



CABINET

Tuesday 4 February 2020

PARKING SERVICES: PARKING MANAGEMENT AND CPE

EXECUTIVE SUMMARY

1. The Civil Parking Enforcement project has been ongoing since December 2016 and this report updates Cabinet on the progress.
2. The importance of parking demand management in the context of revitalising town centres and CPE administration is discussed.
3. Proposals for a simplified tariff structure that supports the evidence-based parking demand management approach.
4. The primary benefits of the recommended approach for parking services provision and delivery for visitors, businesses and East Suffolk Council are discussed.

Is the report Open or Exempt?	Open
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Wards Affected:	All
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Cabinet Member:	Councillor Norman Brooks Cabinet Member with responsibility for Transport
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Supporting Officer:	Lewis Boudville Parking Manager 01394 444223 lewis.boudville@eastsoffolk.gov.uk
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1. CONTEXT AND SUMMARY

- 1.1 Car parking - its cost and availability - is a hugely important issue to people and it is one of the top five issues which people mention when asked about their visit to towns in the region. Parking is only one consideration for place making and town centre management, and cost and availability are only two component parts in the delivery of an efficient and effective parking service. East Suffolk Council's has completed a thorough review of its parking services and alongside projects its Economic Development service is undertaking, has developed a modern approach to parking services which considers the requirements and travel patterns of visitors, residents and businesses. This report provides some detail of the considerations and data analysed in order to achieve some radical improvements in its parking service delivery. These include:
- Simpler tariff structure which reflects the evidence that people want longer trips for shopping and socialising. This simplified structure removes the disparity and confusion caused by more than fifty price levels in the current system. These changes would see the introduction of three to four basic 'ticket' types.
 - Better use of technology, utilising simple parking apps which direct people to available parking space and allow them to pay easily. This system will also offer other benefits, such as the ability to buy a ticket without needing to use cash – and the ability to top up your ticket without returning to your car.
 - The introduction of a free half hour for parking in many of East Suffolk Council's car parks where on-street parking opportunities are limited. This will be paid for by East Suffolk Council and free parking would no longer need to be subsidised – essentially paid for – by town councils. This tariff level reflects the importance of being able to 'pop in' to town centres, walk a dog or go for a jog without a disproportionate charge.
 - The introduction of on-street enforcement patrols – ending poor parking practices and the current violations of parking management regulations (for example, parking on double yellow lines or in loading bays) which creates huge frustration for residents and businesses.
 - Enforcement will be carried out by a new team of dedicated enforcement officers, whose job is to ensure that our streets are safe – particularly in 'hot spots' such as around schools.
 - A new parking administration system will provide view of where parking problems are occurring – for example, around schools at particular times of the day – so that the enforcement officers can be directed to deal with these problems in an appropriate way.

2 HIGHWAY MANAGEMENT & CIVIL PARKING ENFORCEMENT

- 2.1 In December 2016, Suffolk Coastal District Council and Waveney District Council resolved to adopt Civil Parking Enforcement (CPE) powers (provided by the Traffic Management Act 2004) as and when they are delegated from Suffolk County Council (SCC). Since that time, Suffolk Police and SCC have been liaising with districts across the county about the delegation of CPE powers and the set-up of Parking Services administering CPE.
- 2.2 CPE requires the effective administration of 'parking services' enabling the enforcement of on-street regulations such as 'no stopping', 'no waiting', 'no loading' and kerb-space 'parking' management regulations, which are introduced for 'traffic movement', 'road user safety' and 'balancing parking demand' reasons. CPE powers also extend to the enforcement of ESC's off-street parking places (car parks).

- 2.3 The advantages of ESC administering CPE, from the residents' perspective, include: the ability to address parking related issues caused by inconsiderate parking practices such as 'wheels-up' on footways, obstruction of informal pedestrian crossings, non-residents parking in streets which reduces parking opportunities for residents; and enforcement of regulations introduced for road safety reasons such as 'corner protections' (yellow lines) which preserve visibility and prevent obstruction at junctions.
- 2.4 The challenges for ESC administering CPE include: ensuring the legal documents are in place that provide powers and facilitate effective and efficient service delivery; setting-up a Parking Services operation that optimises service delivery from a business management and customer interface perspective; and ensuring the Parking Services resource is a cost neutral service for ESC in accordance with the relevant Statutory Guidance.
- 2.5 The kerb-space management regulations (para. 1.2) are introduced from the Road Traffic Regulation Act 1984 (RTRA) in order to keep the highway free from obstruction and/or facilitate access to trip attractors, or safely manage the demand for on-street parking on the highway network. The same Act provides regulations for managing car parks.
- 2.6 Parking demand management supports access to 'trip attractors' such as places of education, healthcare, historic interest and leisure including shops; and the delegated CPE powers provided by new legislation for Suffolk requires ESC to develop a new Parking Service delivering parking services beyond simple enforcement. The most important part of the new service is to provide a consistent approach to parking demand management ensuring both on-street and off-street parking places provide parking opportunities for all who choose to access trip attractors by car. This is necessary to ensure CPE is then administered in a fair and reasonable manner because the objective is for drivers to easily understand the rules of parking management and comply, so ESC does not need to serve Penalty Charge Notices (PCNs) (parking fines) in order to encourage compliance.

3 SUFFOLK COUNTY COUNCIL – LEGAL PROCESSES, AGENCY AGREEMENT AND DELEGATION OF POWERS

- 3.1 A Statutory Instrument (SI) must be approved by Parliament in order to provide CPE powers to SCC. Following numerous delays (due to Brexit), the Department for Transport (DfT) laid the SI before Parliament on 9th January 2020 with a commencement date of 6 April 2020.
- 3.2 SCC and ESC officers have developed an Agency Agreement which confirms the 'Functions' to be delegated to ESC enabling CPE administration. It will be supported by other documentation including a Parking Management Plan and a Service Level Agreement that will detail the expected levels of performance to be achieved by both parties. A report regarding the Agency Agreement will be presented to Full Council at its meeting 26th February 2020.
- 3.3 A Traffic Regulation Order (TRO) is the legal document necessary for delivering effective CPE. A TRO details the regulations from the RTRA installed for highway management reasons and includes the rules applicable for regulations balancing parking demand providing the legal basis upon which payment parking and permit schemes can be administered.
- 3.4 An Off-street Parking Places Order (Off-street Order) is the equivalent legal document for managing parking demand by regulation in ESC's car parks and this report details proposals for the same. With reference to paragraph 1.6, the proposed approach to parking demand management must be agreed enabling the development of this legislative compliant Off-street Order in readiness for CPE administration.

4 EAST SUFFOLK COUNCIL

Parking demand management and tariffs

- 4.1 The Off-street Order details the way in which ESC administers permits, exemptions, Season Tickets and cashless payment services in its car parks. There are more than fifty different tariffs in East Suffolk (CAB 41/18) and more than one hundred permits, exemptions and special arrangements and there is much inequality for all users including residents, visitors and organisations. The many different types of payment levels influence how drivers choose to park. For example, drivers may 'patrol' a town looking for the cheapest space, negatively impacting the quality of public realm and highway efficiency by increasing traffic flows and noise pollution and reducing air quality; all impacting the quality of place.
- 4.2 The off-street parking places tariffs have been reviewed, rationalised, standardised and reset in the context of place and parking management. ESC's Economic Development team's 'People & Places: Revitalising East Suffolk Towns' project provides evidence-based place management enabling accessibility and connectivity to be determined and inform how parking management can be used as part of a package of measures to positively influence the economic success of each town.
- 4.3 Cabinet approved the development of a parking tariff structure that will support access to 'trip attractors' in a managed way in the context of CPE administration and the delivery of parking provision as a service (CAB 39/18). Rationalising and consolidating more than fifty different tariffs mean some drivers will pay less for their parking and some more. On average 59.0% of the proposed tariff levels are less or the same as in 2019/20.
- 4.4 Cabinet resolved to simplify and align the Suffolk Coastal and Waveney districts' car park tariffs to enable the creation of a single East Suffolk tariff structure (CAB 41/18 and CAB 04/19). The delivery of this resolution is aligned with the commencement of CPE administration in order to achieve best value in service delivery.
- 4.5 The existing tariffs are overcomplicated because 'dwell times' (the length of stay for a particular trip purpose) are typically categorised as one of three and the 'People & Places' surveys confirm the same to be true. Therefore, tariffs should be simplified accordingly:
- Quick (/convenience) trips are less than thirty minutes (7.2% of the Council's registered parking events)
 - Leisure (/shopping) trips are up to four hours depending upon the trip attractors (75.2% of the Council's registered parking events up to two hours and 93.1% up to four hours)
 - Commuter trips and days out (and local resident demand) are more than four hours (6.9% of the Council's registered parking events)

- 4.6 In 2018/19, 75.2% of ESC's registered parking events were for up to two hours and this tariff level sees the proposals (at paragraph 3.11) reduce the cost of this time period for 53.3% of the existing tariff levels and a further 20% stay the same. To summarise, the cost for parking events up to two hours will be either £1.00 or £1.50 depending upon the town. This optimises the balance between managing parking demand and offering value for visitors choosing to park in ESC's car parks.
- 4.7 There is a perception that towns 'fail' because of a lack of 'free' parking acting as a barrier to the economic sustainability of many towns. Therefore, free parking (typically one-hour) is often requested by businesses via town and parish councils. Two towns make financial contributions to assist in the delivery of one-hour free parking within respective ESC car parks. However, many towns already offer free parking, albeit in unregulated streets, timed bays on-street and/or car parks provided by other businesses such as supermarkets. Additionally, 27.7% of Excess Charge Notices (parking fines) are served due to expired pay-and-display tickets and this indicates visitors might be trying to 'rush' their trips and failing to complete their intended in the compressed time period. One-hour free parking will also exclude visitors to many businesses such as hair and beauty salons and pubs and restaurants. The significant proportion of parking fines issued suggests the one-hour free parking solution appeals to drivers but places them under pressure to be quick (perhaps limiting trips to only two or three businesses); they receive a parking fine as a consequence when they fail to return to their vehicle in time. This has a negative effect on their shopping/leisure experience and it is recommended town and parish councils do not make financial contributions effecting one-hour free parking solutions in ESC's car parks; instead, ESC will use data to manage parking demand in a fair and consistent manner supporting the localities in which it manages car parks. This enables town and parish councils to fund initiatives (other than 'free-parking') that promote their town's retail and leisure offers.
- 4.8 There can be a role for 'free' parking in balancing parking demand and it is best provided on-street in the form of thirty-minute limited waiting regulations given the convenience afforded by proximity to such trip attractors (e.g. cash points, newsagents, sandwich shops and convenience shops). Car parks provide better service for the longer dwell times (the leisure/shopping and commuter trip purposes). However, some towns and villages can not accommodate on-street parking and where this is the case, the proposed car park tariffs provide a thirty-minute 'free' parking option (managed via the parking app (paragraph 3.12)).
- 4.9 The three million registered parking events observed within ESC's car parks for 2018/19 indicate car parks operate in service of the towns supporting economic sustainability. This is proven further when it is considered that shoppers typically pay less than £3 for parking events up to four hours long and significantly less in some cases. Southwold and Lowestoft are the only exceptions to this, and visitors might pay up to £4. These fees paid only once or twice a week will not be a deterrent for many drivers if the town has an attractive retail and leisure offer. Many of ESC's car parks are gateways to the towns they serve and offer additional services such as public conveniences, recycling and wayfinding to trip attractors in the locality.

Other considerations and their benefits

- 4.10 In addition to demand management, consideration is given to the following when setting tariffs:

Customer service

- Customers achieve the same value for money should they need to extend the duration of their parking event.
- The number of coins per tariff level - multiple coin payments require customers to carry more change in coins of different denominations placing added pressure on customers to pay more should they not have enough coin types.
- Multi-coin tariffs fill up a pay-and-display machine's cash box quicker which often results in a machine going out of service leaving customers with 'payment anxiety' and the fear of receiving a parking fine for non-payment of their parking event (and thirty-three per cent of parking fines are served for this reason).

Environmental

- Standardising tariff levels will encourage drivers to park on the side of the town at which they arrive thereby reducing vehicle miles which positively impacts noise pollution and air quality.
- Cash collections - multiple coin tariffs require machines to be emptied more frequently and this has a negative effect on the environment due to increased vehicle miles. In recognition of ESC's Climate Emergency declaration, simplified tariffs will contribute to a reduction in carbon emissions for its cash collection service which currently completes approximately twenty-five thousand collections each year.
- Removing the one-hour tariff level will help to encourage longer dwell times and drivers may choose to consolidate trip purposes (in addition to a less rushed trip).
- Parking Season Ticket prices should provide improved value (a discount on a five-day working week) and be higher than a season ticket for bus travel in order to encourage travel by the more sustainable mode of transport; or active travel mode (walking or cycling).

Service efficiency

- Banking - approximately fifty per cent of cash is one-pound coins and the rest in silver coins making cash counting, storage and banking an onerous and costly task negatively affecting service efficiency.

4.11 Appendix A lists simply the recommended tariffs for each car park by town.

Resident and customer experience – digital services

4.12 Digital services provide opportunities beyond simply paying for a parking event. The parking app (RingGo) enables prospective visitors to see the locations, tariffs and occupancy of parking places before they travel. The app also provides navigation to their chosen parking place removing the need for 'patrolling' a town for a parking space; and it enables payment once at the parking place which removes the need for finding a pay-and-display machine and carrying the correct change for payment (paras. 3.1 and 3.10). The app also allows drivers to extend their parking event should they need to without returning to their vehicle, thereby avoiding receipt of a parking fine (para. 3.7). A 'convenience fee' of 20 pence per registered parking session is currently paid by the customer, however, it's proposed ESC pay the 'convenience fee' for all users making the RingGo service free for customers choosing to use the app to pay.

- 4.13 Permits, exemptions and special arrangements are currently administered by ESC, Norse, resource centres and third parties in many ways. There are many different types with different rules and some permits and exemptions are printed and some handwritten, but systems' data is limited and confirming the validity of permits/exemptions/special arrangements is difficult. Certainly, the Car Park Inspectors have no access to real-time databases confirming the validity of permits/exemptions/special arrangements and there is anecdotal evidence of permits/exemptions/special arrangements being misused. Additionally, the processes and interfaces for customers applying for permits/exemptions/special arrangements are disparate and confusing.
- 4.14 The current permit and exemption administration services can not operate for CPE. A review of the permits/exemptions/special arrangements is ongoing with the objective to rationalise and simplify. The Agency Agreement delegates the 'function' for permit and exemption administration and ESC will implement a single 'permit management system' providing simplified customer self-serve functionality, as well as real-time validity of permits and exemptions enabling effective and efficient patrols facilitating enforcement where necessary. RingGo will have real-time interfaces with upgraded pay-and-display machines and the enforcement system facilitating the delivery of 'parking as a service'. The provision of RingGo will significantly simplify and enhance the parking experience of the drivers using it and the interfacing of digital systems will help to reduce the number of parking fines issued (for example, drivers using RingGo will no longer need to display a pay-and-display ticket so it can not fall off the dash or blow over and therefore PCNs will not be issued for these reasons (this is approximately twelve hundred parking fines per year, in addition to a proportion of the aforementioned thirty-three per cent)). ESC's focus is the delivery of services that are easy and convenient for drivers to use so that the serving of parking fines is necessary only when drivers deliberately park in contravention of the TRO or Off-street Order.
- 4.15 The systems employed are crucial to ensure the customer experience is much improved by providing 24/7 access to services including applying for permits, season tickets and reviewing PCN evidence with the ability to either pay a PCN or 'appeal' the serving of it.

Parking Services operation

- 4.16 In readiness for CPE administration, it is imperative parking services are well defined so customers can easily access services in order to ensure they are compliant with the rules and regulations for on-street and off-street parking management. To that end, the Council's new Parking Services team will be responsible for providing customers with the correct advice for highway and parking related enquiries; and to undertake the legislative process for the processing of PCNs. This will include:
- enabling customers to easily engage with Parking Services;
 - responding to all communications clearly and precisely within ESC and statutory timescales enabling customers to undertake necessary and appropriate action;
 - processing Permit, Exemption, and Dispensation applications efficiently and effectively;
 - patrolling, and enforcing where necessary, 'no waiting', 'no loading', 'bays' and some 'no stopping' kerb-space management regulations. Enforcement is limited to double and single yellow lines, double and single yellow kerb blips, yellow and white zigzags, bus stop and taxi clearways, loading and parking bays, and specific clearways;
 - ensuring all PCN challenges and representations are dealt with in a fair, reasonable and consistent manner considering the relevant facts and mitigating circumstances where applicable; and
 - understanding how customers perceive the quality of advice and instructions in accordance with relevant legislation.

- 4.17 The serving and processing of PCNs is completed in accordance with the 'Traffic Management Act 2004' and 'The Secretary of State's Statutory Guidance to Local Authorities on the Civil Enforcement of Parking Contraventions'. The flexibilities and constraints of the legislation, along with the on-street TRO (para. 2.3), the Off-street Order (2.4) and the Notice processing and permit management system (para. 3.12 and 3.13), influence the rules for parking management.
- 4.18 It is recommended Cabinet adopt the approach to parking demand management discussed in paragraphs 3.1 to 3.10 and 3.12 to 3.15.
- 4.19 It is recommended Cabinet approve the proposed tariffs in Appendix A. This is necessary in order that the Off-street Parking Places Order can be drafted, and the configuration of the digital solutions can be completed in readiness for administering parking services upon the delegation of CPE functions.

5 HOW DOES THIS RELATE TO THE EAST SUFFOLK BUSINESS PLAN?

- 5.1 As outlined in Section 2, ESC's Parking Manager is working with SCC officers in order to deliver action ES29, specifically, "Encourage Suffolk County Council to devolve enforcement of On-street Car Parking to the District Councils".
- 5.2 As outlined in para. 3.2, ESC officers are co-ordinating to deliver action ES17, i.e. "Increase visitor numbers to East Suffolk outside of the main tourist seasons".
- 5.3 As discussed in paras. 3.12 to 3.15, ESC officers are liaising to ensure systems have channels to deliver ES21, i.e. "Provide an innovative, more customer friendly, transactional and intuitive Council website"

6 FINANCIAL AND GOVERNANCE IMPLICATIONS

- 6.1 The set-up costs for CPE administration are funded by SCC. Both SCC and ESC's officers are determining options to ensure systems have the required functionality for CPE and permit administration, and interfaces with third party systems are configured and work successfully in order to deliver effective and efficient CPE administration.
- 6.2 There is statutory guidance for reporting on Parking Services and officers are liaising to set-up accounts enabling financial reporting in the required way.
- 6.3 There are numerous legal documents that must be in place including the DFT's approval (SI), TROs and the Off-street parking places Order. Additionally, delegation and partnership agreements must be in place prior to CPE administration delivered by the Council's new Parking Services team. Appropriate advice and ratification are being secured from ESC's Legal team and others.

7 OTHER KEY ISSUES

- 7.1 This report has been prepared having considered the results of an Equality Impact Assessment. There are no issues for reporting at this stage of the project, but further assessments will take place at appropriate stages of the project.

8 CONSULTATION

- 8.1 Section 5 of 'The Secretary of State's Statutory Guidance to Local Authorities on the Civil Enforcement of Parking Contraventions' applies, and communications will be delivered accordingly.

9 OTHER OPTIONS CONSIDERED

9.1 There is nothing relevant to report at this stage of the project programme.

10 REASON FOR RECOMMENDATION

10.1 The information in this report provides background and context for the following recommendation.

RECOMMENDATIONS	
1.	That the parking demand management approach discussed in paragraphs 3.1 to 3.10 and 3.12 to 3.15 be approved.
2.	That it be resolved to incorporate the RingGo 20 pence 'convenience fee' in the cost of parking services delivery (paragraph 3.12).
2.	That the proposed tariffs set out in Appendix A be approved.

APPENDICES	
Appendix A:	The proposed tariff structures for each car park by town

BACKGROUND PAPERS		
<p>Please note that copies of background papers have not been published on the Council's website www.eastsuffolk.gov.uk but copies of the background papers listed below are available for public inspection free of charge by contacting the relevant Council Department.</p>		
Date	Type	Available From
6 November 2018	Suffolk Coastal: Result of the stakeholder consultation on the draft East Suffolk Area Parking Plan (CAB 39/18)	www.eastsuffolk.gov.uk
6 November 2018	Suffolk Coastal: Proposed simplification and alignment of the Suffolk Coastal and Waveney District car park tariffs to enable the creation of a single East Suffolk tariff structure (CAB 41/18)	www.eastsuffolk.gov.uk
2 January 2019	Suffolk Coastal: Proposed new East Suffolk Off-street parking places Order (CAB 04/19)	www.eastsuffolk.gov.uk

APPENDIX A: THE PROPOSED TARIFF STRUCTURES FOR EACH CAR PARK BY TOWN

Aldeburgh	Up to 2 hours	Up to 4 hours	All day	Season Ticket
Fort Green Car Park	£1.50	£3.00	£4.00	£65.00
King Street Car Park	£1.50	£3.00	-	-
Oakley Square Car Park	£1.50	£3.00	-	-
Slaughden Car Park**	£1.50	£3.00	£4.00	£65.00
Slaughden Sea Wall	No charge but designated for cars and motorcycles only.			
Thorpe Road Car Park	£1.50	£3.00	£4.00	£65.00
Thorpeness Beach Car Park*	£1.50	£3.00	£4.00	£65.00

Beccles ***£1 up to 1 hour where tariff levels apply	Up to 2 hours	Up to 4 hours	All day	Season Ticket
Blyburgate Car Park*&***	£1.50	£3.00	£4.00	£65.00
Hungate Car Park***	£1.50	£3.00	-	-
Kilbrack Car Park	No charge but designated for cars and motorcycles only.			
Newgate Car Park***	£1.50	£3.00	-	-

Bungay	Up to 2 hours	Up to 4 hours	All day	Season Ticket
Boyscott Lane Car Park	No charge but designated for cars and motorcycles only.			
Nethergate Car Park**	£1.00	£2.00	£4.00	£65.00
Priory Lane Car Park*	£1.00	£2.00	-	-
Scales Street Car Park	£1.00	£2.00	£4.00	£65.00
Wharton Street Car Park*	£1.00	£2.00	-	-

Felixstowe	Up to 2 hours	Up to 4 hours	All day	Season Ticket
Arwela Road Car Park	£1.50	£3.00	£4.00	£65.00
Beach Station Car Park	£1.50	£3.00	£4.00	£65.00
Brackenbury Fort Car Park*	£1.50	£3.00	£4.00	£65.00
Clifflands Car Park*	£1.50	£3.00	£4.00	£65.00
Convalescent Hill Car Park*	£1.50	£3.00	£4.00	£65.00
Crescent Road Car Park	£1.50	£3.00	-	-
Felixstowe Pier Car Park*	£1.50	£3.00	-	-
Garrison Lane Car Park**	£1.50	£3.00	£4.00	£65.00
Golf Road Car Park	£1.50	£3.00	£4.00	£65.00
Highfield Road Car Park	£1.50	£3.00	-	-
Landguard Car Park*	£1.50	£3.00	£4.00	£65.00
Manor Terrace Car Park*&**	£1.50	£3.00	£4.00	£65.00
Martello Park North Car Park	£1.50	£3.00	£4.00	£65.00
Martello Park South Car Park	£1.50	£3.00	£4.00	£65.00
Ranelagh Road Car Park	£1.50	£3.00	£4.00	£65.00
Spa Pavilion Car Park	£1.50	£3.00	-	-
The Grove Car Park	No charge but designated for cars and motorcycles only.			
The Promenade Car Park	£1.50	£3.00	£4.00	£65.00
Undercliff Car Park	£1.50	£3.00	-	-
Season's Farm Car Park	No charge but designated for cars and motorcycles only.			

Framlingham	Up to 2 hours	Up to 4 hours	All day	Season Ticket
Fore Street Car Park*	£1.00	£2.00	£4.00	£65.00
The Elms Car Park*&**	£1.00	£2.00	£4.00	£65.00
Market Hill Car Park*&**	£1.00	£2.00	-	-

Halesworth	Up to 2 hours	Up to 4 hours	All day	Season Ticket
Angel (North) Car Park*	£1.00	£2.00	£4.00	£65.00
Angel (South) Car Park*	£1.00	£2.00	£4.00	£65.00
Bridge Street Car Park*	£1.00	£2.00	£4.00	£65.00
Station Road Car Park	£1.00	£2.00	£4.00	£65.00
Thoroughfare Car Park	£1.00	£2.00	-	-

Kirkley	Up to 2 hours	Up to 4 hours	All day	Season Ticket
All Saints Car Park	No charge but designated for cars and motorcycles only.			
Clifton Road Car Park*	£1.00	£2.00	£4.00	£65.00
Pakefield Cliffs Car Park	No charge but designated for cars and motorcycles only.			
Pakefield Road Car Park*	£1.00	£2.00	£4.00	£65.00
Pakefield Street Car Park*	£1.00	£2.00	£4.00	£65.00

Leiston	Up to 2 hours	Up to 4 hours	All day	Season Ticket
High Street Car Park*	£1.00	£2.00	£4.00	£65.00
Main Street Car Park	No charge but designated for cars and motorcycles only.			
Sizewell Beach Car Park*	£1.00	£2.00	£4.00	£65.00
Sizewell Road Car Park*	£1.00	£2.00	£4.00	£65.00
Valley Road Car Park	No charge but designated for cars and motorcycles only.			

Lowestoft	Up to 2 hours	Up to 4 hours	All day	Season Ticket
Adrian Road Car Park	£1.50	£3.00	£4.00	£65.00
Alexandra Road Car Park	£1.50	£3.00	£4.00	£65.00
Battery Green Car Park	£1.50	£3.00	-	-
Belvedere Road Car Park	£1.50	£3.00	£4.00	£65.00
Britten Centre Car Park*	£1.50	£3.00	£4.00	-
Christ Church Car Park	No charge but designated for cars and motorcycles only.			
Clapham Road Car Park	£1.50	£3.00	-	-
Claremont Pier Car Park	£1.50	£3.00	£4.00	-
Kirkley Cliff Car Park*	£1.50	£3.00	£4.00	£65.00
Mariners Street Car Park	No charge but designated for cars and motorcycles only.			
Regent Road Car Park	£1.50	£3.00	£4.00	£65.00
Royal Green Car Park*	£1.50	£3.00	£4.00	£65.00
St Peters Street Car Park*	£1.50	£3.00	-	-
Tennyson Road Car Park	£1.50	£3.00	£4.00	£65.00
Waveney Sports Centre Car Park	No charge but designated for cars and motorcycles only.			
Whaplod Road Car Park	£1.50	£3.00	£4.00	£65.00

Melton	Up to 2 hours	Up to 4 hours	All day	Season Ticket
Melton Riverside Car Park	No charge but designated for cars and motorcycles only.			
Melton Street Car Park	No charge but designated for cars and motorcycles only.			

Oulton Broad	Up to 2 hours	Up to 4 hours	All day	Season Ticket
Nicholas Everitts Car Park*	£1.00	£2.00	£4.00	£65.00
The Boulevard Car Park	£1.00	£2.00	£4.00	£65.00

Saxmundham	Up to 2 hours	Up to 4 hours	All day	Season Ticket
Market Place Car Park	£1.00	£2.00	£4.00	£65.00

Southwold	Up to 2 hours	Up to 4 hours	All day	Season Ticket
Ferry Road Car Park*	£1.50	£3.00	£4.00	£65.00
Ferry Road (North) Car Park	No charge but designated for cars and motorcycles only.			
Harbour East Car Park*	£1.50	£3.00	£4.00	£65.00
Harbour West Car Park	No charge but designated for cars and motorcycles only.			
Southwold Pier Car Park*	£1.50	£3.00	£4.00	£65.00

Wickham Market	Up to 2 hours	Up to 4 hours	All day	Season Ticket
Chapel Lane Car Park*	£1.00	£2.00	-	-
The Village Car Park*	£1.00	£2.00	-	-
The Hill Car Park	£1.00	£2.00	£4.00	£65.00

Woodbridge	Up to 2 hours	Up to 4 hours	All day	Season Ticket
Broomheath Car Park	No charge but designated for cars and motorcycles only.			
Deben Car Park	£1.00	£2.00	£4.00	£65.00
Hamblin Car Parks*	£1.00	£2.00	-	-
Lime Kiln Quay Car Park	£1.00	£2.00	£4.00	£65.00
Oak Lane Car Park	£1.00	£2.00	-	-
The Station Car Park*	£1.00	£2.00	£4.00	£65.00
Theatre Street Car Park	£1.00	£2.00	£4.00	£65.00

Wrentham	Up to 2 hours	Up to 4 hours	All day	Season Ticket
Wrentham Car Park	No charge but designated for cars and motorcycles only.			

Others	
Bawdsey Quay Car Park	No charge but designated for cars and motorcycles only.
Iken Car Park	No charge but designated for cars and motorcycles only.
Nacton Shore Car Park	No charge but designated for cars and motorcycles only.
Sutton Heath Picnic Area Car Park	No charge but designated for cars and motorcycles only.
Sutton Heath Woodland Car Park	No charge but designated for cars and motorcycles only.
Upper Hollesley Common Car Park	No charge but designated for cars and motorcycles only.

*Thirty minute parking tariff (no charge) managed via the RingGo app. Car parks that do not offer this convenience concession have free parking opportunities in the vicinity e.g. on-street limited waiting regulations or un-regulated kerb-space; and/or car parks provided by others.

**Introduction of a tariff