness knows what will happen, all I can say is if it does go ahead could it be for a trial time and pray no one gets killed.*

*I have a drive and a dropped curb, we put our car on the rd before 8.00 am as we don't like driving over the path when children, teachers etc are walking on it , sometimes we can't get enough lock on the car to get back on the drive and have to leave it on our dropped kerb usually after 3.00. Traffic wardens tell us we don't need ticket on our car if it's on the dropped kerb but I'd like to have that in writing before I leave it there, maybe you could let me know please. Thankyou.*

137. Please find attached a document with my objections to the Friars lane and Westgate Street parking planning, including 14 signatures from other parents and taxi drivers.  
Document includes pictures and evidence of issues and reasons for rejection.

**SUFFOLK COUNTY COUNCIL (BOROUGH OF ST EDMUNDSBURY) (STOPPING, WAITING AND LOADING PROHIBITIONS AND RESTRICTIONS AND ON-STREET PARKING PLACES) (MAP-BASED) ORDER 2019 (BURY ST EDMUNDS) (VARIOUS ROADS) (PROHIBITION OF WAITING AND RESIDENTS' PERMIT PARKING) (VARIATION NO.7) ORDER 202.**

**REF: CHANGES TO FRIAR'S LANE AND WESTGATE STREET OPPOSITE Friar's Lane.**

**I OBJECT TO** this application for the following reasons:

- Access to the school Nest SEND (special educational needs and disability) unit.
- Safety of children and pedestrians using Friar's Lane during school time.
- Access to Friar's Lane with new proposed parking bays opposite lane on Westgate Street will be dangerous.
- Damage to vehicles parked in bays down Friars Lane.
- Changes to children's routine.
- Residents will still be affected with blocked driveways.
- Dangerous bottle neck will be created on Westgate Street with new parking bays opposite Friars Lane.

We all understand that the council are trying to create more parking for the local residents but there's a line between earning money from parking permits and children's/public safety.

This is a quick summery of the issues, which I will go in to details further down.

*As a parent of a child that attends this unit, parents and school taxis already have problems with drop off and collection of students in the Nest via the only access gate in Friars Lane. The children in this unit have additional needs and not all are able to walk any distance from a parked car in a public car park to the school entrance. Some of the children have emotional highjacks which leads to crisis and can takes a long period of time to calm them down, sometimes up to 30-40 minutes to get them out of the vehicle. As a parent of a child this happens with a lot, we have to have most of the car doors open to gain access to my child which we already don't have a great deal of room between the foot path and parked cars. This leads to damage to parked cars and our vehicles, this could also be dangerous for people walking past on the footpath and also blocks the footpath, then there are the issues of no way past for any pedestrians, cyclists, child buggies or mobility scooters. This also means there would be a blocked road for large amounts of time so anyone parked, and the end of the road would be blocked in as well as taxis.*

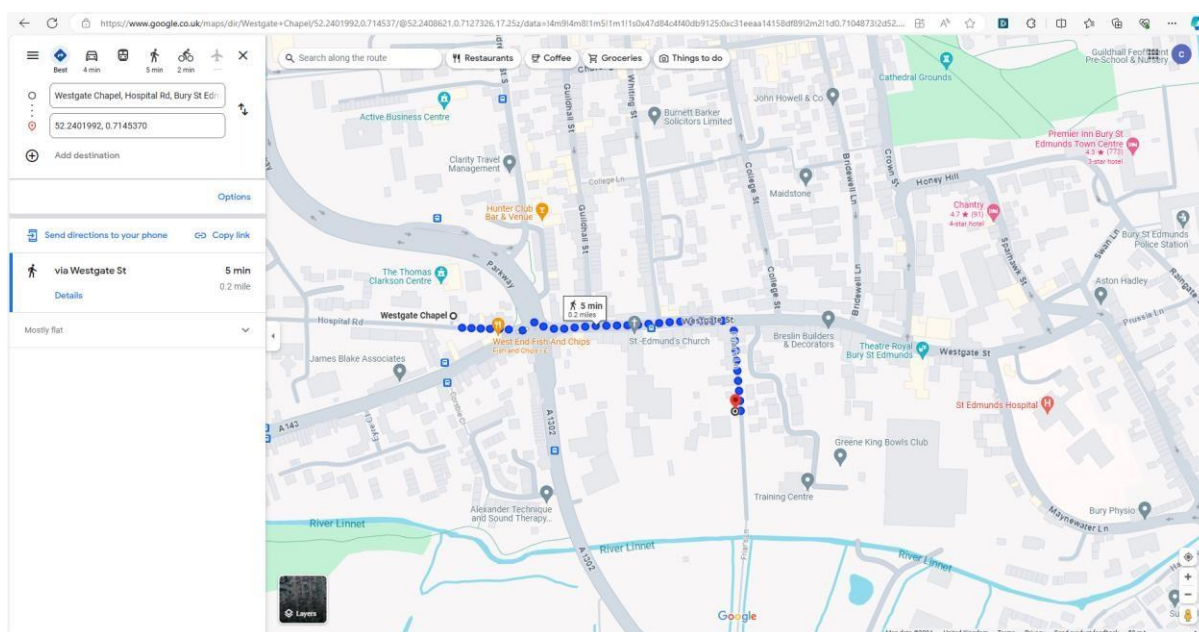
*These matters have been raised a few times in the past with the school and council. One of the taxi firms had taken their concerns to the papers twice which still hasn't seen any action taken. Links below:*

<https://www.suffolknews.co.uk/bury-st-edmunds/news/the-parking-dilemma-is-not-resolved-yet-says-taxi-driver-9288530/>

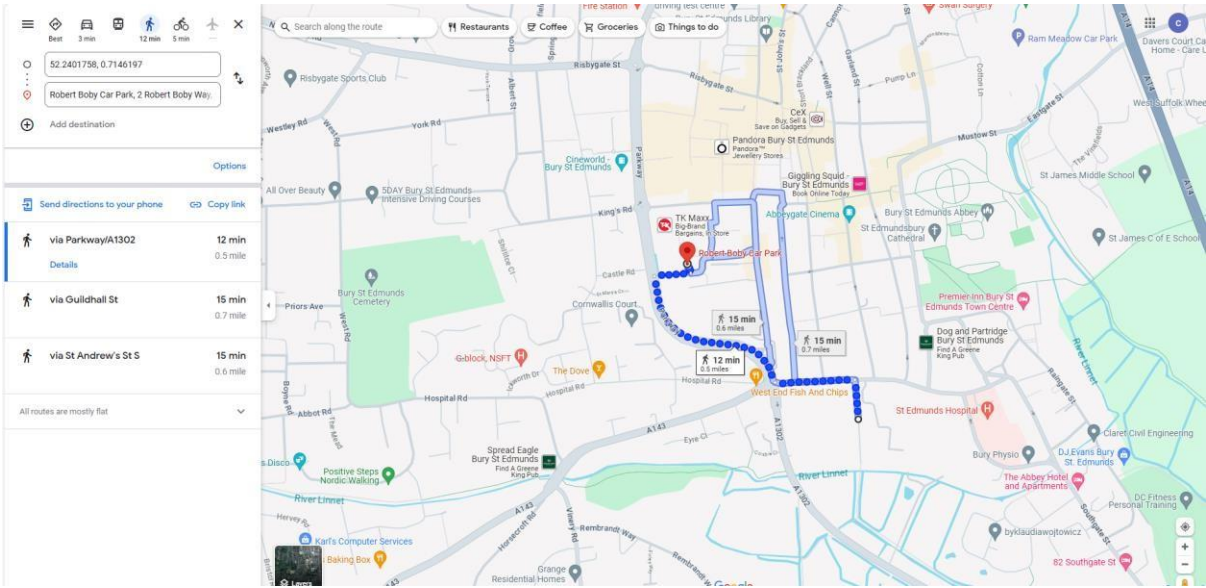
<https://www.suffolknews.co.uk/bury-st-edmunds/news/urgent-action-needed-to-address-dangerous-school-drop-off-9278853/>

*Parking in local public car parks and walking in isn't an option as some of the students need 2-1 care or can't walk that far, some of the students would be affected by the noise and busyness of the roads along with the passing traffic, some students have no sense of spatial awareness or danger so they could take "fight or flight" in to the traffic and that's not taking into account if the child is having an emotional highjack which means they will be a struggle to get in to school.*

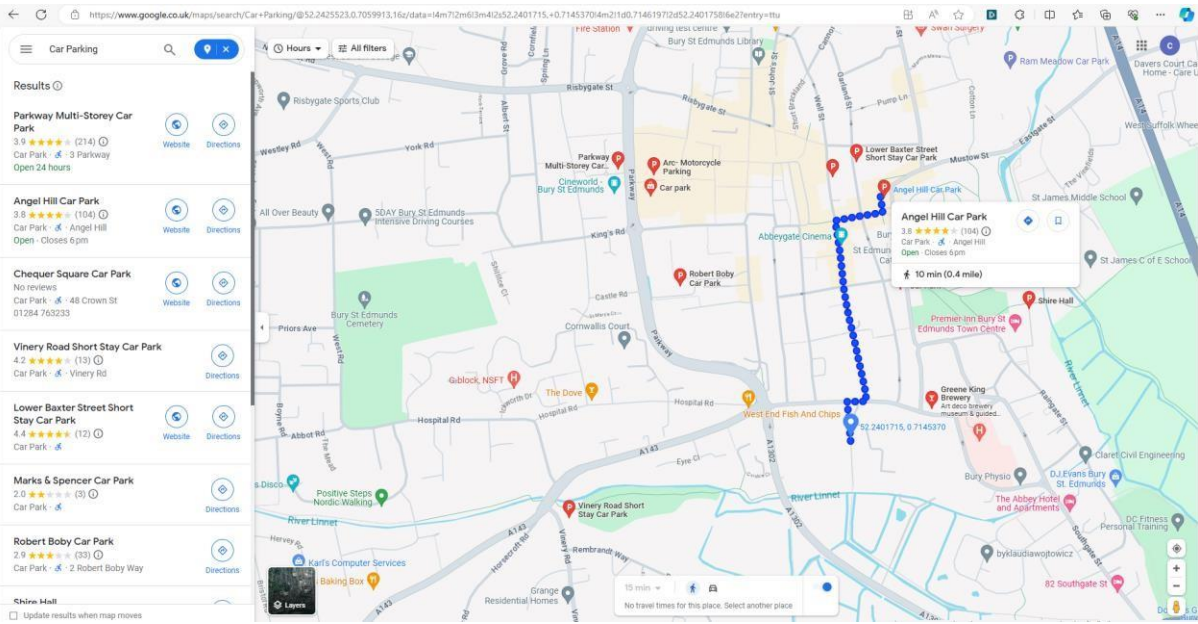
*Below I have included maps with local public car parks and rough distances and routes to walk:*



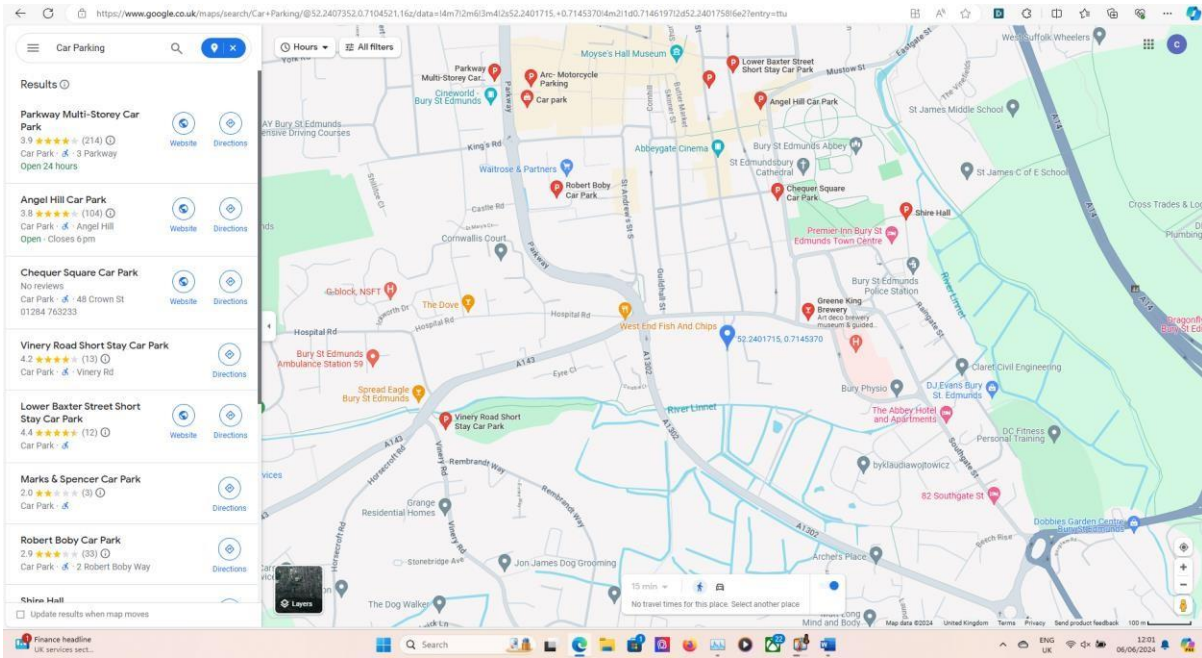
*Church Hospital Road to school entrance route. We would have to pay a yearly fee to park in private carpark between 0830-0900 and 1500-1545 which will not work as not in SEND unit hours of 0900 and 1445. 2 major roads and crossing patrol IF he's working.*



*Robert Bobby car park to school, shortest route will be along the heavy traffic of Parkway.*



*Angel hill car park to school*



*All local public pay and display car parks with 15-20minute walk to Friars Lane SEND school gate.*

*In the government document named “Travel to school for children of compulsory school age. Statutory guidance for local authorities. January 2024”*

*Part 3, section 82 it states that: “The arrangements should enable the child to travel in reasonable safety and comfort, and without undue stress, strain or difficulty, so that wherever possible they arrive at school ready to learn”.*

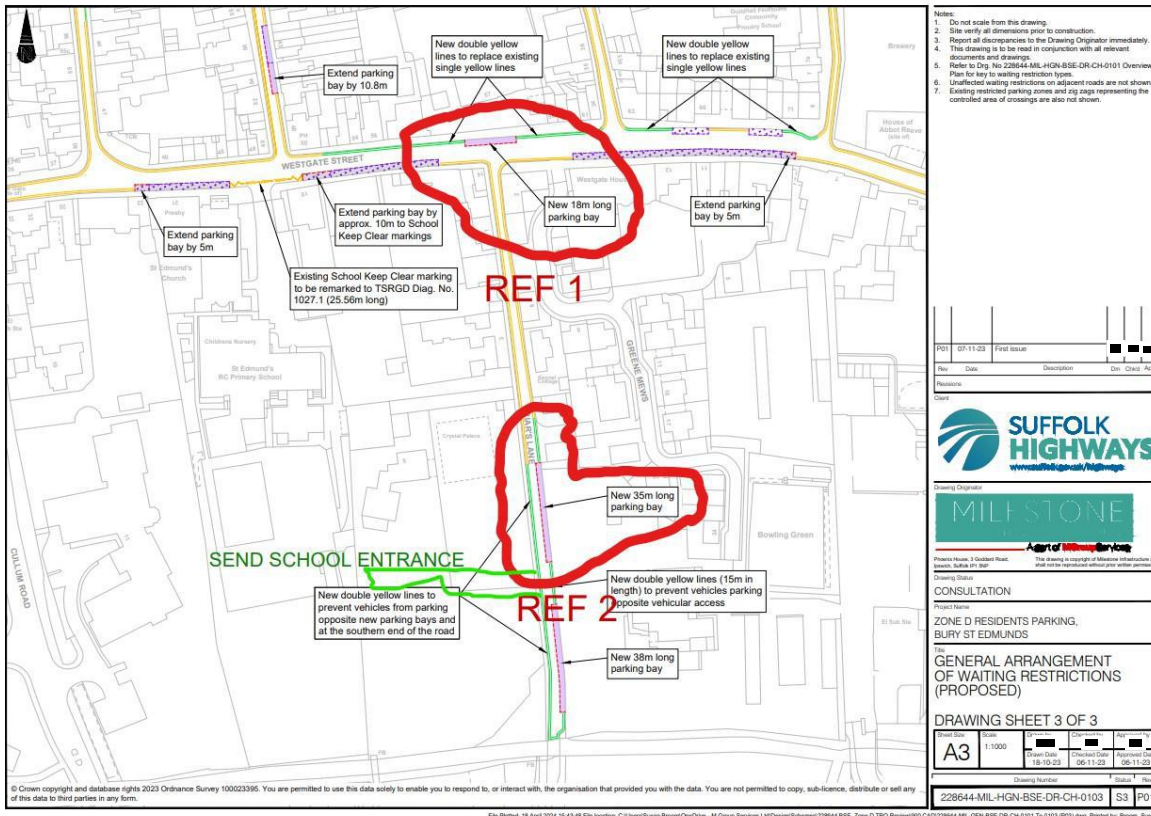
*This isn’t going to happen if the children will have to be forced to walk further than needed or have their routine changed due to parking issues.*

*The school would be unable to use more area in school grounds for these trips as they would be taking children’s school field away which in turn has a knock-on effect on their education. Also, this option wouldn’t help with the traffic/ pedestrian safety as we would still have the same issues with traffic volume and vehicles passing further up the road.*

*Below I have attached a copy of drawing no:*

*228644-MIL-HGN-BSE-DR-CH-0103*

*I have circled 2 reference points on this drawing.*



I have noticed that the SEND school entrance isn't marked clearly on the map.

Ref 1:

The new 18m long parking spaces you are looking to put in at Westgate Street opposite the entrance to Friar's Lane will cause a bottle neck and will be dangerous during the "school run" hours. With the new parking, when coming along Westgate street and turning right in to friars lane your vehicle will now be forced in to the middle of the road, on a clear road this wouldn't be an issue(I have attached 2 images towards end of the document highlighting where the vehicles will be forced in to).

During school run hours you would be coming into oncoming traffic. This will be made worse if a vehicle is coming back up or trying to leave Friars lane as you are not be able to see in too Friars lane until you are nearly opposite it due to the way the buildings are, which you would then be in the middle of the road blocking up traffic which you then would have to attempt to reverse back into the main busy road or are stuck when other cars are to close behind. This is made worse by people parking on the corners of Westgate Street into Friars Lane.

Currently the cars that park illegally in the area your looking to put the 18m long parking bay already park with 2 wheels on the path so only half the car in in the road, to which these already cause the above mentioned issues, so the new 18m long parking bay will only make this worse as the cars will be completely in the road.

Ref 2:

*The new 35m long first section of residents parking bay would be better off being all double yellow lines.*

*The reasoning behind this:*

*With vehicles parked in these bays, we only have a cars width of room to drive or reverse down, making it tight to fully open driver's door and then a passenger door.*

*With the Current Road layout and your new planned layout this road really isn't wide enough to carry out this safely, without ether damaging parked vehicles, our vehicles or blocking the path way up for pedestrians, disability scooters and cyclists using the road and path.*

*In the new plans the parking bays will need to be made wider as the wall is close to vehicles which means the road to drive down will in turn be made narrower.*

*As I have mentioned earlier, if a student has an emotional highjack, they would then be then blocking the road up for a longer period of time which has a knock-on effect. Vehicles in the school que behind the crisis vehicle would be stuck, scooters and bicycles would also be stuck.*

*If there were double yellow lines along the 35m area then residents parking in the 38m bays, SEND vehicles, cyclists, scooters and heaven forbid emergency services can pass between the wall and crisis vehicle.*

*In the last year we have had 4 broken down vehicles blocking the road for extended periods of time with students stuck in vehicles having emotional high jacks and going into crisis.*

*We have also had an incident in the last year with a child having a seizure to which an ambulance needed access to the area, which they couldn't do straight away as had to move a lot of vehicles, many having to use the path to be able to get to the casualty vehicle and was unable to fully open car doors to gain access to child in vehicle.*

*These problems could have all be avoided if the vehicles weren't parked in the 35m bay area.*

*On a daily basis there will be between 12-15 vehicles carrying out both drop off and collections.*

*The residents in the houses (Coopers house and Forge end) at the start of the 35m bay currently have their driveways blocked off daily due to vehicles trying to pull to one side or the other to let other vehicles through. This would be avoided if the vehicles can pass each other in the 35m area.*

*Weekly, taxi drivers, parents and staff have verbal abuse, altercations and arguments with public who quite often use abusive swearing language in front of the children regarding parking, quite often they are unaware it's a school entrance.*

*There is no signage, road markings or way of showing that this entrance is an official school entrance or that it is a SEND unit that needs access.*

*Friars' lane is used for a few houses and the SEND school access. Why isn't there a sign at the end of the road for access only and something to show that there's a school entrance, again this has been brought up in the past as well as in the newspaper articles which hasn't been acted upon.*

*Below I've attached pictures with some of the issues we face daily and the space we have to work with:*

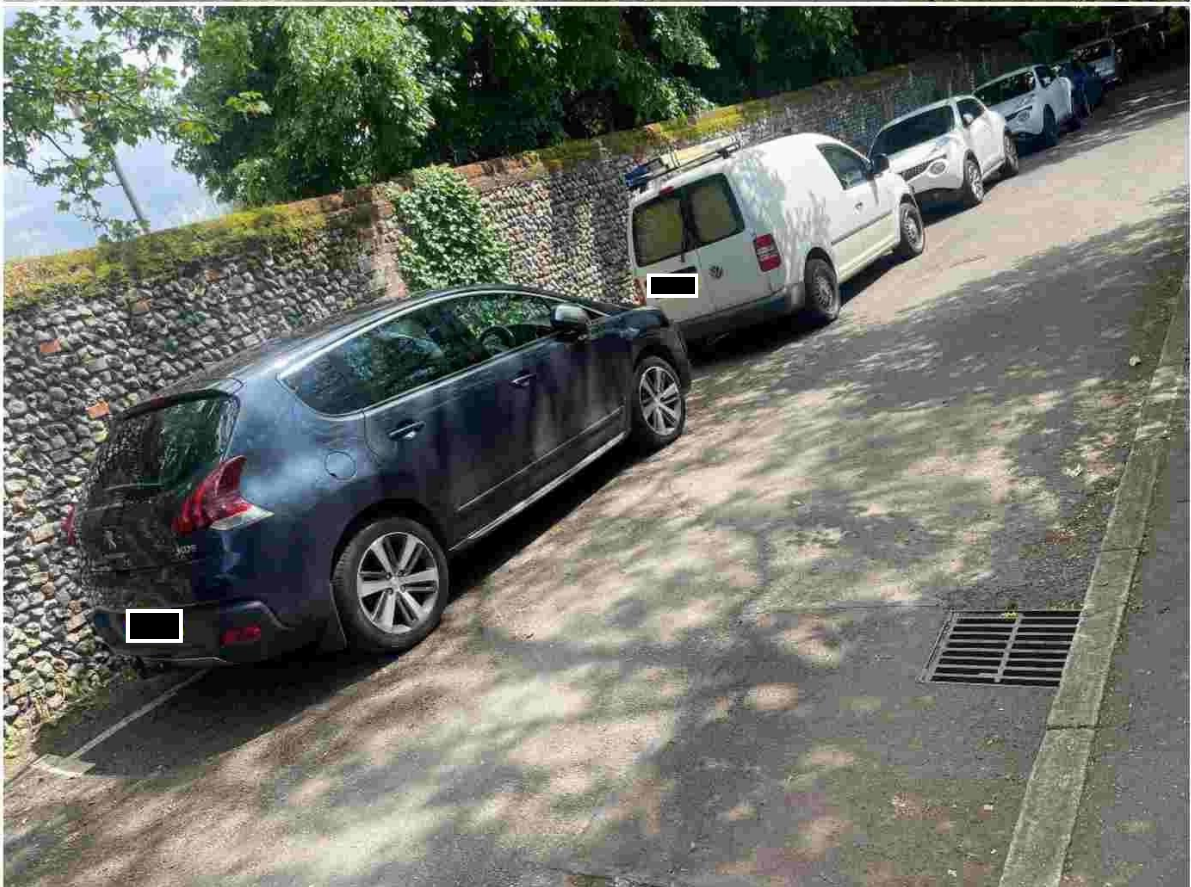
*Road being blocked and an impatient cyclist with a bike trailer trying to squeeze past on the path while children are being loaded into taxi.*



*Unable to fully open driver's door or rear door if needed.*



*The white line that was put down which is ignored by 4 vehicles so again unable to open car doors full or even use the school "turning area" if we would be able to use it.*





*The only sign to show it is a school entrance and the width of the road we have to use.*



*The resident's driveways that are blocked.*



*Random member of public sped down the lane to find parking space, then at speed reversing back up as no spaces.*

*Below same vehicle blocking road up and trying 3-point turn in the road.*





*Trying to open doors fully in spaces in parked cars.*

*Below door not fully open.*





*Daily passes by.*



*The space that's left for people to walk past on path, not wide enough to fit a person through.*



*Abusive member of public making comments and was unaware that it was SEND school entrance.*



*9 of the 14 vehicles queuing to collect students. No way for vehicles to pass if emergency or vehicle breakdown was to occur. Driveways blocked further up lane.*



*Cyclist couldn't wait for cars to move so bent in wing mirrors and squeezed through. Vehicle damage that isn't needed.*



*Google maps image showing that large vehicles don't fit and have to use path.*



*An example of what will be happening if the parking bays are put in place, vehicles being pushed in to the centre of the road. No way to see into Friars Lane until you are on top of the junction in middle of the road.*

*Will be made worse as the parking bays will be starting further back.*

*A response from the Council was that drop off/picking up periods we can be parked on double yellow lines for the activity but we can't wait at the gate, we have to wait at the gate as the students come up one at a time when called from the unit to the gate, can take a while, this also doesn't take in to account the safety side of the problem we have and have brought up in the past.*

*Another response from the council was that we speak to the school regarding access to the school as this is the "rear" entrance. To be clear this is the MAIN entrance to the Nest SEND unit!*

*Another response was to apply for a blue disabled badge so we can be parked there for up to 3hours, that's all well and good if parents can be issued with one (not an easy process and takes on average 12 weeks) and again this option doesn't take in to count the safety side of the problems.*

***I would suggest that this application is reevaluated in person during the hours of 0840-0915 and 1440-1520 Monday to Friday, through school term times to see the issues and dangers that we all have when the roads are in heavy use and with parents/taxis there to show our concerns.***

***Many of the parents would be happy to meet you to talk through our concerns and the issues we face.***

*If you require any further information, please contact me.*

*I look forward to your response in relation to this matter.*

*I have attached a list of names and signatures for the vehicles that carry out the school run that haven't been able to email in.*

***(List of 14 names / signatures was attached to objection, but not included here to protect anonymity)***

138. *I would like to voice my objection to the proposed changes for zone J in Bury St Edmunds.*

*My parents are now in their 80's and residents of Barn Lane. They currently hold a permit for their car. The parking restriction changes will have a detrimental impact to their life. At the moment we can schedule workmen and visitors to them around the hour time window where a permit is required. There are no parking issues in the day in their lane Monday to Saturday. Spaces are regularly available, since the introduction of permits there have been no issues in their immediate road.*

*If this proposal continues my parents will have the added cost of purchasing visitor parking permits more frequently. This is an administrative burden which is not made easy for them by the councils processes. I do not believe that this has been recognised when the decision to change the parking restrictions en- bloc across the whole town has been put forward.*

*They will also have to worry about remembering to provide these to any visitors.*

*To my understanding contractor permits are only allowed for short term work and carers. However if you pay for other regular services such as cleaning or gardening services this appears to not be applicable, again adding to the cost of this service which might be helping a person stay in their home.*

*I believe the changes are detrimental to elderly residents and those that require more assistance and that the council is doing this to try and increase revenue via visitor permit purchases and parking fines.*

139. *I am a resident in the parking Zone A in Bury St Edmunds and contacting you regarding the change to parking restrictions in this zone.*

*Firstly, I am so grateful for the proposal to extend the parking restrictions from Monday to Saturday and I know that all residents in Zone A would echo this thought. It will make a difference.*

*However, I would like to express my disappointment that residents parking has not been extended to any period on a Sunday.*

*We are very reluctant to use our car on a Sunday due to the lack of a parking space on our return. It really does mean that we have to circle Zone A in an attempt to find a space. Sunday is now like a normal shopping day in Bury and the influx of shoppers and other visitors has increased with the regularly held Sunday Markets. This will only be exacerbated by the proposed redevelopment of Cornhill Walk and visitors to the 42 dwellings.*

*I understand that the resident parking scheme is self funding but would like to express my willingness to pay a supplement for Sunday parking if that is deemed necessary.*

*Kindly revisit the revised scheme and grant us residents parking on a Sunday.*

140. *I'm a resident within Zone H, and would like to send through my comments regarding the proposed changes to parking restrictions within Zone H.*

*I truly believe extending the timings of the parking restrictions from 5pm to 8pm will have incredibly negative consequences for residents.*

*I live on York Road with my husband and two young children with one car. We don't have a dropped kerb currently and so rely on our permit to park, and since moving here we've been able to park directly outside or nearly outside our home without fail, allowing easy access to our front door with children under 2 y/o and with a car seat/pram.*

*Having recently had my second child, I've relied on family support in the following ways just the last few weeks -*

- Nursery drop offs back home for my eldest child from my mum and mother-in-law, which are after 5pm, for which I would now need a visitor permit*
- Support during the evenings with bedtime where my husband is working in London so not back until late, for which I would now need a visitor permit*

*These are just two examples, but the list goes on. For others, particularly those who rely on family as carers and have evening visits, again they will now be required to pay for visitor permits for each of those post-5pm visits.*

*Where we are all restricted on the number of visitor permits per year you can quickly see the issue. Further to that, for any social visit of any kind this further restricts all residents, which is quite frankly unfair to all.*

*It's very clear this is a money-making tactic (regardless of how that money is supposedly injected back into town spend), and it's such a shame that local residents within this zone (and others) are having to pay the price for something that doesn't outwardly affect us. Increasing the price of the Arc car park is an entirely separate decision, and should therefore be done first and reviewed for at least a 12mth period with any effect within the local zones before any changes are proposed and implemented.*

*I can only see the negatives, and would please like to understand what you feel the positives are for enforcing this on a road/zone where there aren't any issues currently? And also how you will therefore support residents in these zones? (eg issuing some free visitor permits per household, reducing cost of permits and of visitor permits in particular and so on - none of these things seem to have been considered).*

141. *I would like to strongly object to extending the parking permit times as per draft orders displayed in zone M within Bury St Edmunds. The change of parking restrictions from 9am to 5pm to 8am to 8pm is unreasonable and goes against the original local residence consultation and purpose of the zones. These zones were designed to support, local businesses and residents and these unreasonable extension to the restricted parking times will only bring severe hardship to those local businesses and residents, including those living on adjacent streets.*

*If the local Highway Authority was still managed by West Suffolk Council this would never have been considered and it seems that these changes are being dictated to us by a distant indifferent authority - Suffolk County Council in Ipswich who do not understand the local needs of Bury St Edmunds.*

142. *Regarding the proposed changes to the resident parking zones in Bury St Edmunds, to extend the operational period to 8am to 8pm, I would like to register a strong objection. I cannot see the benefit to residents, who will be forced to purchase a permit even if they're out at work all day Monday to Friday, so that they can park after 6 without being ticketed.*

*Visitor permits are already heavily restricted, with bay restrictions in place until 8pm you'll have evening visitors who could have arrived at 6pm and stayed all evening using up what could have been a full day's parking permit for the sake of just an hour or two.*

*Increasing the hours of operation will not increase the availability of parking spaces for residents, it's already on a first come, first served basis, and increasing the permit period to 8pm will only cause additional stress to residents, who are already covering increased costs of fuel, food, utilities, housing etc. Now, more residents will be forced to pay for a permit, pay for additional permits, and/or risk being ticketed if they cannot afford a second permit or who already have the maximum allowed per household, which is especially common when you have two working adults, grown children living with parents because affordable housing is not available, and families are living in Victorian properties, built at a time when cars didn't exist.*

*I can honestly only see this causing stress, harm, increased financial burden and negativity to residents, who already are living in difficult times. What they need from their local authority is support and provision for all residents, not being squeezed for more revenue, simply for the necessity of having a vehicle, particularly in a rural county with poor public transport availability.*