



**Open Report on behalf of Andy Gutherson, Executive Director - Place**

Report to:	<b>Planning and Regulation Committee</b>
Date:	<b>02 October 2023</b>
Subject:	<b>Lincoln, Permit Parking Zones 5B, 5C and 5D - Proposed amendment to list of streets</b>

**Summary:**

This report considers objections to a proposal to amend the list of streets associated with the above permit zones to include sections of the High Street and Canwick Road.

**Recommendation(s):**

That the Committee overrules the objections so that the amendment to the Order, as advertised, may be introduced.

**Background**

The permit parking schemes within the Sincil Bank area of Lincoln (Zones 5C and 5D) and to the west of the High Street (Zone 5B) as indicated at Appendix A, have been installed at the request of the City of Lincoln Council. They administer the residents permit scheme in Lincoln and we have received a further request from them for the traffic regulation order to be amended to include sections of the High Street and Canwick Road on the periphery of these zones, within the list of streets. The adjacent properties will therefore be entitled to apply for permits to park within the zones. The extents of the proposed additional streets and the properties affected are shown at Appendices B and C.

Subsequently the statutory consultation process and public advertisement of these proposals took place over the summer. All residents adjacent to the streets to be included in the amendment were in receipt of the consultation documents and the proposal was publicly advertised via site notices and in the local press.

**Objections and comments**

Four objections have been received to these proposals. There is concern that the inclusion of additional properties will increase competition for parking space for existing permit holders, and that including residents who live outside the zone is not in the spirit of the scheme. One objector believes that the permit scheme is a means of achieving financial

gain for the Council and that the residents are being exploited. They claim that they had no difficulty parking on street prior to the scheme's introduction and it is therefore not necessary. They have concerns also regarding provision for Blue Badge holders within the scheme.

These comments have been noted. The areas covered by the new permit parking zones were previously utilised for on street parking by residents and businesses on the adjacent lengths of High Street and Canwick Road. Without access to these areas alternative available parking lies some distance away to the south of Great Gowts Drain. It is not unusual for properties outside a zone to be given entitlement to a permit in certain circumstances.

In response to the suggestion that the scheme is a means of making profit, I can confirm that the cost of the permit is set at a level to cover the City of Lincoln Council's costs to administer the scheme, and the County Council's costs to enforce it.

Some residents located remotely from the city centre may not have had an issue securing on street parking in their area of Sincil Bank. However, many other residents did, and it's worth bearing in mind that if the existing permit scheme was limited only to the area near to the city centre, then commuter parking would be displaced into the surrounding streets, ultimately bringing the issue of limited parking availability over a wider portion of the area. It is for this reason that the scheme introduced covers the whole of Sincil Bank.

With regard to Blue Badge holders, they may be entitled to a free permit, subject to consideration of any requests by the City of Lincoln Council who manage the scheme and the issuing of permits.

## **Conclusion**

This proposal seeks to address the loss of on street parking for residents and businesses on the periphery of the newly introduced permit parking zones.

By amending the traffic regulation order to include the sections of High Street and Canwick Road as proposed, their opportunity to park will be restored and displacement of parking to adjacent areas, which will now already be subject to more use by commuters, is reduced.

## **Consultation**

The following were consulted with regard to the proposal: Local Member, Lincoln City Council, Lincolnshire Police; EMAS; Lincolnshire Fire & Rescue; Road Haulage Association; Freight Transport Association; Stagecoach East Midlands; PC Coaches; Confederation of Public Transport; affected residents and businesses on High Street and Canwick Road.

### **a) Risks and Impact Analysis**

None carried out

## Appendices

These are listed below and attached at the back of the report	
Appendix A	Site locations
Appendix B	Proposed sections of High Street to be included
Appendix C	Proposed section of Canwick Road to be included

## Background Papers

The following background papers as defined in the Local Government Act 1972 were relied upon in the writing of this report.

Document title	Where the document can be viewed
Consultation documents and correspondence	Available on request

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