



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

Report to:	Planning and Regulation Committee
Date:	07 November 2022
Subject:	Lincoln, Proposed Permit Parking Scheme Zone 5C – Roads between Sincil Bank Drain, High Street, Pennell Street and Portland Street

Summary:

This report considers objections received to the above proposal which has been publicly advertised from Thursday 14th July to Friday 9th September 2022.

Recommendation(s):

That the objections be overruled and that the scheme as advertised be introduced.

Background

In 2017, the City of Lincoln Council developed a new approach to working in neighbourhoods. The profile and needs of the Sincil Bank area were such that a decision was taken to focus resources on improvements here, working closely with the local community to identify a range of actions that would result in transformational change. One of the key aims is to reduce the high level of commuter parking in the area and the traffic movements this generates. This results in congested streets, restricted footpaths, busy rat runs and poor air quality, and has a negative impact on the quality of life for residents.

A scheme of environmental highway improvements is planned towards the end of next year to support this vision, and the proposed permit parking scheme is a step towards the regeneration the area, supporting the community's aspiration to give streets back to local people and to promote shared spaces less dominated by traffic.

A formal request was received in 2018 from the City of Lincoln Council for an expansion of the permit parking scheme south of the city centre, to include the Sincil Bank area. Subsequently investigations took place to confirm if these streets would be eligible for such a scheme in line with County Council guidance. Surveys confirmed that available kerbside space for on street parking here during the day was limited for residents owing to use of the area by non-residents. In July 2019 a questionnaire was sent to all properties within the proposed Zone 5C asking if residents would be in support of the introduction of a permit parking scheme. In accordance with the Council's guidance for District Council

administered schemes, a majority of respondents must be in support for it to be viable. The results indicated that 64% were in favour, enabling the scheme to be progressed.

The proposed scheme will be operational from Monday to Saturday, 8am to 6pm. Dual use bays providing a two hour stay for non-permit holders and an unlimited period for permit holders will be introduced and a similar treatment is proposed for the existing limited waiting bays. Double yellow lines will replace lengths of single yellow line on Sibthorpe Street (southern side) and Scorer Street (passing areas) to assist with traffic flow.

The City of Lincoln Council, as the permit issuing authority, confirmed which properties within the Zone would be eligible for permits.

Statutory consultation for the traffic regulation order took place from 15th July to 13th August 2021. No adverse comments were received. The scheme was then publicly advertised until Friday 9th September 2022, with each property in the Zone being sent a copy of the proposals.

Objections

During the advertisement period 17 objections to the scheme were received. Various grounds for objection were referenced and these are itemised in detail, along with officer's comments, at Appendix C.

In summary, there is concern about the additional cost of permits for residents should the scheme be implemented, given the ongoing increase in the cost of living. It is suggested that the need for this scheme should be re-assessed and that if more incentives were provided to use car parks in the city centre then the issue of non-residents using Sincil Bank would not exist. It is stated that the scheme will fail as it does not address competition for parking after 6pm, when the bays for permit holders would no longer apply. Many are concerned on the impact on visitors and carers accessing the area. Lack of information on how the scheme and its enforcement operates has also been raised, along with a suggestion that it is designed to generate income for both the City and County councils.

Comments

Any decision on this proposal will take into account the effect of increases in the costs borne by residents at this time and in the coming months. It is recognised that the scheme will have limitations in terms of provision for permit holders during the evenings. The scheme however is designed to exclude non-residents when there is demand from them during the day, but more space for residents and permit holders outside this time cannot be provided; neither does the scheme guarantee a parking space at any time. The concerns of nearby businesses and the school are noted, but the aim of the scheme is to give permit holders priority over commuters. There are alternative places to park both off and on street, although these may be less convenient. Temporary parking is permitted on yellow lines for the purposes of loading and unloading of equipment should this be required. Parking by visitors and carers is provided for through the scheme's visitor permit system. The consultation exercise included details of the workings of the scheme and

where additional information can be found. The charges for permits are set at a level which covers the costs of administering the scheme and enforcing it.

Conclusion

The proposed permit scheme contributes to a number of initiatives which aim to improve the environment in the Sincil Bank area and therefore the lives of residents. The provision of bays for permit holders and short term parking only, restricts parking by non-residents and the additional traffic they generate. This in turn will facilitate future improvements in the area which will deter through traffic further and deliver improved routes for pedestrians and cyclists.

Consultation

The following were consulted with regards to this proposal: Local Member, Lincolnshire Road Safety Partnership, Lincolnshire Police, City of Lincoln Council, Lincolnshire Fire & Rescue, East Midlands Ambulance Trust, Road Haulage Association, Freight Transport Association and Lincoln BIG.

a) Risks and Impact Analysis

See attached Equality Impact Assessment.

Appendices

These are listed below and attached at the back of the report	
Appendix A	Site location
Appendix B	Detail of proposed restrictions
Appendix C	List of objections and comments
Appendix D	Equality Impact Assessment

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
Assessment and survey information; Consultation documents and correspondence.	Available on request

This report was written by Dan O'Neill, who can be contacted on 01522 782070 or TRO@lincolnshire.gov.uk.

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