

Mid Suffolk District Council

Stowmarket Residents Parking Survey

Report

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Introduction

Introduction

Stowmarket is a growing town. The 2021 census reported a population of 21,534 people, an increase of 10% in the last decade and 38% since the 2001 census.

With an increasing population, comes an increase in traffic and a higher demand for car parking spaces.

In 2015, Stowmarket Town Council conducted a survey of residents to find out more about the parking situation and what could be done to help. The 2015 survey was conducted in three different parts of Stowmarket. The survey results did not establish enough support for establishing any residents' permit parking schemes.

Since the 2015 survey was conducted lots has happened. In 2020, Civil Parking Enforcement was adopted in Stowmarket, and this meant that the on-street parking restrictions started to be enforced regularly. Residents who may have been able to get away with parking on yellow lines or in limited waiting bays, without receiving a parking ticket, found themselves now having to find a legal place to park.

2020 also saw the start of the Covid pandemic, which resulted in many more people working from home and a more permanent demand for car parking spaces.

In the last couple of years, the cost-of-living crisis and increased mortgage rates, have made it increasingly hard for younger people to leave home, meaning that there are more cars per household than ever before.

Mid Suffolk District councillors were approached by residents who were finding it increasingly difficult to park near their homes. The main area of concern was in and around Creting Road West, with the main contributing factor believed to be train station commuters parking on-street to avoid paying to park in the train station car park.

Background and methodology

Background and methodology

The powers to establish a residents' permit parking scheme belong to Suffolk County Council, as they are the highways authority for the county.

On-Street parking enforcement is conducted by West Suffolk Council on behalf of Suffolk County Council. In theory, it would be the responsibility of West Suffolk Council to also administer any new schemes that were approved.

Mid Suffolk District Council officers held a meeting with Suffolk County Council to ascertain the process for establishing a new residents' permit parking scheme. The stages are:

1. 'Informal survey' of residents to establish the interest in a permit parking scheme.
2. Results of the 'Informal survey' presented to Suffolk County Council for evaluation.
3. Suffolk County Council to report on their evaluation of the 'Informal survey' and confirm next steps, including a breakdown of the costs of funding the next stage.
4. If funding is identified and approved, Suffolk County Council will design the potential new zone including precise plans of the area and the number of bays that would be included and where new restrictions would apply.
5. Formal consultation of the residents is conducted by Suffolk County Council.
6. If approved by residents, the administration of the scheme would need to be established (including agreeing which council adopts the responsibility to administer the scheme).
7. Road markings and signage to be installed.
8. Permit scheme 'go live' date established.

It takes between 18 and 24 months to establish a new permit zone from the start of the formal consultation.

Suffolk County Council indicated that they do not have the budget to establish a new scheme themselves and a funding source would need to be identified if the project was to proceed.

Mid Suffolk District Council agreed to conduct the informal survey using established questions that have previously been used in other surveys approved by Suffolk County Council.

This report will be submitted to Suffolk County Council for evaluation and is the conclusion of stage 1, the 'Informal survey'.

The survey area

The survey area

The main areas where residents had voiced concern regarding parking were the streets surrounding the train station.

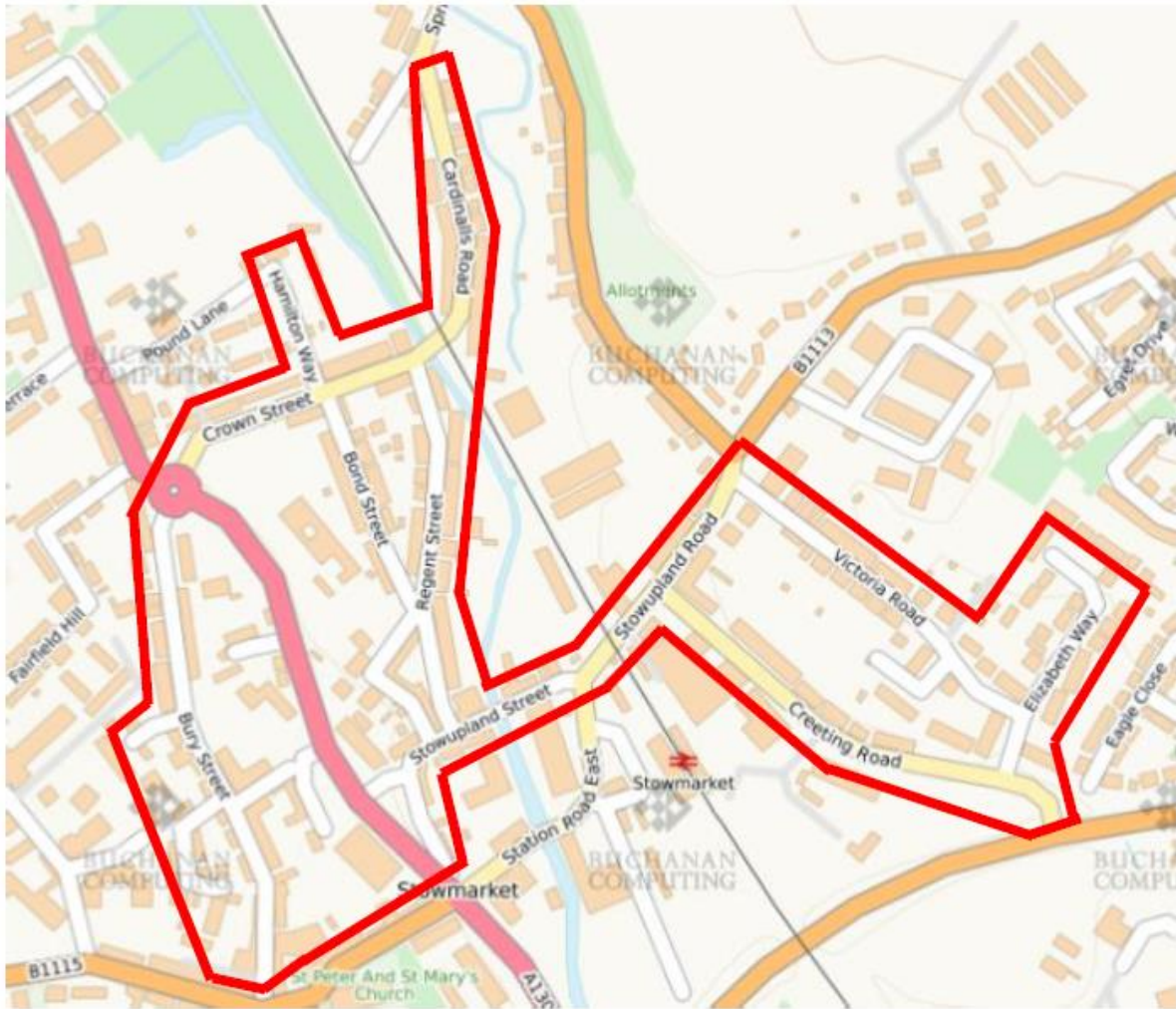
When Civil Parking Enforcement was introduced in 2020, there were also issues with residential parking closer to the town centre, in and around Bury Street. To relieve this situation, Mid Suffolk District Council created a permit scheme to allow the residents of Bury Street, Navigation Place, Union Street West and Stowupland Street to park in Bury Street Car Park. Permits currently cost £30.00 for 12 months. This was intended to be a temporary scheme but is still in operation as no long-term solutions have been established. Permit holders regularly occupy up to 23% of the spaces in Bury Street Car Park, increasing the demand in a busy car park.

When designing a new residents' permit parking zone, there will always be a dispersion of the vehicles that are not owned by the residents and are no longer permitted to park. It cannot be assumed that these vehicles will simply move to the car parks in the area, therefore it is important that the zone is large enough and with natural boundaries to prevent the dispersed vehicles from parking in another street.

A potential zone was identified to include the following streets:

- Bond Street
- Bury Street
- Cardinals Road
- Creeting Road West
- Crown Street
- Edinburgh Close
- Elizabeth Way
- Hamilton Road
- Regent Street
- Stowupland Street
- Stowupland Road
- Union Street West
- Victoria Road

Map of the initial area identified to be surveyed.



In addition to the streets initially identified, a separate study regarding Stowmarket Library, revealed that residents' permit parking may also be required in Church Street, Milton Road North and Fox Court so these streets were also included in the survey.

Map showing the additional street identified to be included in the survey.



A full list of residential and business addresses was obtained from the Electoral Services department at Mid Suffolk District Council. The table below shows the number of addresses identified to be surveyed in each street.

STREET	RESIDENTIAL ADDRESSES	BUSINESS ADDRESSES
Creeting Road West	56	8
Victoria Road	70	0
Elizabeth Way	48	0
Edinburgh Close	19	0
Cardinals Road	63	1
Stowupland Street	59	19
Stowupland Road	102	20
Union Street East	19	9
Union Street West	14	1
Regent Street	83	3
Bond Street	45	0
Crown Street	55	3
Hamilton Way	18	0
Bury Street	85	61
Church Walk	25	0
Milton Road North	18	0
Fox Court	12	0
TOTAL	791	125
GRAND TOTAL = 916 ADDRESSES (residential and business)		

It was agreed that a letter would be hand delivered by Mid Suffolk District councillors and volunteers to all the addresses. The letter would include a link to an online survey.

A page was also established on the Mid Suffolk District Council website. Both the webpage and the online survey featured a set of 'frequently asked questions' to provide as much information as possible to the respondents.

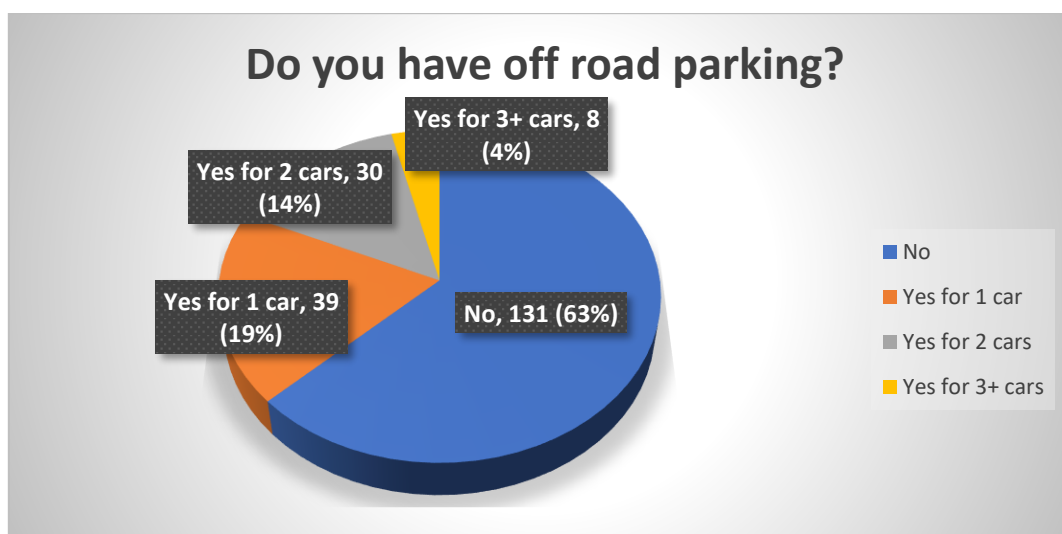
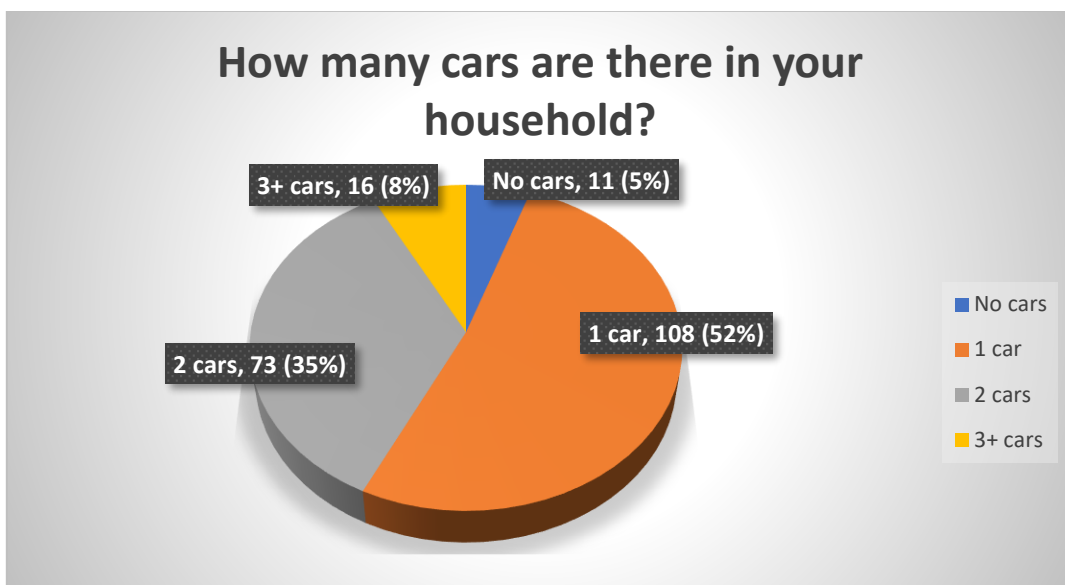
The survey was open for a period of 5 weeks, between Monday 1 April 2024 and Sunday 5 May 2024.

The survey results – overall analysis

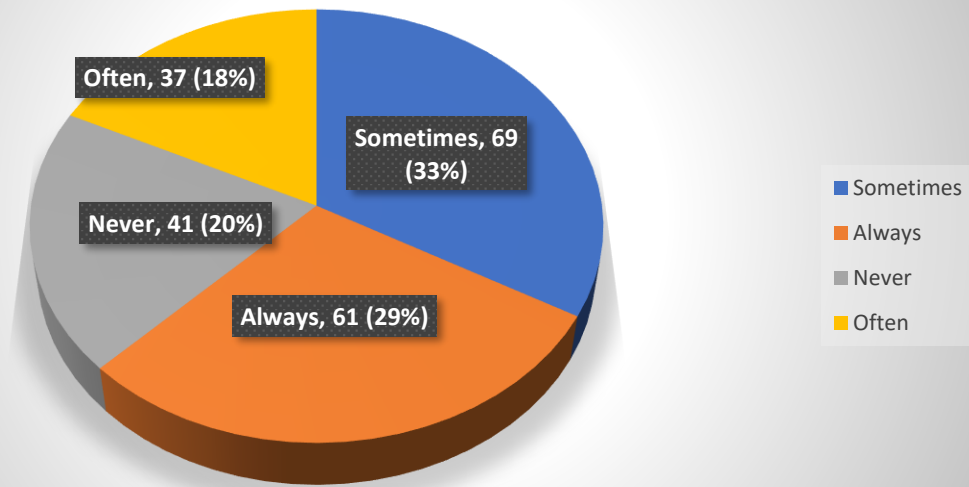
The survey results – overall analysis

- 23% of the addresses written to, submitted a response.
- 95% of the respondents own at least one car.
- 63% of respondents do not have any off-road parking.
- 71% of respondents say that they regularly have difficulty finding somewhere to park.
- 40% of respondents have parking problems every day.
- 71% of respondents think that a permit scheme will solve parking problems in their road but only 52% would be prepared to pay for a permit.

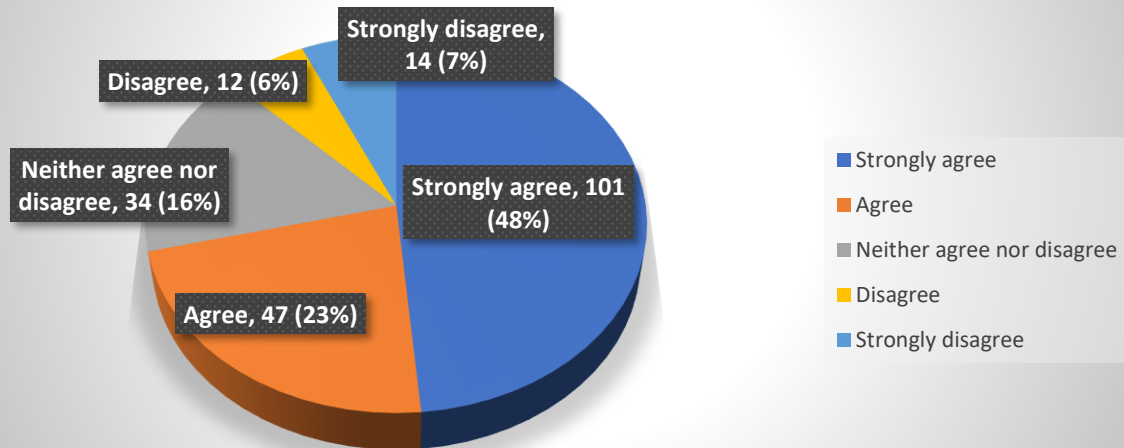
Individual question responses and comments

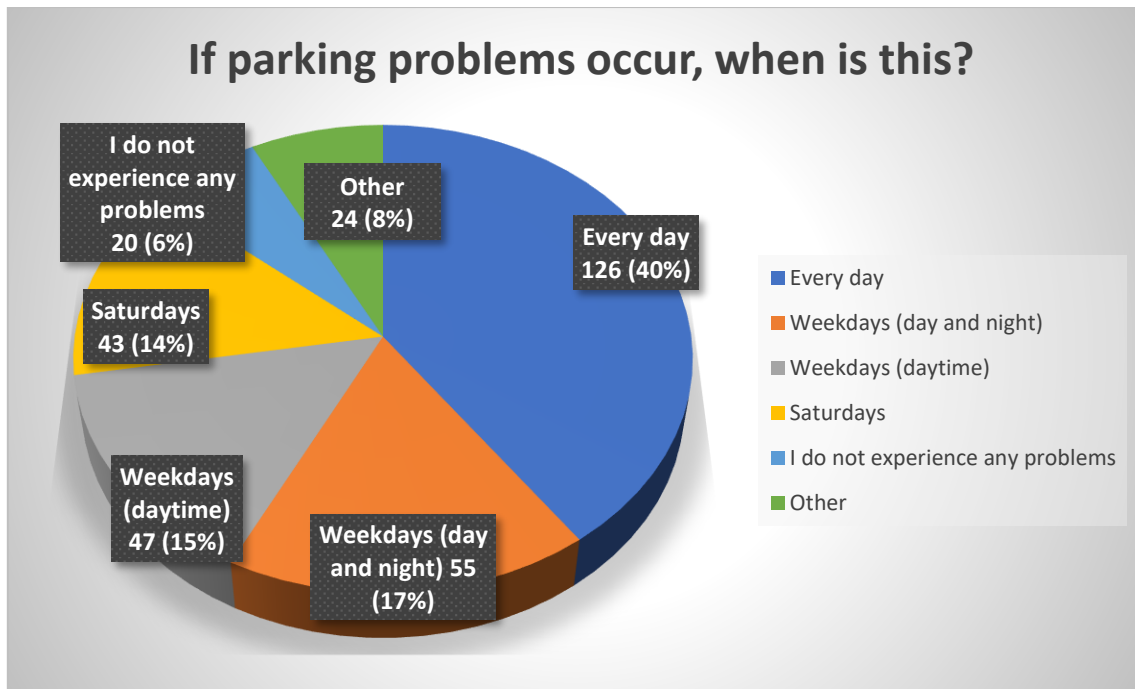


Do you park on the road you live in?



I regularly have difficulty finding somewhere to park on my road.





Comments received in response to 'If parking problems occur, when is this?'

"All the time"

"Difficulty when trying to park when returning from work around 8.30 at night"

"Evenings"

"I do not want permit parking"

"Issues with people parking in front of our dropped curve and then leaving to use the trains"

"It is mainly weekends, from 4pm on a Friday, the road is full"

"It widely varies considering the close proximity to the train station"

"Late evening"

"Mainly evenings"

"My family can't park when they visit me"

"My patients find difficulty parking both on Bury Street and in Bury Street carpark"

"Occasional problems where visitors or people who do not live on our road take our spot but generally, I park in the same place all the time"

"Occasionally in the afternoon on Fridays"

"Rarely"

"Saturdays, Sundays and weekday evenings/nights"

"Sundays"

"Sundays and evenings"

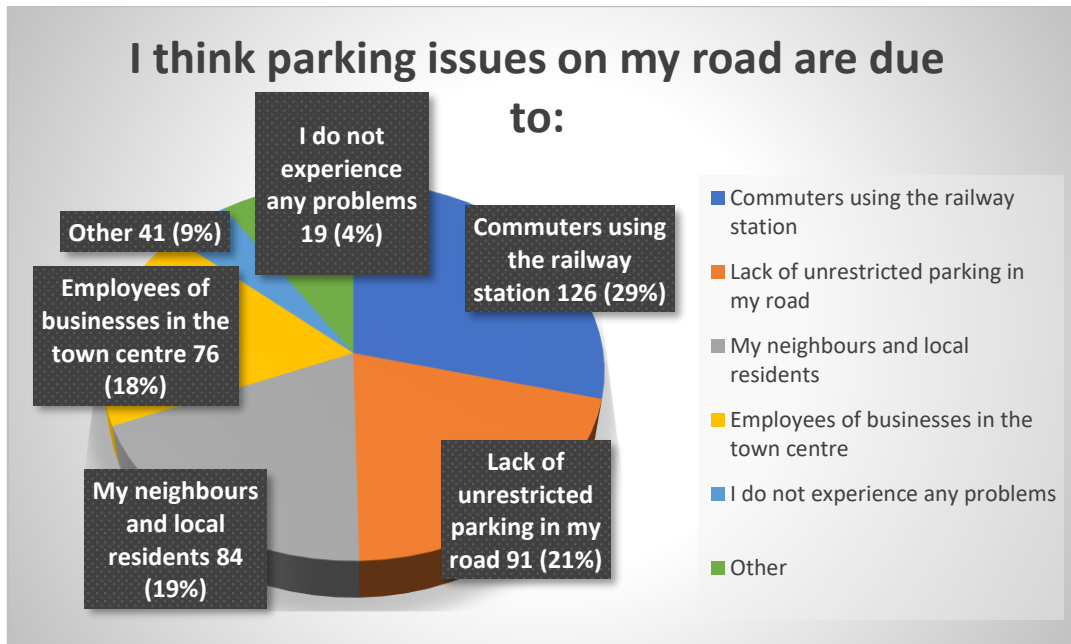
“Weekday evenings”

“Weekday evenings and weekends”

“Weekends and evenings”

“When meetings are at the Jehovahs Witness Hall there are too many cars for their car park so they park on street”

“Every day late afternoon onwards”



Comments received in response to ‘I think parking issues on my road are due to:

“All the above this also includes employees & visitors to businesses in Creting Road, Creting Road shop customers and HGV Deliveries”

“Anyone going into town is treating fox court as free carpark”

“Cars parked on pavements in Crown Street and Hamilton Way. Last weekend there were five. I couldn’t walk on the pavement with my shopping”

“Customers and employees of businesses in the area”

“Events at the John Peel Centre and library”

“Having an unnecessary restriction in place on our street given there has never been a parking problem here. The problem only occurred when the council introduced parking wardens. Who are less than sympathetic or cooperative to local residents. Wardens conducting patrols on the street when they know the families are most likely to home (past 4pm) even arriving just before the restriction ends”

“I do not want to permit parking”

"I have seen people get out of their cars and attend NRG gym, even though their car park is empty. I have also seen presumably staff, park and walk over to the business next door to the gym"

"Individuals using PureGym"

"Local residents with multiple vehicles, customers using the Pickeral pub and we have restricted parking between 8am and 6pm Monday to Saturday"

"Mixture of all the above"

"Most houses owning more than 1 vehicle and only available parking for about 5 cars on our road"

"My parking is at the back of my property down Regent street, and due to the customers parking at the Stow Fish Bar they use my allocated parking spaces that stop me from parking and blocking my back gate entrance"

"NRG Gym customers"

"NRG Gym the business opposite. Gym members and parents of dance school attendees park on the road instead of using the gym carpark. The gym does not have sufficient parking to accommodate its customers"

"One side of the road is no parking during the day even on bank holidays"

"People going to the pub and the gym"

"People not using their drive to park their cars on. No parking for the local shop so causing congestion. Also, too many cars/vans per house. Commercial vans being brought home. Also, idiot parking not allowing enough room for others"

"People on a neighbouring street parking commercial vehicles"

"People parking their cars then going away for a weekend break on the train"

"People using NRG gym"

"People using scout hut, library, JPC, Church, shops"

"People using the library, John Peel Centre, church & scout hut"

"People using the train station and going off on holiday for weeks at a time"

"People who live further up the road who can't get parking nearer to their house or residents from around the corner who have restricted parking outside their property. that is at least 5-6 cars on its own"

"People who travel away for leisure/work and leave their cars for days at a time. Sometimes a week"

"Several neighbours down the street have too many vehicles also some have large vans"

"Shoppers and delivery vehicles"

"The gym"

“The main issues around Church Walk stem from users of the businesses and facilities around it. There is a big issue with blue badge users blocking access to peoples drives and parking in places which restrict access. Town centre user park despite a weekday clearway in operation to avoid car park charges. Also, people park in the Church Yard to avoid parking charges and cause damage and hazards when driving out from it over the main pedestrian crossing opposite the library. At night when the clearway isn't in force event attendees often park around here causing more issues with access and ability for residents to park”

“There are residents on the street that have more than 1 vehicle, some have massive vans, some have driveways and don't use them. People are particular about where they park. So will use up space to ensure they park outside their property. Also people using the church”

“There is no parking in Bury Street. The slots to the town end are all disabled bays and the slots further up the street are 1 hour limited. This has caused a major issue to the residents since COVID when we were all told to work from home and the Council nicely timed the Parking Enforcement”

“There is no space! If I'm lucky there's space on Victoria Road or at the start of Charles Industrial Estate”

“To put it simply it's a one-way street with more houses and vehicles than spaces. Short of having a car park this is will never be resolved on Victoria road and surrounding areas”

“Too many houses and occupants who expect to park near to their home”

“Trade vehicles and recovery trucks taking up multiple spaces”

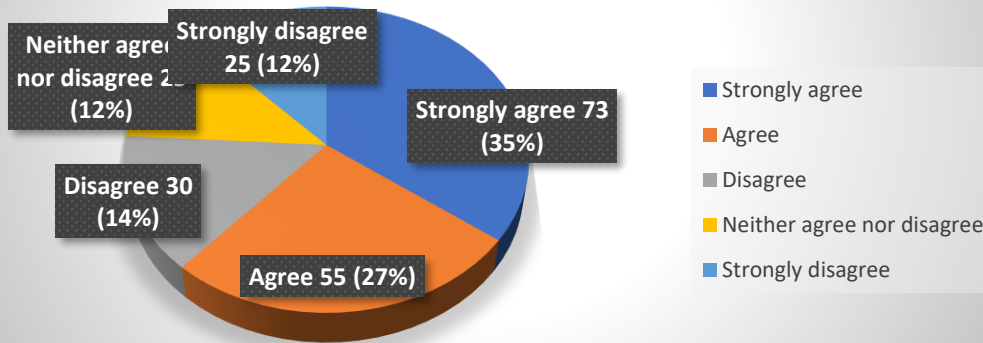
“Unnecessary Restricted parking on Stowupland Street. The road is wide and does not require two sides of single yellow lines”

“Using the 1hr restriction to park and use the dentist, chip shop, pizza restaurant and generally a cheap short walk into town”

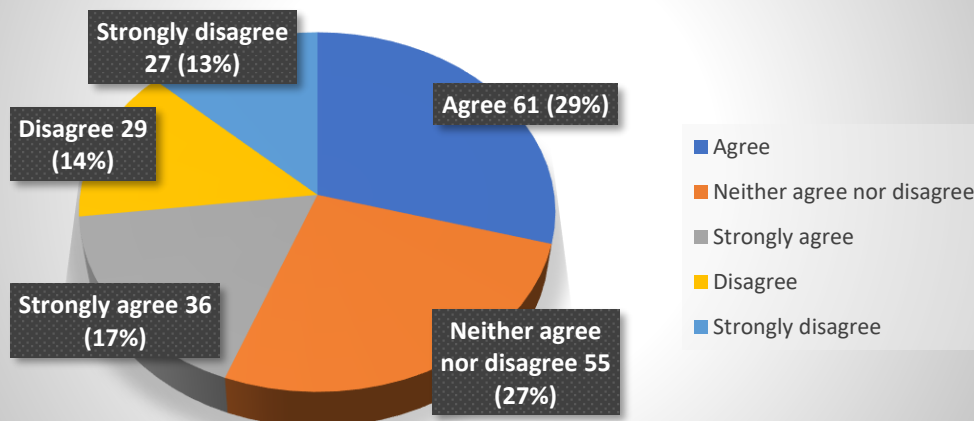
“When people cannot park around the front, they come on to Thorney Hall and often use my space”

“Commercial vans, residents from other streets and some commuters. Too much pavement parking”

I think that a permit scheme to restrict parking would solve any parking problems in my road.



I think that there are other ways of solving any parking problems in my road.



Comments received in response to “If you agree there are other ways to solve the parking problems, please provide suggestions”

“A car park is available behind our house; it would be a great idea if the owner of this car park could work with the council and offer spaces to local residents at a reasonable price other than the £3 a day currently. My husband currently pays a monthly charge to park his van there due to the problems of parking, but it is extremely expensive which we cannot afford”

“A cheaper monthly scheme for commuters for the station”

“A permit scheme alone wouldn't solve current issues. There needs to be a suite of measures. The clearway around church walk should be kept the roads are too narrow for parking - the clearway was introduced originally because of issues caused by parking and emergency access etc. There are also often issues with accessing

pathways due to cars parked. Personally, I would like the clearway to be 24 hours 7 days a week rather than 8am to 6pm Mon-Sat. Also the section of Milton Road North that runs alongside library should be included in the clearway. This section of road is too narrow for parking, and I also have major issues with people blocking access to my drive (and my only option for parking). If a resident's parking scheme was introduced on Church Walk it would cause more access problems. However further down Milton Road North and around Fox Court etc. would benefit from a resident only parking scheme to help residents without any parking options. I would also suggest considering a temporary permit system - I have experienced some other councils using this. This would be for residents only and would mean that if there were trades etc. working on your property they could park on the clearway (by exemption) for that day (assuming parked appropriately). It could also be a small revenue option for the Council i.e. residents can buy a book of tickets for 'x' amount per year. Fellow residents of Church Walk (the section of the road from no. 7 onwards) have also expressed the idea of this section being 'gated' there are issues with the fact that properties open straight onto the road and when cars are parked on this section causes access issues"

"A reduced rate at the closest car parks for residents close by"

"Allowing private companies in to run car parks prices people out of using them. There are also no affordable, regular or reliable bus services to encourage across town commuting. The population of the town increases but the general infrastructure doesn't support it. There should also be stricter rules on school run car use to help alleviate the traffic chaos now regularly seen in town"

"Bay parking and allocated space for 1 vehicle per house which are numbered"

"Bay parking for allocated for each house which are numbered"

"CHEAPER CAR PARKING"

"Change parking restrictions to 5pm alot of lorry and large vehicles use Cardinals as a cut through"

"Continuing with the reduced annual permits for Bury Street Car park"

"Currently there is a parking restriction on Stowupland Road, where no parking is allowed between 8am and 6pm Monday to Saturday. If this was amended so parking was allowed on Saturdays and Bank holidays or the restriction adjusted to maybe 8-10am and 4-6pm Monday to Friday this would help. I can't advocate removing this completely as it would cause absolute carnage during rush hour with the level crossing being so close"

"Double yellow lines either side of Thorney Hall Close are long overdue before there's a serious accident"

"Ensure that people in these roads who have driveways don't park their cars on the road"

"Free car park for rail users. There is a piece of land on the corner of Creating Rd West and Navigation Approach (currently full of Japanese Knotweed) that could

serve this useful purpose. People should be encouraged, not discouraged, to use rail transport”

“Free car parks for up to 2hours”

“Free or cheaper parking at local car parks”

“Free parking at the train station. I don’t understand why residents should fit the bill because of excessive parking charges”

“Given that problems arise from commuter parking and that residents have off street parking it may be worth researching the use of a middle the day restriction for a short period without a permit preventing all street parking for (say) a 30-minute period”

“Given the number of houses and the likelihood that each household has at Least one vehicle, plus parking is only on one side of the street, there’s never Going to be enough room”

“Have designated parking spaces, 1 per household”

“Having permits would restrict the number of cars being able to park as you would have to mark the road with parking bays and that takes away two to three spaces per junction or bend thus reducing the number of vehicles being able to park. Mainly though; Some of the waste ground around here could be converted to parking spaces”

“I am in favour of a residents parking scheme, but only if it was in conjunction with the creation of additional parking space for residents, because as it currently stands, there are not enough spaces in the parking bays for residents with or without a scheme. The current parking permits for Bury Street Residents in the Bury Street Car Park work very well (at the current cost) and I would also support this being made a permanent feature. I would also very much support a general reduction of traffic flow down Bury Street as this has more than doubled in the last 10 years. The fact that Bury Street is a through road means it is used as a rat-run and the two-way flow of traffic along half of the road gives people looking for a parking space an opportunity to turn around and go back the way they came if they can't find a space. If the whole street was made one-way, it might at least discourage those people just looking for a parking space as it would mean that they would have to continue through to the town end of the road and the traffic lights if a space isn't available”

“I believe the current status works - 1 hour parking for shoppers 8-6 and discounted parking for residents in the car park. The residents can then park on the road overnight if required”

“I don’t think a permit scheme would help on my road as there are far more residents/cars than space, so paying for a permit wouldn’t benefit if it would never actually guarantee a space. It may be beneficial if the permit allowed you to park on surrounding roads as well as your own. It would be helpful if additional parking could be provided close by for residents (possibly the station or the industrial estate for example) I would happily pay an annual fee to be able to use nearby parking and be guaranteed a space every day”

"I have no parking problems on my road"

"I know parking is business for the council but if you made it slightly cheaper maybe computers would be more likely to pay"

"I pay for a car parking permit in bury street car park, I've lived here 20yrs and the last three it's made it easy as residents don't care!!! Only one space in the whole street rest is double yellow"

"I think if residents had drive ways - that would be beneficial. But I personally don't want to pay out so much money to get permission when this could be turned down"

"I think more space is needed as well as permitted parking, removing some double yellows and removing the current restrictions on single yellows would also help"

"I think the majority of the issues are due to it being a Victorian road with no other option for parking, during working hours there are often spaces, in the evening when everyone is home there are not any. I think it is mainly residents but probably residents from more than just Bond Street. Is there any opportunity nearby for extra parking or evening/weekend free parking for residents in the area? Perhaps in the car park by the Baptist Church. This would help more, especially Regent's Street where the road is almost blocked on occasions"

"It appears that people own cars but have no parking at their property so they end up parking on the street, or other streets adjoining theirs"

"It may be better to make it one way going in from Crown Street and out onto Newton Road. So people would then be able to park both sides of the road"

"Keep the restriction in place however introduce a resident permit to run alongside it like most over town locals have (Bury St Edmunds for example) simple signage change with permit would resolve this. No doubt the residents would be happy to pay a small annual fee to have a permit, and not have to worry about parking away from their homes without unjustified punishment by wardens who can't seem to gather they are predominantly dining local residents"

"Make Stowupland Street a resident parking only, rather than a restricted time parking"

"Make more dropped curbs for larger driveways on Elizabeth Way. Try to make car parking more affordable at the train station"

"Marked bays, resident car park on land opposite for more off road parking available to residents only"

"More reverse bay parking on Hamilton Way would reduce demand on Crown St and intern the beginning ends of Bond St and Regent St. A reduction in parking costs at the station would also remove any perceived strain on parking. The Parcels of land either side of the Methodist Church could be looked at for transformation"

"No work vehicles to park overnight"

"One car per house no work vans no work vans between 18.00 - 06.00. Different colour permit for each street to stop cars from one street parking in another street"

“One way on Creeting Road West”

“One way system, clear restrictions on parking. But resident parking permits will also be needed”

“Only allowing parking on one side of the road”

“Our front garden is 1 metre too short for private driveway, if you let people have driveways this will resolve the issue, and they will only park outside the front of their house, and commuters can't park in front of drop curbs, also restrict it to household cars only as there are a lot of traders vans parked here. On average at least 8 traders vans taking up several parking spaces for household cars”

“Pavement parking and parking too close to junctions is a big problem here. To allow parking enforcement to give out tickets for people parking on the path”

“People should park more respectfully i.e. not in the middle of a space which is otherwise bid enough for two cars”

“People using driveways and garage where possible. Railway car parking free but subsidised by railway season ticket holders by ticket price. Neighbourhood watch reporting cars parked that are not known to the road”

“Perhaps restrictions on the size of vehicles. Regent Street is only narrow and cannot support the big vans”

“Permit parking for residents. Also to allow front gardens to be changed into driveways, it is currently wasted space and would solve my parking issues”

“Permit parking would maybe solve the problem but I don't agree with paying for a permit to park on a public road which I can currently park on for free. 90% of the time I don't have difficulty parking on my road. In addition, most residents of Creeting Road West have more than one vehicle and there will still be times when parking is difficult. Therefore paying for permit parking would mean paying for something that you are not guaranteed to get”

“Permits for residents and visitors. Also more parking wardens looking out for poor/illegal parking higher up the road for drop curb blocking”

“Permits plus people that use the railway go else where”

“Personally I think the use of the car park is best suited for Bury street. Resident road parking wouldn't work due to lack of space”

“Please put visible double yellow lines outside the stow fish bar and have regular traffic wardens issuing tickets outside this local business because of the issues me and my neighbours face trying to park at our allocated drive ways, it's totally unacceptable that the public think it's okay to block us parking at home”

“Preventing the people on Poind Lane from parking commercial vehicles here”

“Provide additional parking funded by local business who currently benefit free roadside parking”

“Put double yellow lines across from the homes with driveways on regent street so we can use our driveways, permits would be just another cost which people can't afford at the moment”

“Reduce the all day CAR PARK charges”

“Reduce the amount of road covered by single and double yellow lines as these are often ignored anyway”

“Remove current parking restrictions Mon-Sat 8am -6pm”

“Remove one side of the yellow lines. Make the un required 'turning area' into a parking area. Restrict business use as this is penalising the residents”

“Remove parking restriction”

“Remove part of the pavement to provide numbered resident parking bays”

“Remove restrictions”

“Remove single yellow line as parking is limited to one side of the road between 8am and 6pm”

“Remove the double yellow lines”

“Resident Parking From 5am to 12pm. This would be easier to police and as a business would not affect my customers and delivery's”

“Resident only parking / permits / numbered spaces for homes”

“Restrict permits to those only who live in any given location(ie your own road)”

“Restricted parking scheme may not be enough. Since I moved to Stowmarket I have been regularly unable to park on my street (Bond Street) especially at weekends. Recommend that residents are allowed free parking in local car parks along with a restricted parking scheme. Size of vehicles along street must also play an issue large vans and SUVs often take up a lot of room in areas such as Bond Street, Regent Street and Hamilton Way”

“Restricted residents parking from 5am to 12pm”

“Road permit parking would help residents and free up the car park for commuters and employees of the town”

“Since the gym Opening the car parks are constantly full and the cars spill out onto residential streets”

“Stop commuters using the public roads”

“Stop people from hiring out their spaces which would reduce some traffic, not put a council building on our street - none of that will happen and people misunderstand the use of buidings. People DO NOT all walk here or use public transport”

“Stowupland Road needs more parking spaces on the road opposite Charles Industrial Estate, for RESIDENTS ONLY. Stowupland Road and beyond is a long enough stretch of road that could have RESIDENT ONLY parking permits”

“The double yellow lines do not need to be so far down in to the road essentially taking out what would be more parking, same with the single yellow lines at the beginning of the road”

“The existing permit scheme to use the Bury St carpark is ideal. Issues arise if there are more than 2 cars per household..I experienced stress in finding a space on the road and more scrapes to bodywork parking on the road”

“The only actual solutions would be to provide further parking facilities or improve public transport so that cars are not as necessary. It would also help to relax the rules around dropped kerb applications for a more common-sense approach (e.g. people with smaller vehicles should be able to get dropped kerbs onto smaller driveways if their vehicle will actually fit). Introducing parking permits may offer the illusion of improved parking but there is simply not enough room on these pre-motor vehicle built streets. In reality it will just displace the parking, reduce the amount of currently utilised space (being that bays will not be placed in many of the area’s residents currently park) and price many residents out of being able to occasionally park near their homes”

“The only way to solve the problem is to only allow parking outside your own house only or someone else’s with their consent, a parking scheme won’t work as there are too many neighbours down the street with more than 1 vehicle”

“The parking in Bury Street Car Park should be restricted to four hours maximum to prevent commuters taking up all the spaces all day”

“The principle of permit parking will not work in this case more permits will be sold them parking spaces therefore there will still be a shortage but we will be paying for the privilege for a traffic warden to come and give us a ticket”

“The rail station themselves reducing their parking charges”

“The restrictions you will impose are ridiculous .What about us that need carers to attend on a daily basis, permits should be per person and not to a car reg”

“The road is restricted by double yellow lines. Only enough space for two cars at any given time”

“There is a wasted small field behind Victoria road and Elizabeth way that could be turned into an additional parking facility. Initially I appreciate this would cost more however it will resolve the issue immediately without the need for permit, enforcement and frequent management. Had the garages not have been pulled down and houses built this frustrating issue would not exist”

“There is insufficient space for all cars in Bury St but if the present scheme of residents permit for the car park made the permit dual-purpose i.e. on the street or in the car park that would save residents' problems of lack of space in either situation”

“There is no alternative to parking on bury street due to the disabled bays, the current situation with getting a permit for bury street car park is ideal”

“This isn't a solution but I thought I would add to show the timeline. We as residents carried out the formal process when the Enforcement Officers were appointed with

no warning after years of no issue and peace (money making decision only). The Baptist church saved the residents of Bury Street through Covid as the council never did anything despite numerous complaints. If it wasn't for them we would have had no where to park! I myself then wrote to the MP, SCC Chief Executive and Mid Suffolk Chief Executive of the issue as the Town Council despite holding meetings did nothing. Mid Suffolk then offered a nicely appreciated reduced rate for the car park near Bury Street for £30 a year and still do this (although this won't be forever). This is now 3 or 4 years into that agreement. So unless we get parking permits along the street which has dwellings with no drive (town house living), then there is nowhere to park. Residents won't pay the increased or actual car park rate if they have to allocate 2-3 cars as it would be far in excess of the 30-80 pounds quoted. So, for Bury Street permits are the only option to sustain town centre living"

"Too much traffic from too many houses"

"Use of permits and signage residents only"

"We currently have residents permits in the Bury Street Car Park, which works for us most of the time"

"We park in Thorney Hall Close and have issues safely turning in and out of the road due to cars parking on the junction - although this is illegal parking, it is not currently enforced. There are several houses in Thorney Hall Close who will be affected by the proposals but aren't being considered as their address isn't Creeping Road West. Double yellows on the junction might make the close safer if it is actually enforced. We don't want to have to pay for visitors to park at our house as we have no need for a permit otherwise. We are also worried about people parking in the close, as it is a private road and we've already had some issues. The train station car park is usually empty - perhaps Greater Anglia could be approached to see if they can offer more affordable parking for commuters? Their car park could also be used as an overflow carpark for NRG in the evening"

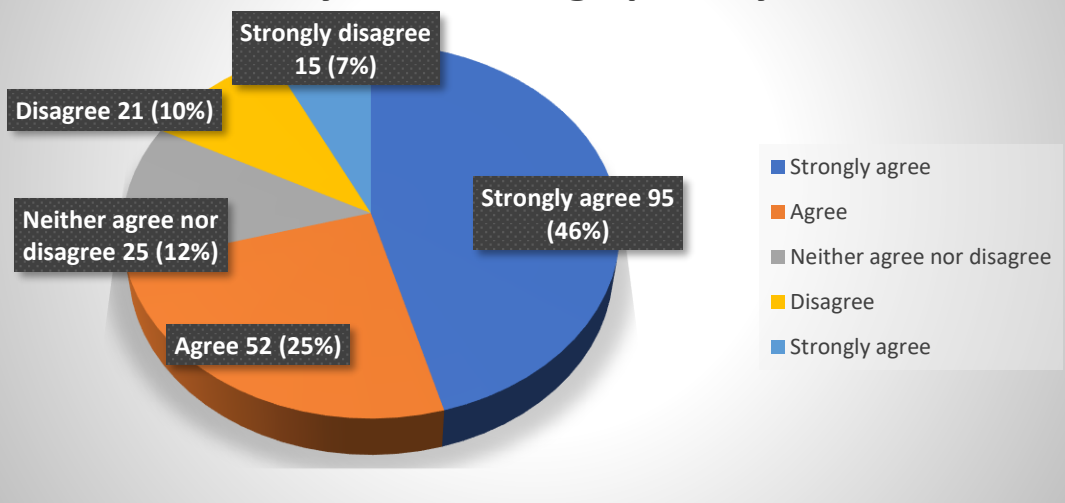
"Yellow lines on both sides of the road at the junction would stop parked cars causing a bottleneck"

"Provide discounts to create dropped kerbs and off road parking where permissible"

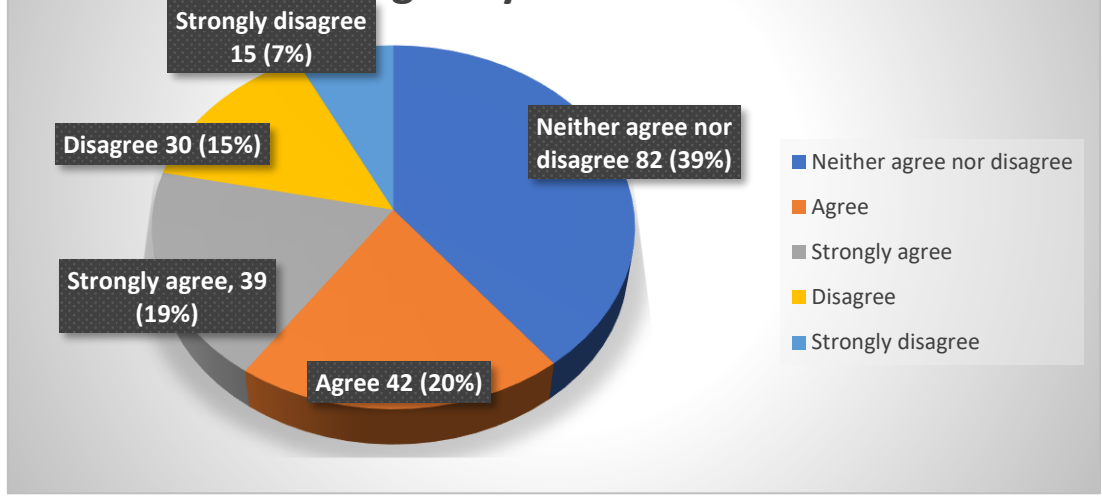
"Stop commuters parking here, ban traffic wardens"

"Stop residents with business vans parking in residential areas"

I think that providing residents parking in my road is a high priority.



I think that there are other more important highway issues in Stowmarket.



Comments received in response to “If you agree that there are other more important highway issues, please provide further information on what these issues are.”

“Although around Church Walk the biggest issues arise from non residents using the area to park, residents parking alone won’t solve this, as discussed earlier there needs to be a suite of solutions. Also there are other issues like road maintenance (pot holes etc.) that are pressing both around Church Walk and wider. I would like to see better road calming measures around Church Walk (a lot of cars drive too fast here despite the narrow roads etc.) More generally around Stowmarket there are a lot of issues with anti social driving i.e. speeding down Station Road West and Gipping Way - I’m always surprised there isn’t a speed camera on Gipping Way to help reduce this”

“Bury Street suffers from Rat Run and speeding. Particularly the buses. There should be better speeding enforcement to the street. Also, who’s ever idea to take buses away from the actual town centre and down bury street was not great as the listed houses such as ours suffer from huge vibrations and there will be a fatality soon. There has been many bumps and knocks on the cross roads. Additionally, the one way system people don’t understand - perhaps the signs are worn. People come the wrong way from the traffic/cross roads at the jewellers all the time. Lastly, the traffic lights on the main crossing (VW garage) are not timed properly. People queue for ages along tavern street as the lights are not timed correctly. It sometimes takes 15 minutes to turn left on Bury Street and reach the main road to navigation approach as the lights are ill timed”

“Double parking. Parking on pavements”

“Effective cycling provision, discouraging cars from town centre, 20mph speed limits in town centre and residential areas, maintenance of highway drainage”

“Eventually Stowupland Road and Creeting Road will have to be a one way system. The increase in traffic both domestic and commercial vehicles along this route even since the bridge has been built (which i thought as a resident would alleviate this when it was built) is an accident waiting to happen. It is often grid locked out here, queuing traffic for the gates, cars parked randomly for the shop and pub, cars overtaking traffic that is queuing for the gates to go down Creeting Road being met by cars coming out of Creeting Road or parked cars on Creeting Road for the shop. This often causes grid lock and chaos and now the estate is being built further up Stowupland Road this is going to get a lot worse. There is often speeding traffic from the roundabout at Newton Road coming down when they see the gates are up as a pedestrian aswell you can at times feel this is a death trap trying to cross this road let alone try and park. Cars queuing for the gates often forget that as a resident we are trying to park our car and sadly do not have the luxury of a driveway. There is not enough space for everyone to park, most houses own 2 cars. I am really not interested in paying for a permit when I would be unable to park anyway”

“Filling in the vast number of potholes in Stowmarket”

“Filling of potholes and making some streets one way e.g. Bond Street and Regent Street”

“Fix all the potholes, re adjust the traffic lights for Station Road East to allow more cars through which will stop some traffic build ups”

“Fix the potholes & flooding issues!”

“Fix the potholes!”

“Fixing pot holes, cleaning all the road signs”

“Fixing potholes”

“General up keep of the roads”

“Gipping Way/Navigation Approach traffic lights. Continual, long traffic hold ups”

“Improvements to the high street and the removal of parking meters at key car parks used for the high street would encourage more people to the high street. A reduction in high street Council tax would also help to support business or a discount given to independent shops encouraging a more community driven high street”

“It is simple maths the average width of the house around here since the mainly terraced houses is about 14 foot wide the average length of a car is greater than 14 foot therefore there is not enough parking spaces and that is if we are parking on both sides of the street not in limited parking zones so your idea does not work it is just a moneymaking option for the council it does not help me at all as a resident so I strongly strongly disagree”

“I’ve had my vandalised and had plates and badges stolen. Police were completely useless despite finding the person responsible. I know there have been more car related crimes in Bury Street maybe cameras or some other safety measures should be put in place”

“Lack of proper planning when housing was being built pot holes”

“Maintaining the roads pavements and drains! There have been blocked drains in our street for over a year and each time they are reported they are put on scheduled maintenance, but still have not been resolved! It would be nice if the street was swept once in a while! The annual weed killing on the pavements never seems to happen!”

“Making creeting road one-way as there are so many car damaged or drivers with road rage after waiting a long time for traffic to move through the gates. Lots of drivers parking all over the corners of the road for the shop. As Victoria road is one way it seems perfect to make creeting road one way from NRG gym road”

“Need more parking areas especially for disabled-make main street for pedestrians”

“Not being able to turn left out of the main town centre leads to more congestion than there needs to be”

“Not enough parking”

“Numerous pot holes need repair, drainage to prevent ongoing flooding”

“One way systems on Creeting Road west would stop vehicles driving on the pathway when passing”

“Other issues that should be looked at as well (not instead of)... Flow of traffic through town centre, getting out of Church Walk junction, traffic behaviour down Church Walk”

“POT HOLES”

“POTHOLES !!!! Blocked drainage causing flooding”

“POTHOLES!!!!”

“Parking is available for the residents of Edinburgh Close, the problem appears to be people parking their cars from other streets where they don't have parking. This is

now preventing our bins from being emptied as the drivers can't get the lorry down our road"

"Pit holes"

"Please look into the terrible situation of potholes in Stowmarket"

"Pot Holes"

"Pot Holes need to be sorted around the area"

"Pot Holes!!"

"Pot hole repair, malfunction junction should be remodelled, 60 minute free parking slots should be available all along the present pedestrian area and in the Union Street car park to encourage use and shopping in the town centre, commuters should be encouraged to park at the railway station for the same price or discounted using their ticket code"

"Pot holes"

"Pot holes"

"Pot holes"

"Pot holes"

"Pot holes"

"Pot holes"

"Pot holes"

"Pot holes"

"Pot holes could be looking at"

"Pot holes, awful road management, parking issues on narrow roads, no deterrent for obstructive parking along narrow roads. No deterrent for using cars (The roads in Stowmarket are not designed for the sheer amount of cars on the road now)"

"Pot holes, maintenance of roads and flooding on A1120 near Tesco which is down to one lane"

"Pot holes- lack of driveways too many houses not enough parking"

"Pot-hole repairs"

"Potholes"

"Potholes"

"Potholes"

"Potholes"

"Potholes and flooding"

“Potholes and improving drainage issues on Creting Road more important issues. Most houses down Elizabeth Way have decent sized driveways”

“Potholes need fixing across Suffolk, speeding issues down the Navigation approach bridge, stop people from turning right on the tavern street where only bikes are allowed, solve the drainage problems causing severe floods during the downpour”

“Potholes!!! School traffic. Public transport availability. Not highway, but state of the Gipping!”

“Potholes, capacity issues with a growing town. Doesn't stop this scheme from being worthwhile”

“Potholes, drainage”

“Potholes, water leaks onto the roads, flooding from field run off”

“Potholes, pavement repairs & Litter”

“Potholes. Drainage at the bottom off Elizabeth way and other roads. Road marking and sign cleaning”

“Potholes. Too many houses for infrastructure”

“Provide better drainage to prevent flooding. Improve road surface ie; fill pot holes. Improve traffic flow at traffic lights on junction of Gipping Way and Station Road. Provide reasonably priced car parks in town for shoppers and commuters”

“Residents of affected streets should be allowed free parking in local council ran car parks”

“Road and pavement maintenance, potholes, broken pavements, weeds, overgrown hedges etc”

“Road maintenance especially pot holes”

“Sort out the potholes before anyone is seriously injured”

“Sort out the potholes before somebody is seriously hurt”

“Speeding down crown street with people racing to beat the railway gates and racing away from the gates”

“Speeding on Stowupland street is a problem also, I would like to see speed bumps introduced to reduce the probability of speeding on the street, this would hopefully keep drivers at low speeds leading towards the rail crossing”

“Speeding, unsafe parking, potholes, narrow pavements, poor road conditions”

“State of the roads”

“The back-up of traffic to Gun Cotton Way roundabouts and all the way backed up to Stowupland, and back-up to the combs roundabout every morning with commuters traveling to Stowmarket as all converges on the traffic light road outside Aldi. Air pollution of sitting cars,, hard to breath, when train gates are down Creting road west is used as a rat run and cars back - up here and then there is no possible

access for emergency vehicles at all. I have missed appointments as unable to get my car out from where it is parked”

“The condition of most roads is dangerous and damaging to vehicles. Stowmarket is a fast growing town with the population ever increasing, I fear that with the development of the new business park and numerous houses that the current infrastructure of our roads will not cope and lead to huge delays and further wear on the already poorly maintained road surfaces”

“The pot holes?????”

“The state of some of the roads are becoming a danger to cyclists in particular”

“The timing coordination of the traffic lights in town e.g. traffic turning left off Navigation Approach could safely have a green light while traffic is turning right off Gipping way onto Nav Approach but they're left on red. The yellow box junction at the end of Bury Street is unenforced and blocked by drivers every rush hour and you see someone jump the red lights at the Barnards crossroads and/or the Navigation Approach junctions nearly every time you use them”

“The timings for traffic lights is not appropriate for either traffic or pedestrian”

“The use of Bond Street and Regent Street to avoid the Gipping Way & Station Road junction”

“They're both equally as important as parking - carriageway surfacing and drainage maintenance. There are an incredible number of surfacing defects which have developed to cause serious (and expensive) damage to the carriageway's pavement structure. Many of the road gullies are full of silt and should be emptied to aide proper drainage of the road surface and to prevent blockage of the drainage systems downstream”

“Unsafe parking on junctions and parking on pavements is a serious issue that endangers pedestrians and other road users”

“Bins being left out all week .pot holes. and a convenience store will make thing worse since the crown pub closed things have improved immensely”

“Parking at the station and surrounding roads ONLY, potholes, traffic light phasing”

“Pot-holes everywhere at dangerous junctions/roundabouts”

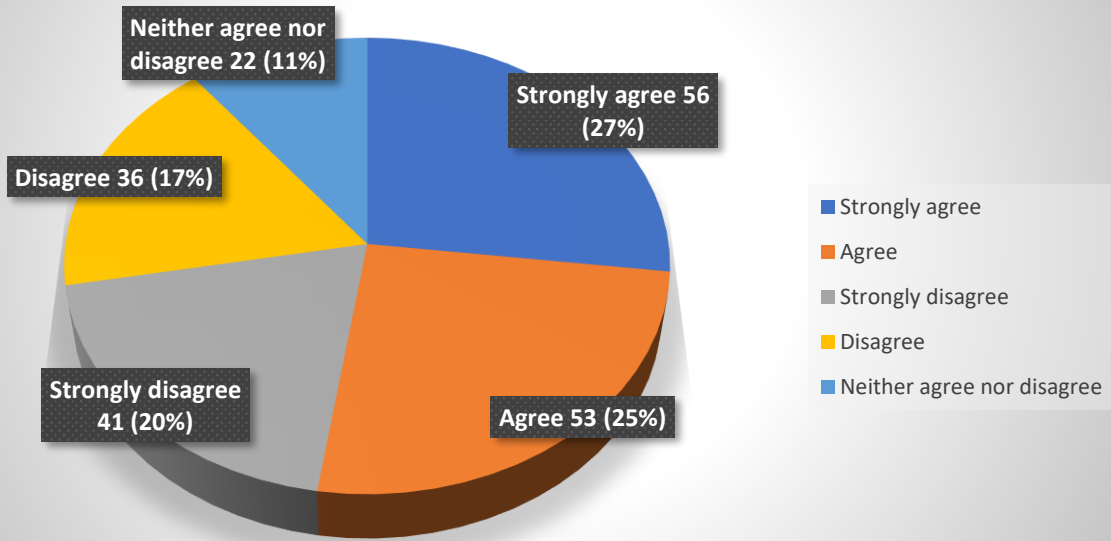
“Repairing roads with pot holes”

“Stop pavement parking”

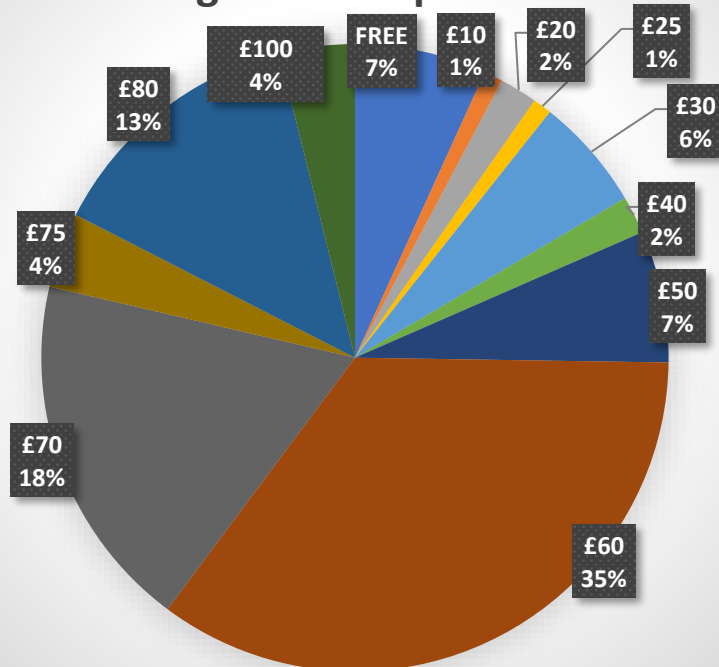
“The traffic flow between the at the Navigation approach/Gipping Way and the ATS Station road west and Gipping Way. the flow of traffic is not smooth and is often snarled up with backlog in all directions”

“Thousands of pot holes and bad road surfaces in Stowmarket”

I would be prepared to pay for a permit to park in my road (or surrounding roads).



How much would you be prepared to pay for a single annual permit?



Comments received in response to “How much would you be prepared to pay for a single annual permit?”

“Can’t afford it so what then?”

“Due to ill health I'm now on a lower income. Perhaps issuing the 1st permit for a reduced cost. This would allow us to save for a full cost permit”

“I am not prepared to pay and still there would not be enough parking spaces therefore I am paying the wages to have someone come and give me a parking ticket how stupid simple mathematics”

“I can't see why it would need to cost a lot of money. The council would make more money from commuters paying for the railway car parking rates, rather than the free parking they get now. No more than £60 a year, seeing as most households have more than one car, and an extra one would presumably be needed for when relatives/carers visit”

“I do not think removing 1 hour free shopping parking would benefit Stowmarket. This also controls the parking on Bury Street. When there was no warden the parking was on double yellow lines, etc., all the time”

“I don't agree with a parking permit scheme as this will affect my business when I have been careful to offer my staff free carparking at my premises and I believe it is commuters who are hogging the town centre carparks”

“I don't want to be parking 2 or 3 streets away”

“I have off street parking for my cars”

“I have tenants in 3 other properties surrounding mine, 20 and 16 and 18a. They would probably pay up to £100”

“I should not have to pay anything the neighbours that have more than 1 vehicle should as they are the problem with parking”

“I think a clear breakdown of why the scheme costs for residents is needed first. The council already pays for parking enforcement for the single and double yellows etc. So staff are already there to enforce permits. And profit would be made by those that park without permit”

“I think that sounds expensive, especially in light of the £30 residents charge at Bury St, and would mean yet fewer places for people to park for free and go into town”

“I think the first car should be free and then additional cars would need to pay for the permits”

“I would be happy to between £60 and £80 per annum if I was guaranteed a parking space. I am paying for a parking permit for bury Street car park and a lot of the time the car park has no spaces available”

“I would be happy to pay if all vehicle are charged at the same rate, we have 3 residents who all work and require a vehicle to commute”

"It depends on what entitlement the payer would be privileged to. We have lived in our house for over 40 years. Residents parking permits have been suggested by the Council before. The previous scheme entitled residents who paid to participate would be able to park in allocated spaces. However, there was only going to be a limited number of allocated spaces. Therefore, 7 homes could join and pay for the scheme, but the Council might limit parking spaces to 3 in the street. There would be no benefit to pay for a space that other people would be competing for. It would be a waste of money and the situation would be a lottery as it is already"

"Minimum but I prefer the existing car park scheme personally"

"My husband is disabled and I am his carer so can't afford to pay extra to park where we live"

"NAD"

"Nil"

"Not happy with permits due to restricting family visiting"

"Not prepared to pay I pay council tax and should not have to pay to park in my own residence"

"Nothing, there is rarely a problem. If I want to pay for parking I can use a car park"

"Nothing. As resident I should have priority to park outside my own property"

"Put it within council tax"

"Should be free for two cars"

"Shouldn't cost anything pay council tax"

"The amount stated sounds reasonable to me"

"Those that want it down our road are likely to have three vehicles or more. They should be paying a high number to justify completely changing the parking system"

"Why should I? Council tax should pay for this considering it doesn't fix the damn road here"

"Would happily pay the standard amount, or more if necessary"

"You shouldn't have to pay to park on your own road when you pay car and council tax, however I understand that the enforcement costs money"

"Zero unless spaces are guaranteed"

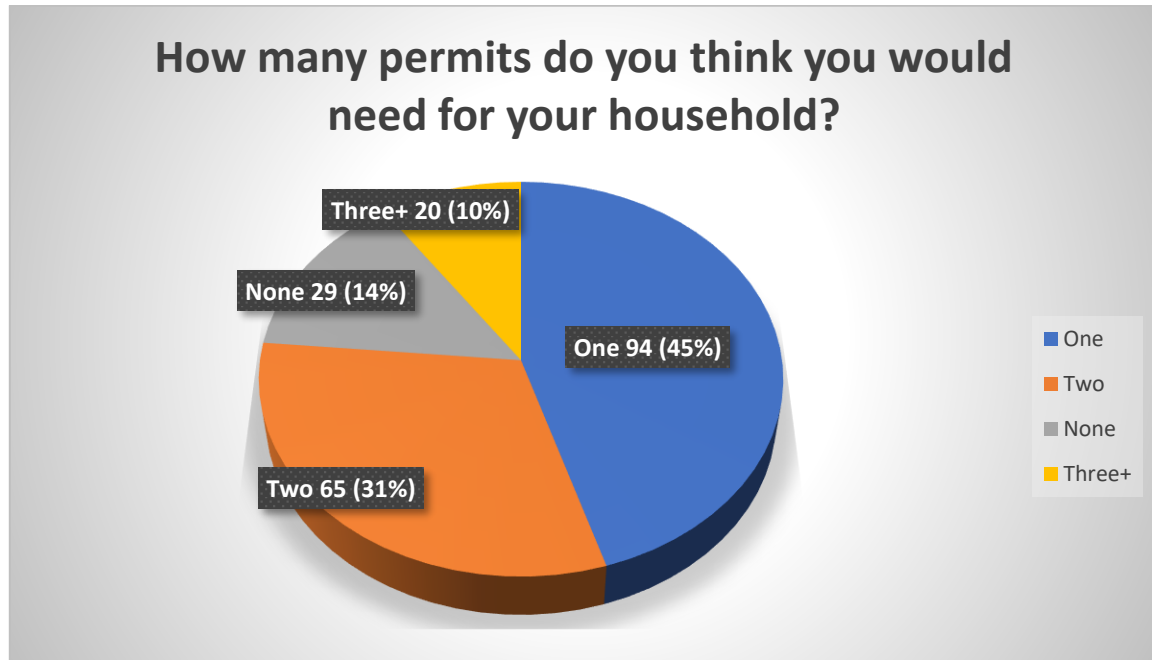
"As a disabled pensioners in our 80s it would be to expensive"

"As little as possible. will this rise each year?"

"£60 (but only if in conjunction with additional parking bays)"

"£60 sounds fair - this would make Parking Enforcement our friend. Instead they are currently the residents enemy (named the Gestapo) and slam cars for fun every day of the week and on bank holidays. In fact I may have even seen them out Christmas

Day!!! We have a disabled badge and recently they were out at 8.15 giving us a ticket because our clock said 9 (as my mother in law put the time at night we arrived). So you would think this would extent/start to cover the start of the day”
“£60.00 - especially if it had dual use, i.e. on Bury St or in Bury St Car Park”



The survey results – street by street analysis

The survey results – street by street analysis

- The most responses to the survey were received from residents living in Regent Street (30), followed by Bury Street (27) and Creeping Road West (24).
- 42.8% of the residents of Creeping Road West responded to the survey – the highest percentage of any of the surveyed street.
- Less than 20% of the residents in Stowupland Road, Stowupland Street, Cardinals Road, Crown Street, Milton Road North, Fox Court, Union Street West and Edinburgh Close responded to the survey.
- In Elizabeth Way, every respondent has off-road parking yet 58.8% of respondents still wanted a permit scheme to restrict parking. However, only 17.6% were prepared to pay for a permit.
- The responses for street analysis have been simplified. ‘Strongly agree’ and ‘Agree’ have been added together as have ‘Strongly disagree’ and ‘Disagree’.

Bond Street

Responses received = 15 (35.5% of residential addresses in the street)

How many cars are there in your household?

One	Two	Three or more	I don't have a car
10 (66.7%)	2 (13.3%)	1 (6.7%)	2 (13.3%)

Do you have off road parking?

No	Yes (1 car)	Yes (2 cars)	Yes (more than 2)
11 (73.3%)	1 (6.7%)	3 (20%)	0 (0%)

I think that a permit scheme to restrict parking would solve any parking problems in my road.

Agree	Disagree	Neither agree nor disagree
8 (53.3%)	7 (46.6%)	0

I think that providing residents parking in my road is a high priority.

Agree	Disagree	Neither agree nor disagree
9 (60%)	4 (26.7%)	2 (13.3%)

I would be prepared to pay for a permit to park in my road (or surrounding roads).

Agree	Disagree	Neither agree nor disagree
9 (60%)	5 (33.3%)	1 (6.7%)

Bury Street

Responses received = 27 (31.7% of residential addresses in the street)

How many cars are there in your household?

One	Two	Three or more	I don't have a car
15 (55.5%)	8 (29.6%)	4 (14.8%)	0 (0%)

Do you have off road parking?

No	Yes (1 car)	Yes (2 cars)	Yes (more than 2)
15 (55.5%)	7 (25.9%)	3 (11.1%)	2 (7.4%)

I think that a permit scheme to restrict parking would solve any parking problems in my road.

Agree	Disagree	Neither agree nor disagree
18 (66.6%)	3 (11.1%)	6 (22.2%)

I think that providing residents parking in my road is a high priority.

Agree	Disagree	Neither agree nor disagree
22 (81.5%)	3 (11.1%)	2 (7.4%)

I would be prepared to pay for a permit to park in my road (or surrounding roads).

Agree	Disagree	Neither agree nor disagree
16 (59.2%)	7 (26.0%)	4 (14.8%)

Cardinals Road

Responses received = 12 (19% of residential addresses in the street)

How many cars are there in your household?

One	Two	Three or more	I don't have a car
5 (41.7%)	6 (50%)	0 (0%)	1 (8.3%)

Do you have off road parking?

No	Yes (1 car)	Yes (2 cars)	Yes (more than 2)
9 (75%)	1 (8.33%)	1 (8.33%)	1 (8.33%)

I think that a permit scheme to restrict parking would solve any parking problems in my road.

Agree	Disagree	Neither agree nor disagree
6 (50%)	6 (50%)	0

I think that providing residents parking in my road is a high priority.

Agree	Disagree	Neither agree nor disagree
9 (75%)	3 (25%)	0

I would be prepared to pay for a permit to park in my road (or surrounding roads).

Agree	Disagree	Neither agree nor disagree
7 (58.3%)	5 (41.7%)	0

Church Walk

Responses received = 10 (40% of residential addresses in the street)

How many cars are there in your household?

One	Two	Three or more	I don't have a car
7 (70%)	3 (30%)	0	0

Do you have off road parking?

No	Yes (1 car)	Yes (2 cars)	Yes (more than 2)
8 (80%)	2 (20%)	0	0

I think that a permit scheme to restrict parking would solve any parking problems in my road.

Agree	Disagree	Neither agree nor disagree
9 (90%)	1 (10%)	0

I think that providing residents parking in my road is a high priority.

Agree	Disagree	Neither agree nor disagree
10 (100%)	0	0

I would be prepared to pay for a permit to park in my road (or surrounding roads).

Agree	Disagree	Neither agree nor disagree
9 (90%)	1 (10%)	0

Creting Road West

Responses received = 24 (42.8% of residential addresses in the street street)

How many cars are there in your household?

One	Two	Three or more	I don't have a car
10 (41.7%)	11 (45.8%)	1 (4.2%)	2 (8.3%)

Do you have off road parking?

No	Yes (1 car)	Yes (2 cars)	Yes (more than 2)
20 (83.33%)	2 (8.33%)	2 (8.33%)	0

I think that a permit scheme to restrict parking would solve any parking problems in my road.

Agree	Disagree	Neither agree nor disagree
21 (87.5%)	2 (8.33%)	1 (4.16%)

I think that providing residents parking in my road is a high priority.

Agree	Disagree	Neither agree nor disagree
20 (83.3%)	2 (8.3%)	2 (8.3%)

I would be prepared to pay for a permit to park in my road (or surrounding roads).

Agree	Disagree	Neither agree nor disagree
16 (66.7%)	5 (20.8%)	3 (12.5%)

Crown Street

Responses received = 6 (10.9% of residential addresses in the street)

How many cars are there in your household?

One	Two	Three or more	I don't have a car
3 (50%)	1 (16.6%)	1 (16.6%)	1 (16.6%)

Do you have off road parking?

No	Yes (1 car)	Yes (2 cars)	Yes (more than 2)
4 (66.7%)	0	2 (33.3%)	0

I think that a permit scheme to restrict parking would solve any parking problems in my road.

Agree	Disagree	Neither agree nor disagree
3 (50%)	2 (33.3%)	1 (16.7%)

I think that providing residents parking in my road is a high priority.

Agree	Disagree	Neither agree nor disagree
3 (50%)	0	3 (50%)

I would be prepared to pay for a permit to park in my road (or surrounding roads).

Agree	Disagree	Neither agree nor disagree
1 (16.7%)	3 (50%)	2 (33.3%)

Edinburgh Close

Responses received = 2 (10.5% of residential addresses in the street)

How many cars are there in your household?

One	Two	Three or more	I don't have a car
0	2 (100%)	0	0

Do you have off road parking?

No	Yes (1 car)	Yes (2 cars)	Yes (more than 2)
0	1 (50%)	1 (50%)	0

I think that a permit scheme to restrict parking would solve any parking problems in my road.

Agree	Disagree	Neither agree nor disagree
0	2 (100%)	0

I think that providing residents parking in my road is a high priority.

Agree	Disagree	Neither agree nor disagree
0	0	2 (100%)

I would be prepared to pay for a permit to park in my road (or surrounding roads).

Agree	Disagree	Neither agree nor disagree
0	2 (100%)	0

Elizabeth Way

Responses received = 17 (35.4% of residential addresses in the street)

How many cars are there in your household?

One	Two	Three or more	I don't have a car
11 (64.7%)	3 (17.65%)	3 (17.65%)	0

Do you have off road parking?

No	Yes (1 car)	Yes (2 cars)	Yes (more than 2)
0	5 (29.4%)	10 (58.8%)	2 (11.8%)

I think that a permit scheme to restrict parking would solve any parking problems in my road.

Agree	Disagree	Neither agree nor disagree
10 (58.8%)	6 (35.3%)	1 (5.9%)

I think that providing residents parking in my road is a high priority.

Agree	Disagree	Neither agree nor disagree
8 (47%)	7 (41.2%)	2 (11.8%)

I would be prepared to pay for a permit to park in my road (or surrounding roads).

Agree	Disagree	Neither agree nor disagree
3 (17.6%)	13 (76.5%)	1 (5.9%)

Fox Court

Responses received = 2 (16.7% of the residential addresses in the street)

How many cars are there in your household?

One	Two	Three or more	I don't have a car
1 (50%)	1 (50%)	0	0

Do you have off road parking?

No	Yes (1 car)	Yes (2 cars)	Yes (more than 2)
1 (50%)	0	1 (50%)	0

I think that a permit scheme to restrict parking would solve any parking problems in my road.

Agree	Disagree	Neither agree nor disagree
2 (100%)	0	0

I think that providing residents parking in my road is a high priority.

Agree	Disagree	Neither agree nor disagree
2 (100%)	0	0

I would be prepared to pay for a permit to park in my road (or surrounding roads).

Agree	Disagree	Neither agree nor disagree
2 (100%)	0	0

Hamilton Way

Responses received = 6 (33.3% of residential addresses in the street)

How many cars are there in your household?

One	Two	Three or more	I don't have a car
4 (66.7%)	2 (33.3%)	0	0

Do you have off road parking?

No	Yes (1 car)	Yes (2 cars)	Yes (more than 2)
3 (50%)	3 (50%)	0	0

I think that a permit scheme to restrict parking would solve any parking problems in my road.

Agree	Disagree	Neither agree nor disagree
3 (50%)	3 (50%)	0

I think that providing residents parking in my road is a high priority.

Agree	Disagree	Neither agree nor disagree
3 (50%)	2 (33.3%)	1 (16.7%)

I would be prepared to pay for a permit to park in my road (or surrounding roads).

Agree	Disagree	Neither agree nor disagree
1 (16.7%)	5 (83.3%)	0

Milton Road North

Responses received = 3 (16.7% of residential addresses in the street)

How many cars are there in your household?

One	Two	Three or more	I don't have a car
2 (66.7%)	0	0	1 (33.3%)

Do you have off road parking?

No	Yes (1 car)	Yes (2 cars)	Yes (more than 2)
2 (66.7%)	1 (33.3%)	0	0

I think that a permit scheme to restrict parking would solve any parking problems in my road.

Agree	Disagree	Neither agree nor disagree
3 (100%)	0	0

I think that providing residents parking in my road is a high priority.

Agree	Disagree	Neither agree nor disagree
2 (66.7%)	0	1 (33.3%)

I would be prepared to pay for a permit to park in my road (or surrounding roads).

Agree	Disagree	Neither agree nor disagree
2 (66.7%)	1 (33.3%)	0

Regent Street

Responses received = 30 (36.1% of residential addresses in the street)

How many cars are there in your household?

One	Two	Three or more	I don't have a car
16 (53.3%)	11 (36.7%)	1 (3.3%)	2 (6.7%)

Do you have off road parking?

No	Yes (1 car)	Yes (2 cars)	Yes (more than 2)
18 (60%)	8 (26.7%)	3 (10%)	1 (3.3%)

I think that a permit scheme to restrict parking would solve any parking problems in my road.

Agree	Disagree	Neither agree nor disagree
18 (60%)	9 (30%)	3 (10%)

I think that providing residents parking in my road is a high priority.

Agree	Disagree	Neither agree nor disagree
21 (70%)	4 (13.3%)	5 (16.7%)

I would be prepared to pay for a permit to park in my road (or surrounding roads).

Agree	Disagree	Neither agree nor disagree
14 (46.7%)	14 (46.7%)	2 (6.6%)

Stowupland Road

Responses received = 13 (12.7% of residential addresses in the street)

How many cars are there in your household?

One	Two	Three or more	I don't have a car
6 (46.2%)	4 (30.8%)	3 (23%)	0

Do you have off road parking?

No	Yes (1 car)	Yes (2 cars)	Yes (more than 2)
12 (92.3%)	1 (7.7%)	0	0

I think that a permit scheme to restrict parking would solve any parking problems in my road.

Agree	Disagree	Neither agree nor disagree
5 (38.5%)	5 (38.5%)	3 (23%)

I think that providing residents parking in my road is a high priority.

Agree	Disagree	Neither agree nor disagree
4 (30.8%)	6 (46.2%)	3 (23%)

I would be prepared to pay for a permit to park in my road (or surrounding roads).

Agree	Disagree	Neither agree nor disagree
5 (38.5%)	6 (46.2%)	2 (15.3%)

Stowupland Street

Responses received = 10 (16.9% of residential addresses in the street)

How many cars are there in your household?

One	Two	Three or more	I don't have a car
3 (30%)	6 (60%)	1 (10%)	0

Do you have off road parking?

No	Yes (1 car)	Yes (2 cars)	Yes (more than 2)
7 (70%)	2 (20%)	0	1 (10%)

I think that a permit scheme to restrict parking would solve any parking problems in my road.

Agree	Disagree	Neither agree nor disagree
9 (90%)	0	1 (10%)

I think that providing residents parking in my road is a high priority.

Agree	Disagree	Neither agree nor disagree
10 (100%)	0	0

I would be prepared to pay for a permit to park in my road (or surrounding roads).

Agree	Disagree	Neither agree nor disagree
8 (80%)	1 (10%)	1 (10%)

Union Street East

Responses received = 8 (42.1% of residential addresses in the street)

How many cars are there in your household?

One	Two	Three or more	I don't have a car
4 (50%)	4 (50%)	0	0

Do you have off road parking?

No	Yes (1 car)	Yes (2 cars)	Yes (more than 2)
3 (37.5%)	4 (50%)	1 (12.5%)	0

I think that a permit scheme to restrict parking would solve any parking problems in my road.

Agree	Disagree	Neither agree nor disagree
7 (87.5%)	1 (12.5%)	0

I think that providing residents parking in my road is a high priority.

Agree	Disagree	Neither agree nor disagree
7 (87.5%)	1 (12.5%)	0

I would be prepared to pay for a permit to park in my road (or surrounding roads).

Agree	Disagree	Neither agree nor disagree
5 (62.5%)	3 (37.5%)	0

Union Street West

Responses received = 2 (14.3% of residential addresses in the street street)

How many cars are there in your household?

One	Two	Three or more	I don't have a car
0	2 (100%)	0	0

Do you have off road parking?

No	Yes (1 car)	Yes (2 cars)	Yes (more than 2)
2 (100%)	0	0	0

I think that a permit scheme to restrict parking would solve any parking problems in my road.

Agree	Disagree	Neither agree nor disagree
0	2 (100%)	0

I think that providing residents parking in my road is a high priority.

Agree	Disagree	Neither agree nor disagree
1 (50%)	1 (50%)	0

I would be prepared to pay for a permit to park in my road (or surrounding roads).

Agree	Disagree	Neither agree nor disagree
0	0	2 (100%)

Victoria Road

Responses received = 20 (28.6% of residential addresses in the street)

How many cars are there in your household?

One	Two	Three or more	I don't have a car
10 (50%)	7 (35%)	1 (5%)	2 (10%)

Do you have off road parking?

No	Yes (1 car)	Yes (2 cars)	Yes (more than 2)
16 (80%)	0	3 (15%)	1 (5%)

I think that a permit scheme to restrict parking would solve any parking problems in my road.

Agree	Disagree	Neither agree nor disagree
9 (45%)	6 (30%)	8 (40%)

I think that providing residents parking in my road is a high priority.

Agree	Disagree	Neither agree nor disagree
16 (80%)	3 (15%)	1 (5%)

I would be prepared to pay for a permit to park in my road (or surrounding roads).

Agree	Disagree	Neither agree nor disagree
11 (55%)	6 (30%)	3 (15%)

Using the street-by-street survey responses, the table below shows the majority decisions for the key questions that refer to permit parking.

Key question analysis

	Majority agrees	Majority disagrees	Undecided/no majority
I think that a permit scheme to restrict parking would solve any parking problems in my road.	Bond Street Bury Street Church Walk Creeping Road West Crown Street Elizabeth Way Fox Court Milton Road North Regent Street Stowupland Street Union Street East Victoria Road	Edinburgh Close Union Street West	Cardinals Road Hamilton Way Stowupland Road
I think that providing residents parking in my road is a high priority.	Bond Street Bury Street Cardinals Road Church Walk Creeping Road West Elizabeth Way Fox Court Hamilton Way Milton Road North Regent Street Stowupland Street Union Street East Victoria Road	Edinburgh Close	Crown Street Stowupland Road Union Street West
I would be prepared to pay for a permit to park in my road (or surrounding roads).	Bond Street Bury Street Cardinals Road Church Walk Creeping Road West Fox Court Milton Road North Stowupland Street Union Street East Victoria Road	Crown Street Edinburgh Close Elizabeth Way Hamilton Way	Regent Street Stowupland Road Union Street West

Appendices

Appendix A - The letter sent to the residents and businesses in the survey area.

25 March 2024

Dear Resident

Stowmarket Residents Parking Proposal – Informal Survey

Suffolk County Council, Mid Suffolk District Council and Stowmarket Town Council are collectively considering the introduction of a Residents Parking Scheme in Stowmarket, near to the railway station and the town centre. All three councils have received requests from residents in the area who are finding it increasingly difficult to park near their homes.

At this stage we are consulting on whether residents want a parking scheme introduced and in which streets. The area being considered for a Residents Parking Scheme includes the following streets:

- Bond Street
- Bury Street
- Cardinals Road
- Church Walk
- Creeting Road West
- Crown Street
- Edinburgh Close
- Elizabeth Way
- Fox Court
- Hamilton Way
- Milton Road North
- Regent Street
- Stowupland Street
- Stowupland Road
- Union Street East
- Union Street West
- Victoria Road

To help us form an understanding of your views on parking where you live, we are inviting residents to complete an online survey. The survey includes a set of frequently asked questions that have been prepared in consultation with your local councillors.

Your views are essential to ensure that the councils make the right decision on parking in your area. We would be grateful if you could complete the online survey by **Sunday 5 May 2024**.

To complete the survey please visit <https://baberghandmidsuffolk.citizenlab.co/en-GB/projects/stowmarket-parking> or scan the QR code below. There is also a link on our website www.midsuffolk.gov.uk One survey response per household will be accepted.

Once the surveys have been submitted, the next stage will be to analyse the responses and report the finding to councillors. If there is a positive reply from a majority of residents in favour of residents parking, and a political consensus, we will seek funding for the design of the scheme and a formal consultation. The formal consultation will be the opportunity for all to comment on the details of any scheme and express their support or to put any objections forward.

Yours faithfully

Suffolk County Council (Highways)
Mid Suffolk District Council
Stowmarket Town Council

Distributed by Mid Suffolk District Council on behalf of all three councils.



Babergh and Mid Suffolk District Councils
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www.babergh.gov.uk www.midsuffolk.gov.uk

Appendix B - Frequently asked questions

The following 'frequently asked questions' appeared on our website and the online survey to provide further information about residents' parking schemes.

What is a Residents Parking Scheme?

A Residents Parking Scheme involves formally restricting parking by only allowing residents and selected others who have a permit, to park within marked bays on the road. The parking restrictions can be all the time or for a defined period eg. 9am to 6pm. Usually, the same restrictions are implemented over several adjacent roads to create zones. A valid permit would allow parking within marked bays anywhere in the zone.

Why is a Residents Parking Scheme being considered in my road?

Several residents have complained to Stowmarket Town Council, Mid Suffolk District Council or Suffolk County Council about difficulties caused by the large numbers of non-residents parking on the road where they live.

Will I have to pay for a permit?

Yes. Any Residents Parking Scheme will need to be self-financing. The income from the permits and any fines will pay for the administration and enforcement of the scheme. It cannot be used to generate additional income for the councils.

What is the cost?

The cost will depend on several factors such as the number of permits likely to be issued and the administration costs including enforcement. For other similar schemes the cost of an annual permit is around £60 - £80. Additional permits may cost more.

Is it compulsory for residents to buy a permit?

No. If individuals do not want to pay for a permit they do not have to do so although they would not be able to park within the zone when or where parking restrictions apply.

Do I need a permit for a motorcycle?

Yes. A permit is needed for any motor vehicle although the cost of a permit may vary. It is likely to be a condition of the scheme that parking of trailers and caravans on the road will not be allowed.

How many permits can I apply for?

The number of permits per household is determined by the availability of parking spaces on the road or in the zone. The number of parking spaces and hence permits would be considered at an early stage in the design and consultation process but due to the limited space for parking it is possible that there may be restrictions on the number of permits available for each household.

Am I guaranteed a parking place outside my home?

No. There may be more permits issued than there are available marked bays.

Will permits be available for visitors and tradespersons?

Yes. It is normally possible to apply for visitor permits although the duration and number of these is likely to be limited and it be necessary to pay for them. Visitor permits would be required for tradespersons working at a property but not for deliveries.

Will permits be available for businesses?

Businesses within a Residents Parking Zone may be able to apply for a limited number of permits for employees and commercial vehicles although it is likely that demand will exceed availability. Limited waiting bays would be considered near businesses to allow street parking for customers when off-street parking is not present.

Will I have to display a permit in my windscreen?

Most newly created Residents Permit Zones now use digital or virtual permits rather than paper permits. All permits are managed online, and residents can make changes to their permit and purchase visitor and tradesperson permits at a time that is convenient to them.

Would I have to register my vehicle registration when applying for a permit?

Yes. All permits would have to be assigned to a specific vehicle registration. If you regularly use different vehicles you would need to change the vehicle registration assigned to your permit before parking within the zone.

Will the whole of my street be changed to residents parking?

Not necessarily. If some residents do not want to join the scheme, then some of the road can remain for general parking. These spaces would be available for anyone to use eg. residents with or without permits, visitors, shoppers and commuters.

What if I don't want a Residents Parking Scheme?

All residents and businesses in an area where a Residents Parking Scheme is being considered will be formally consulted before a decision is made to proceed. Unless supported by a majority of the local community we would not implement a Residents Parking Scheme.

What happens if someone parks in a Residents Parking Zone without a permit? Anyone parking within a Residents Parking Zone who does not have a valid permit will receive a fine. If a resident does not comply with the agreed conditions, it is possible that a permit would not be renewed.

How long would it take to implement a Residents Parking Scheme?

It is likely to take around between 18-24 months to implement a Residents Parking Scheme. This and the online survey are the first stage of the process and are intended to inform residents and to determine the level of local support for such a

scheme. Detailed design and consultation work is then needed before the formal process can begin, during which any objections are considered, and the necessary legal orders created.

and the 2000–2001 season. The 2000–2001 season was the first season in which the majority of the population was vaccinated against influenza A (H1N1) virus. The 2001–2002 season was the first season in which the majority of the population was vaccinated against influenza B virus.

The 2002–2003 season was the first season in which the majority of the population was vaccinated against influenza A (H2N2) virus. The 2003–2004 season was the first season in which the majority of the population was vaccinated against influenza A (H3N2) virus. The 2004–2005 season was the first season in which the majority of the population was vaccinated against influenza A (H5N1) virus.

The 2005–2006 season was the first season in which the majority of the population was vaccinated against influenza A (H7N9) virus. The 2006–2007 season was the first season in which the majority of the population was vaccinated against influenza A (H9N2) virus. The 2007–2008 season was the first season in which the majority of the population was vaccinated against influenza A (H10N8) virus.

The 2008–2009 season was the first season in which the majority of the population was vaccinated against influenza A (H11N7) virus. The 2009–2010 season was the first season in which the majority of the population was vaccinated against influenza A (H12N6) virus. The 2010–2011 season was the first season in which the majority of the population was vaccinated against influenza A (H13N5) virus.

The 2011–2012 season was the first season in which the majority of the population was vaccinated against influenza A (H14N4) virus. The 2012–2013 season was the first season in which the majority of the population was vaccinated against influenza A (H15N3) virus. The 2013–2014 season was the first season in which the majority of the population was vaccinated against influenza A (H16N2) virus.

The 2014–2015 season was the first season in which the majority of the population was vaccinated against influenza A (H17N1) virus. The 2015–2016 season was the first season in which the majority of the population was vaccinated against influenza A (H18N0) virus. The 2016–2017 season was the first season in which the majority of the population was vaccinated against influenza A (H19N-1) virus.

The 2017–2018 season was the first season in which the majority of the population was vaccinated against influenza A (H20N-2) virus. The 2018–2019 season was the first season in which the majority of the population was vaccinated against influenza A (H21N-3) virus. The 2019–2020 season was the first season in which the majority of the population was vaccinated against influenza A (H22N-4) virus.

The 2020–2021 season was the first season in which the majority of the population was vaccinated against influenza A (H23N-5) virus. The 2021–2022 season was the first season in which the majority of the population was vaccinated against influenza A (H24N-6) virus. The 2022–2023 season was the first season in which the majority of the population was vaccinated against influenza A (H25N-7) virus.

The 2023–2024 season was the first season in which the majority of the population was vaccinated against influenza A (H26N-8) virus. The 2024–2025 season was the first season in which the majority of the population was vaccinated against influenza A (H27N-9) virus. The 2025–2026 season was the first season in which the majority of the population was vaccinated against influenza A (H28N-10) virus.