



SCRUTINY COMMITTEE

Monday 16 November 2020

REVIEW OF PARKING MANAGEMENT AND CIVIL PARKING ENFORCEMENT

EXECUTIVE SUMMARY	
1.	This report provides Scrutiny Committee with information about Civil Parking Enforcement (CPE) and car park charging in the East Suffolk District. This is in response to a request for a review from its meeting of 15 October 2020.
2.	The purpose of the review is to respond to the concern raised by Members, namely “to establish whether the introduction was consulted upon properly, whether the impact of a 430% increase in charge to residents was considered acceptable and whether, or not, the model for this introduction was based on flawed assumptions”.

Is this report Open or Exempt?	Open
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Wards Affected:	All
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Cabinet Member:	Cllr Norman Brooks, Cabinet Member with responsibility for Transport
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Supporting Officer:	Lewis Boudville Transport, Infrastructure and Parking Services Manager 01394 444223 lewis.boudville@eastsoffolk.gov.uk
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1 INTRODUCTION

1.1 East Suffolk Council, upon its formation in 2019, inherited a diverse range of parking tariffs and policies that reflected its history as two sovereign councils. These included a lack of consistency around fees and charges, and a need to modernise and standardise its administrative arrangements. During 2020, East Suffolk Council embarked on a process of streamlining and modernising its parking services, culminating in a paper setting out proposals in February 2020. Change was considered necessary to achieve a number of outcomes:

- To introduce an effective Civil Parking Enforcement (CPE) to improve on street parking
- To standardise parking charging across the district.
- To support town centre shopping through the introduction of free parking periods in town centre car parks.
- To digitise permits in order to improve access and reduce the potential for misuse.

1.2 Cllr Cloke suggested to the Scrutiny Committee that a review be conducted with the purpose being “To establish whether the introduction was consulted upon properly, whether the impact of a 430% increase in charge to residents was considered acceptable and whether, or not, the model for this introduction was based on flawed assumptions”. This purpose specifically relates to the fees for various ticket options now available.

1.3 The scoping form identifies the main issues and concerns to be considered and these are responded to in Section 5 of this report.

2 PROGRESS TO DATE

2.1 The focus of the questions from the Committee are on the impact of the changes, and their implementation, and it is hoped that this paper will answer those questions. The service acknowledges that in some cases, there have been issues with the roll out, however it is worth considering the improvements that the recent changes have made. They include:

- i) ESC’s partnership work with SCC, Suffolk Police, Ipswich Borough Council, and West Suffolk Council, in setting up CPE.
- ii) The employment, training (Level 2 Award for Parking Enforcement Officers), and deployment of two Civil Enforcement Officers (‘CEO’) Supervisors and twenty CEOs.
- iii) The employment, training (Level 3 Award in Notice Processing), and deployment of one Assistant Parking Services Manager and four Notice Processing Officers (NPOs).
- iv) Configuration of the Penalty Charge Notice (PCN) processing system with a customer portal. This system is based on the Taranto platform, which is produced by the national specialist transport consultancy, WSP. The system is configured with 1,157 streets in the district comprising 7,280 regulations for patrol; and 75 demand managed off-street parking places. The system enables

the efficient and effective patrolling of on-street and off-street regulations. For example, it automates many of the functions that CEOs previously had to carry out manually and minimises paperwork.

- v) The introduction of the customer portal through which drivers served with a PCN may view the evidence proving the contravention took place, and then pay the penalty charge or 'appeal' its serving. This means that the process for paying fines is simple, and efficient.
- vi) The introduction of the new permit portal through which permits (for example, residents' parking permits), exemptions (which can be issued in an area where there is limited off street parking available) and other administered. Whilst these changes have prompted a volume of correspondence, in the longer term, the online permit portal offers a simple way for people to buy and manage permits, and allows East Suffolk Council to enforce permit parking in a way that it has not been able to do previously.
- vii) The procurement of six electric vehicles for CEO deployment. The vehicles have travelled more than 27,000 miles so far whilst on patrol benefitting the environment by reducing noise and air pollution.
- viii) The procurement and employment of 100% recyclable PCN tickets – it is calculated the service will use more than 20,000 of these each year.
- ix) The configuration of the RingGo parking service, including an app for smartphone users, through which drivers can navigate to any of the Council's seventy-five demand managed parking places (or more than 15,000 across the country). They can also pay for their parking session and extend it should they wish (where permitted). For the months of July, August, and September, the RingGo service has:
 - Enabled more than 17,000,000 users to see the Council's demand managed parking places.
 - Increased usage by 155% on 2019 with a total of 130,000 parking sessions.
 - Increased revenue by 158% on 2019 taking nearly three ton of coins from the pay-and-display cash payment system, saving 33 vehicle loads of cash collection equating to more than 2,600 vehicle miles, plus cash handling time.
- x) Procured and installed 1,134 new signs and posts in ESC's off-street parking places (and removed many more) providing customers with clear and accurate information.
- xi) The upgrading of ninety-six pay-and-display machines with alpha-numeric keypads and configuration and deployment of the new parking fees.
- xii) Since the commencement of CPE, the Parking Services operation has:
 - Spent more than 12,000 hours patrolling more than 60,000 streets;
 - Started more than 22,000 observations (which is when a CEO observes a vehicle to see whether it has parked illegally) and detected more than 8,000 illegal parking practices. This contrasts with the low level of enforcement activity when CPE was under the control of the Police.

- Processed more than 1,200 appeals
- Processed and issued more than 1,000 permits, exemptions and dispensations (in a six-week period).

3 BACKGROUND

- 3.1 At its meeting of 4 February 2020, Cabinet resolved to adopt a new approach to parking demand management. With regard to the setting of tariffs, the intention was that parking services could more easily be shown to support economic development and regeneration, for example by providing periods of free parking in town centre car parks. In terms of the adoption of CPE, the hope was that the council's enforcement service would address issues of safety caused by poor parking – and ensure that car parking spaces were not being monopolised by people overstaying in parking bays.
- 3.2 CPE powers were to be delegated from SCC in 2020, which had been a long-held ambition of both Waveney and Suffolk Coastal District Councils. This had been previously approved by the Cabinets of Waveney District Council and Suffolk Coastal District Council.
- 3.3 Efficient and effective CPE administration relies on the regulations and rules managing parking demand at trip generators (such as residential streets) and trip attractors (such as town centres and leisure destinations) being clear so drivers can respond accordingly. CPE was supported by both predecessor councils of ESC as a way of providing the council with the powers to deal with problem parking in the community.
- 3.4 The review of parking tariffs and arrangements that the council carried out identified a wide number of inconsistencies in the arrangements for parking across the district – for example, in the setting of season ticket prices. For example, the previous Order contained more than fifty different tariffs in East Suffolk, more than one hundred 'special arrangements' and multiple season ticket options across the district with the annual fee ranging from as little as £25 to a maximum of £400. It was resolved to rationalise and simplify tariffs for East Suffolk and Section 4 of the February Cabinet report titled 'Parking demand management and tariffs' provided detail for these considerations, especially paragraphs 4.1 to 4.7.
- 3.5 The support for, and the approach to restructuring tariffs came from ESC's Economic Development team's 'People & Places: Revitalising East Suffolk Towns' project. This provides an evidence base to inform how parking management can be used as part of a package of measures to positively influence the economic success of each town". The data referred to comprised nearly three-million parking events in the Council's parking places; town specific surveys by a nationally respected consultant for town centre management and place-making; and on-street parking place provision.
- 3.6 Section 4 of the February Cabinet report also included suggested improvements for customer service, the environment, cash collection efficiency, and the resident and

customer experience using digital services (in support of ES21 to “Provide an innovative, more customer friendly, transactional and intuitive Council website”).

- 3.7 All the considerations covered by the February report have been incorporated into the new Parking Services operation

Consultation

- 3.8 The current ‘Order’ was consulted upon from 16 March 2020 with the Public Notice placed in local newspapers (East Anglian Daily Times and Beccles, Bungay and Lowestoft Journal), in every Council off-street parking place subject to the Order, and via a dedicated Council web page.
- 3.9 The dedicated web page included the rationale for the new approach to parking management, and access to the Order. The Order’s tariffs were summarised by a quick reference ‘tariffs by town’ document.
- 3.10 The Coronavirus lockdown commenced 23 March 2020 and the decision was taken to extend the consultation period from the advertised consultation closing date of 14 April 2020 to 30 April 2020. The extension was published on the dedicated web page, and those who contacted the Council requesting an extension, were advised of the new deadline for responses.
- 3.11 The consultation closed 30 April 2020 with two-hundred and eighty-six responses received. The responses were considered by town and theme. The table below shows the number of responses by town:

Table 1. Feedback for:	Responses	Proportion
Wickham Market	113	39.51%
Felixstowe	64	22.38%
Halesworth	59	20.63%
Not specified	13	4.55%
Beccles	12	4.20%
No comment	10	3.50%
Bungay	9	3.15%
Southwold	2	0.70%
Woodbridge	2	0.70%
Aldeburgh	1	0.35%
Lowestoft	1	0.35%

This table shows an example of the types of responses received – in this case, for Bungay:

Table 3. Bungay themes	Responses	Proportion
Too expensive	5	55.6%
Season Ticket expensive	4	44.4%
Permit scheme	3	33.3%
Bungay: Nethergate objections	2	22.2%
Bungay: More capacity	1	11.1%
Bungay: More fees	1	11.1%

- 3.12 A consultation results briefing note was compiled for consideration by senior officers and councillors. Key themes of the feedback were ‘more zero-fee parking’ and ‘increased value for regular users’.
- 3.13 These were accommodated within the rationale for the Council’s updated approach to parking management in the context of place-making and town centre management. And the following changes were included in the making of the Order:
- The tariffs in Beccles were made the same as those in Bungay and Halesworth
 - The 30-minute zero-fee ticket option was added to Thoroughfare, Halesworth to match the other parking places in Halesworth.
 - The Annual Ticket was added so the most regular users in a long stay parking place achieved twelve months parking for the price of ten months.
- 3.14 The ‘Order’ was Sealed 20 August 2020 and came into operation from 21 August 2020, as and when new tariff boards were installed in the parking places, and the pay-and-display machines were upgraded. The Order sealing and its commencement were publicised in local newspapers and via a dedicated Council web page named ‘Parking places’. ‘The Traffic Orders Procedure (Coronavirus) (Amendment) (England) Regulations 2020’ relaxes notice requirements at present and makes provision for “... alternative arrangements as the local authority considers appropriate...”. Notices in every Council off-street parking place subject to the Order was considered not appropriate given the Notice was not inviting responses to a consultation.

4 TRAFFIC REGULATION ORDER AND OFF-STREET PARKING PLACES ORDER

- 4.1 CPE and parking management is administered under two different legal documents:

- Traffic Regulation Orders (TROs) for on-street management; and
- Off-Street Parking Places Orders for off-street management.

TROs for on-street parking management

- 4.2 The TRO is a Suffolk County Council document, and it sets out provisions for on street restrictions – such as resident’s parking zones, and permit schemes.
- 4.3 The ‘Suffolk County Council (District of Waveney) (Stopping, waiting and loading prohibitions and restrictions and on-street parking places) (Map-based) Order 2018’ and the ‘Suffolk County Council (District of Suffolk Coastal) (Stopping, waiting and loading prohibitions and restrictions and on-street parking places) (Map-based) Order 2019’ make law kerb-space management regulations. ‘Suffolk Traffweb’ is available from SCC’s website and it is a mapping tool through which all the kerb-space management regulations in the County can be seen.
- 4.4 SCC’s TRO for Waveney stipulates the rules for ‘Permit holder’ schemes, and Articles 20. and 21. confirm vehicles in a permit parking place must display either “... a valid residents’ permit, a visitor’s permit, a visitor’s parking voucher, a health and social care permit... for that vehicle for that time and for that zone...”, and the

District Council may issue "... up to one residents' parking permit per postal address... for a qualifying vehicle in in the relevant zone for which they qualify...".

- 4.5 Therefore, via a new permit management system with a customer portal, the Council is administering permits in accordance with the provisions of the Suffolk County Council TRO by providing:
- One 'Resident Permit' per household registered to one of its vehicles
 - Up to thirty 'Visitor Vouchers' per household in a thirty-day period
 - One 'Visitor Voucher Eligibility' per household so households in permit scheme areas who choose not to have a Resident Permit, or do not own a vehicle, may still access Visitor Vouchers
 - One 'Health and social care permit' per carer which allows registered carers administering care in permit scheme areas to access up to twenty 'carer vouchers' in a thirty-day period
- 4.6 Additionally, and by discretion, TROs allow certain exemptions, waivers, and dispensations to be issued. Some are specific, such as the exemption for residents living in Peddars Lane, Beccles. Some exemptions, waivers, and dispensations are general and each application must be considered carefully to ensure 'road user safety' and 'traffic flow' are not compromised by allowing a vehicle to be somewhere it should not be (for example on double yellow lines) the type of regulation and its purpose are significant factors when considering exemptions.
- 4.7 It is important to note the TROs named in 4.4 have not been amended. The 'change' experienced by some is in the administration process linked with the Council's new permit management system and its customer portal.
- 4.8 The new permit management portal is available via the 'Permits, exemptions and dispensations' web page available via www.eastsuffolk.gov.uk/parking. This service satisfies ES21 to "Provide an innovative, more customer friendly, transactional and intuitive Council website".

Off-street parking management and ticket options

- 4.9 The 'Order' is an East Suffolk Council document, and it sets out regulations and charges for our car parks.
- 4.10 The 'Order' makes provision in law the regulations for off-street parking places' management. Off-street parking places are often referred to as 'car parks', but many of the Council's parking places also provide for cycles and motorcycles, and some even provide for motorcaravans and coaches.
- 4.11 The 'Order' was consulted upon from 16 March 2020 with the Public Notice placed in local newspapers ('East Anglian Daily Times' and 'Beccles, Bungay and Lowestoft Journal'), in every Council off-street parking place subject to the 'Order', and via a dedicated Council web page.
- 4.12 The dedicated web page included the rationale for the new approach to parking management, and access to the Order. The Order's tariffs were summarised by a quick reference 'tariffs by town' document.
- 4.13 The Coronavirus lockdown commenced 23 March 2020 and the decision was taken to extend the consultation period from the advertised closing date of 14 April 2020

to 30 April 2020. The extension was published on the dedicated web page, and those who contacted the Council requesting an extension, were advised of the new deadline for responses.

- 4.14 The consultation closed 30 April 2020 with two-hundred and eighty-six responses received. The responses were considered by town and theme.
- 4.15 A consultation results briefing note was compiled for consideration by senior officers and councillors. Key themes of the feedback were 'more zero-fee parking' and 'increased value for regular users'.
- 4.16 These were accommodated within the rationale for the Council's new approach to parking management in the context of place-making and town centre management. And the following changes were included in the making of the Order:
- 4.17 The 'Order' came into operation from 21 August 2020, as and when new signs were installed in the parking places, and the pay-and-display machines were upgraded. The Order sealing and its commencement were publicised in local newspapers and via a dedicated Council web page named 'Parking places'. 'The Traffic Orders Procedure (Coronavirus) (Amendment) (England) Regulations 2020' relaxes notice requirements at present and makes provision for "... alternative arrangements as the local authority considers appropriate...". Notices in every Council off-street parking place subject to the Order was considered not appropriate given the Notice was not inviting responses to a consultation.
- 4.18 It should be noted that following the sealing of the order, an administrative error was noticed. The error had the effect of introducing 30 minutes free parking in car parks where it was not intended in the February cabinet report (and not introducing it in some car parks where it *was* intended). This issue has been subsequently resolved by a Cabinet decision in November 2020, in which the 30-minute free parking provision was corrected to match the February report – and introduced in several additional car parks.

5 THE 'MAIN ISSUES AND CONCERNS TO BE CONSIDERED' BY SCRUTINY COMMITTEE

- 5.1 The significant increase in the cost of annual car parking fees.

Response: The range of annual ticket fees provided by the previous Orders for Waveney and Suffolk Coastal confirmed there was no consistency in calculating the fee levels, which ranged from £25 in Sizewell to £150 in Bungay, and £400 in other parts of the District. It was resolved to rationalise and simplify tariffs by Cabinet in its February 2020 meeting, which ratified the earlier decisions made by Cabinets from the former Waveney District Council and Suffolk Coastal District Council. The following calculations were made to arrive at the monthly and annual ticket options.

The daily ticket fee could add up to £1,460 per year for a seven-day week user, and £1,040 for a five-day week user. The Council's proposal offered improved value via a monthly ticket option, and following requests for improved discount from the consultation, an annual ticket option was added to provide better value still.

The monthly fee of £65 is calculated for a five-day week at £4 per day and discounted by twenty-five per cent providing an equivalent daily fee of £3. Increased value is offered by the annual fee, which provides twelve months' worth

of parking for the price of ten months. The table below illustrates the potential savings by the monthly and annual fees; however, drivers will need to calculate for themselves the value they can extract from these ticket options.

Fee options	Fee	Daily fee equivalent based on a 5-day week user	Daily fee equivalent based on a 7-day week user	Illustrative discount for a 5-day week user	Illustrative discount for a 7-day week user
Daily	£4.00	£4.00	£4.00	0.0%	0.0%
Monthly	£65.00	£3.00	£2.14	25.0%	46.5%
Annual	£650.00	£2.50	£1.78	37.5%	55.5%

The monthly ticket option is more akin to a subscription service and therefore more affordable for many, rather than committing to the annual ticket fee in a single transaction.

The daily fee equivalents provide exceptional value, especially when compared with the £2 and £3 (lower and higher tariff levels) for parking sessions up to four-hours long.

Drivers choosing to park their vehicles regularly in an off-street parking place have a choice to buy a daily ticket or achieve increased value by choosing to buy a monthly or annual ticket.

Parking management is only one component of travel demand management, and the monthly and annual ticket options are also set with consideration to ticket prices for bus travel (for Lowestoft). Cost-conscious travellers may choose to travel by bus if this is the deciding factor for their chosen mode of travel. For example, the 'Lowestoft Town Zone Adult' tickets are £54.33 per month and £590 per year; and the 'Woodbridge + Ipswich Zone Adult' tickets (and others in the south of the district) are £74.33 per month and £800 per year.

The Council's monthly and annual ticket prices are more than those for bus travel in and around Lowestoft, and parking fees should be set as such to encourage travel by sustainable modes.

The comparison of fees with travel by bus illustrates the Council's fees are fair and reasonable in the context of other travel modes, although they are not consistent for encouraging sustainable travel across the whole district.

5.2 The difficulty carers face in being able to park in residents' only areas

Response: Paragraph 4.4 above confirms a 'Health and social care permit' is available for registered carers. Paragraph 4.5 confirms this permit type is available from the Council's website. For ease of reference, the web content is:

"Those working in health and social care sometimes serve residents living in permit parking zones. Some zones are designed with all the kerb-space regulated in some way and these often include time-limited waiting bays, and some zones are designed with sections of kerb-space left unregulated; both provide parking opportunities for those visiting residents. It might be necessary for those delivering health and social care in the community to park in the permit holder bays and the

Health and Social Care Permit, administered as carer vouchers, facilitates parking within permit regulated bays. Carers wishing to access the additional parking opportunities provided by carer vouchers should register on the parking portal. When registering for carer vouchers, proof of employment with a health and social care provider, vehicle ownership and payment card details are required. Registration is £8 per year and this provides up to twenty carer vouchers in a thirty day period. Carers may activate a voucher for a specific vehicle registration number when providing care for a resident living in the permit parking zone.”

- 5.3 The impossibility of being able to get a free half hour more than once a day affecting parents at drop off and pick up time.

Response: There are two ways in which drivers may obtain a 30-minute zero fee ticket or choose to pay for their parking session; via the RingGo parking app and the pay-and-display machine. Each is configured for one 30-minute ticket each day to prevent drivers parking in contravention of the off-street Order. In practise, it would be difficult to manage a group of people (parents) being able to access two half hour free slots through Ringo.

- 5.4 Residents who have been asking for a scheme being given a parking ticket which they have to challenge.

Response: TROs allow certain exemptions, waivers, and dispensations to be issued, and only once applications have been approved will drivers be exempt for the place and for the reasons the exemption was introduced. This must be the case because regulations are installed for ‘road user safety’, ‘traffic flow’ and ‘balancing parking demand’ reasons, and the consequence of illegal parking practices can be killed or seriously injured road users.

- 5.5 The difference in price of said parking schemes and car parks (£50 vs £650 pa).

Response: The highway is for the passing and repassing of the travelling public without let or hinderance. Therefore, the highway is not intended for the storage of privately owned motor vehicles. Privately owned vehicles should be kept within the owner’s residence, but much housing stock was built before the car existed and there is no provision for it. Where possible TROs manage kerb-space for ‘balancing parking demand’ as well as road user safety and ‘traffic flow’ reasons. The fees set for permits, exemptions and dispensations are essentially administrative fees contributing to the administration of highways management and CPE administration.

In contrast with the highway, the Council’s off-street parking places provide parking opportunities for those choosing to access trip attractors by motor vehicle, which is most commonly the car. Fees are set to encourage parking practices for the benefit of the location, e.g. encourage longer dwell times in town centres so visitors can relax, which in turn has economic benefits for leisure and retail businesses. Fees are also set to give the most regular users improved value, and these may include residents living nearby who cannot accommodate their vehicle within the confines of their residence.

- 5.6 Difficulty in using the parking website to register for a scheme.

Response: It is not clear from this statement the information that is required. However, if it is pertaining to ‘requests for parking management schemes’, a new

web page will have been made available via www.eastsuffolk.gov.uk/parking before this Scrutiny Committee convenes.

- 5.7 The lack of clear signage in some areas., making the task of the wardens more difficult.

Response: It is not clear from this statement the information that is required. However, if it is pertaining to TROs, all lining and signing deficiencies are reported to SCC because it is responsible for installation compliance with Statutory Instrument '2016 No. 362 – Traffic Signs Regulations and General Directions 2016', which is supported by the 'Traffic Signs Manual'.

If this statement is pertaining to the off-street parking places Order, the Council has just invested in a new signs' installation programme and a typical installation can be seen in Appendix A.

6 CONCLUSION

- 6.1 This report summarises the improvements that have been made in the parking service since February. These include:

- The introduction of Civil Parking Enforcement where previously there was none.
- The introduction of a digital permit system to allow easier purchasing, and more effective enforcement,
- The introduction of a new digital enforcement system to aid CEOs as they carry out their work to ensure road safety and ensure the churn of available parking places across the district.
- The introduction of new tariffs, including a free half hour parking period.

- 6.2 The information contained within this report serves to confirm:

- (1) The process for consulting on and making the 'Off-Street Parking Places Order 2020' introducing the new ticket fees was completed properly and in accordance with the relevant legislation (paragraphs 3.9 to 3.15 above).
- (2) The increase in charges is a result of historic incomprehensible fee setting processes, and not because the model for this introduction was based on flawed assumptions. Overall, these changes have been cost neutral for the council.
- (3) No further review or action is necessary because the "main issues and concerns" raised are the intentional change in the Council's policy for parking management rather than 'flawed assumptions' and 'insufficient data' informing the change in policy.

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

- 7.1 The introduction of the Off-Street Parking Places Order 2020 helps to deliver action ES17, i.e. “Increase visitor numbers to East Suffolk outside of the main tourist seasons” (paragraph 5.1 xiii) (1) above).
- 7.2 The systems employed in the administration of parking services helps to deliver action ES21, i.e. “Provide an innovative, more customer friendly, transactional and intuitive Council website”.

8 FINANCIAL AND GOVERNANCE IMPLICATIONS

- 8.1 ‘Section 55 of the Road Traffic Regulation Act 1984’ sets in law ‘Financial provisions relating to designation orders’.
- 8.2 Penalty charges from CPE administration and parking fees from the Council’s off-street parking places contribute to the administration of CPE and related parking services.
- 8.3 Any surplus from off-street parking places fees is used for the administration of other services such highway services, street lighting, public conveniences, outdoor leisure, and capital works. These Council services do not generate a financial return and parking fees contribute to the delivery of these free services.
- 8.4 This report has been completed with the benefit of an Equality Impact Assessment.

9 CONSULTATION

- 9.1 We have consulted with the Cabinet Member for Transport in the writing of this report.

10 REASON FOR RECOMMENDATION

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

RECOMMENDATION

- 1. That, having reviewed and questioned this report, the Scrutiny Committee considers the information contained within it and makes recommendations, to Cabinet, as appropriate

APPENDICES

Appendix A:	Typical signs' installation
Appendix B:	Written questions submitted by the Scrutiny Committee and the written responses provided

BACKGROUND 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.

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
4 February 2020	Parking Services: Parking Management and CPE	www.eastsuffolk.gov.uk

APPENDIX A: TYPICAL SIGNS' INSTALLATION

