



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

Report to:	Planning and Regulation Committee
Date:	26 July 2021
Subject:	Lincolnshire Coast - Proposed off street parking places order at: Huttoft - Huttoft Terrace car park off Huttoft Bank and Marsh Yard/Moggs Eye car parks off Roman Bank, Anderby - Anderby Creek car park off Sea Lane and Wolla Bank car park off Roman Bank, Chapel St Leonards - Chapel Six Marshes car park off Anderby Rd

Summary:

This report considers objections received to the introduction of the above order and the restrictions and parking charges it will impose at the above car parks, the locations of which are illustrated at Appendix A, with detailed plans at Appendices B-F.

Recommendation(s):

That the Committee overrules the objections to this proposal so that it may be made operative.

Background

The above car parks are located on land vested in Lincolnshire County Council as part of the Sandhills Act of 1932 following the dissolution of the predecessor authorities in Lincolnshire in 1974. They have been destinations for local residents and visitors alike for a number of decades and now form part of the Lincolnshire Coastal Country Park which is currently in the final stages of development. They have been subject to a number of management regimes including at Huttoft Car Terrace, where a warden collected a fee for parking in the early 1980s. Over subsequent years the sites have been free of charge and have become ever more popular.

As a consequence of this popularity the need has arisen for the sites to be managed to ensure that parking is safe, appropriate and does not inhibit residential accesses. Previously this has been attempted through the provision of height restricting barriers and the implementation of byelaws prohibiting overnights stays. However, enforcement of the byelaws is expensive and there has only been limited success in actual prosecution of those contravening them. At the Huttoft Car Terrace site the height barriers were also repeatedly vandalised and eventually cut down and as there was no economic resolution for their replacement or repair, the site was left open to all vehicles.

Increasingly these car parks are frequented by motorhome users. The oversized nature of these vehicles has led to increased incidences of obstructive parking, and a reduction in the space

available for other users. In addition, with no provision of facilities for these vehicles, grey water and waste is often left on site after unauthorised overnight stays.

In order to regulate and manage the large numbers of vehicles wishing to use these car parks it is proposed to introduce an off street parking order which will enable a charge for parking to be made within the times specified, and for a penalty charge notice to be issued for any contraventions of the regulations set out in the order. So whilst there will be no physical restriction on vehicles entering the car parks, it will be possible to issue a penalty charge notice to any vehicle parked therein between 10pm and 6pm. It is proposed that car parking charges will apply to all vehicles using the car parks between 10am and 5pm daily, between Good Friday and the end of October. The proposed scale of charges is:

Up to 1 hour	£1.00
Up to 2 hours	£2.00
Over 2 hours	£4.00

The order proposed also specifies a maximum length of vehicle (6.0m) which will be permitted to use the car parks.

The method of payment proposed for parking is via a Pay by Phone facility which will require on site signage only.

The Byelaws currently in operation at the sites are to be rescinded.

Objections

A total of 27 objections have been received to the proposal. A number of local residents and regular users of the sites believe the scheme will be detrimental to them by requiring that they pay for parking in order to walk dogs and take exercise on the beaches. The restriction on the hours when the car parks are open will also hinder early morning and late evening activities. It is suggested that a permit system, or seasonal passes/reduced charges are made available to local people so the unhindered access they are accustomed to can remain.

There are concerns that the proposal will penalise those on low incomes, and that the means of payment via a Pay by Phone system will discriminate those without access to a mobile phone. Many prefer to pay by bank card or cash and the provision of ticket machines would therefore be preferred. The issue of mobile phone signal coverage at some of the sites affected is also raised.

Displacement of parking onto the surrounding road network as a result of introducing car parking charges is also of concern, as is how the scheme would be enforced.

A number of objections relate to the overnight closure of the car parks and the impact this will have on those who visit for overnight fishing purposes. Currently permits are available for this activity which contain an exemption to use the car parks. However should the scheme be approved a penalty charge notice could be issued to any vehicle using the car parks overnight.

Comments

The impact of the proposals on local residents is acknowledged. However the purpose of the scheme is to manage parking in the car parks more effectively and control their use by large

vehicles, which can take up three or four spaces. The aim is to maximise space and facilitate access for other users.

There will be no charge for parking between 6am and 10am, and 5pm and 10pm and no charges during car park opening times over the winter until Easter. Blue Badge holders will be exempt from the charges. Regrettably there is no mechanism currently in place by which the council can issue season passes, permits or reduced charges for local or regular visitors to these car parks, or to process payments for parking tickets via a third party.

Users of car parks are familiar with the equipment which allows the purchase of a ticket using a bank card, or cash. These machines however are expensive and at such remote locations run a high risk of being damaged. In addition not all the sites included in this proposal have the electricity supply required for these to be installed. It is for these reasons that charging for parking via a Pay by Phone system has been selected. Mobile phone signal strength has been tested at all sites and has been confirmed as adequate for this purpose. For those without a mobile phone a phone number is provided on site and on the system provider's website whereby a ticket can be purchased through an automated system.

Whilst the County Council is not obliged to manage land vested in its ownership to allow parking for night fishing, it is recognised that this activity is popular and long standing at these beaches.

The proposed overnight closure of the car parks will regrettably impact on this activity but should the Council determine to progress with the scheme further work is planned to establish an online application system for permits which will include an exemption to park overnight in the car parks. It is likely that there will be a charge for the issuing of permits in the future to cover administration costs.

In recognition of the potential displacement of parking either owing to lack of space in the car parks or to avoid parking charges at these sites, waiting restrictions have been introduced via an experimental traffic regulation order on the road network in the vicinity of each site. These maintain clear visibility at junctions, keep access roads to the car parks clear and protect private accesses.

The restrictions imposed by this proposal will be enforced by the county council's parking enforcement contractor. Additional investment in the parking enforcement team will ensure that those contravening the requirements of the order in any way could be subject to a penalty charge notice.

Conclusion

Whilst the introduction of the proposed off street parking order does not physically restrict access to these car parks it's legal status does enable effective enforcement through the issue of penalty charge notices for any contraventions of the regulations set out in the order. Management of parking in this way through the introduction of the Off Street Parking Order and the rescinding of the current Byelaws will maximise the space available in these car parks and promote safe access and egress to the area within them.

Consultation

a) Risks and Impact Analysis

Equality Impact Assessment (Appendix G)

The following were consulted with regard to these proposals: Lincolnshire Police; Lincolnshire Fire and Rescue; EMAS; ELDC; Huttoft, Anderby, Ingoldmells and Chapel St Leonards Parish Councils; Traffic Commissioner; Road Haulage Association; Freight Transport Association; NFU; Disability Lincs; Confederation of Passenger Transport; Stagecoach East Midlands; PC Coaches; Brylaine; Sleafordian.

The Executive Member and local Member for Ingoldmells Rural Division has confirmed their support for this proposal.

These proposals were advertised in the local press on 9th and 10th July.

Appendices

These are listed below and attached at the back of the report	
Appendix A	Site locations
Appendix B	Huttoft car park
Appendix C	Moggs Eye and Marsh Yard car parks
Appendix D	Anderby Creek car park
Appendix E	Wolla Bank car park
Appendix F	Six Marshes car park
Appendix G	Equality Impact assessment

This report was written by Jeanne Gibson, who can be contacted on 01522 782070 or jeanne.gibson@lincolnshire.gov.uk.