

## Appendix C

### Objections and Comments.

No of objs	Grounds for objection	Comment
16	The cost of permits and the cost of alternatives to parking in the area will cause hardship at the current time.	City of Lincoln Council is responsible for the administration of the scheme, which means that they set the maximum number of permits per household and the level of charges for permits, as well as what permit types are available. The Planning and Regulation Committee will determine how to proceed following the consideration of the objections received.
1	Please can a second consultation take place in light of the current cost of living crisis, to check that residents fully understand, still support, and can afford this scheme.	The Planning and Regulation Committee will determine how to proceed following the consideration of the objections received.
1	Unfair to penalise residents for shoppers parking	Residents parking schemes remove parking by third parties, whether they be working in the area, in the City Centre or shopping. This means residents' have a greater opportunity to park within their Zone during its times of operation.
1	Will be detrimental to tourism and the local economy if people visiting the City get parking fines within the RPS zone(s)	Residents parking schemes remove parking by third parties, whether they be working in the area, in the City Centre or shopping. This means residents' have a greater opportunity to park within their Zone during its' times of operation.
2	Local City Councillors have said the scheme will be introduced. That implies this consultation is going to have no effect whatsoever.	The scheme is being proposed by Lincolnshire County Council and the Planning and Regulation Committee will consider objections as part of this process.
1	More flexible options at car parks to incentivise their use. Eg. free parking for shoppers and commuters 1 <sup>st</sup> 10 in Council car parks free for a maximum 3 days per week.	City of Lincoln Council operates several car parks.
1	Didn't get the questionnaire for Zone 5DE	Best endeavours were made when hand delivering the questionnaires.
1	Nobody from the Council lives here so they are unaware of what is required or needed.	Conversely, there might be comments if a scheme were perceived as being proposed only because employees from the Council did live there.
2	Residents parking will cut the number of spaces down and lead to resident's being issued Penalty Charge Notices (PCNs)	There will be an increase in the amount of double yellow lines on Sibthorpe Street and Scorer Street.
1	Parked cars give no emissions so how does a RPS have a positive environmental effect.	A restriction on parking by third parties would reduce the number of vehicles driving within the Zones looking for parking.
1	GDPR a concern as information on permits could lead to people being identified.	The objector provided examples whereby a permit holder can be traced if someone looks at the permit, remembers the vehicle it's in and visits the Zone shown on the permit.
1	No mention of hidden costs in terms of exemptions for builders and Penalty Charge Notices if permits are not displayed.	Links to information were provided in the letters sent to residents during the advertisement of the proposals.
1	£70 per PCN	This figure is reduced if paid within 14 days.
1	"249 misinformed people ruined it for 6000"	Questionnaires were delivered to all properties within the proposed zone for a response by the household, not individuals. The questionnaires sent out were similar to those sent regarding other RPS schemes in Lincoln.
1	You can't get rid of residents parking once it's been put in.	There will be a review of the scheme if it is introduced

2	"All residents parking will do there is limit even more the 'free' spaces and risk a £70 parking invoice."	There will be an increase in the amount of double yellow lines within Zone 5C, particularly on Sibthorpe Street and Scorer Street. This has been done to maintain traffic flows.
1	"There are more reasons for NOT having residents parking than for it (unless 1 mile of Skegness beach). You don't enforce the zones you have or the regulations you have."	Enforcement of the Zone can be adjusted.
1	"Can you put in writing that if it goes ahead, you will review after one year and do a new survey using the £127,000 surplus the council makes."	There will be a review of the scheme if it is introduced.
3	The proposals are a money-making exercise.	The County Council will not derive income from permit sales.
2	Street notices were inadequate and not maintained in position	Street notices were replaced and additional ones put up throughout the advertisement period.
1	"Nothing is mentioned about the 2 hour visitor slots, or the £1.70 per visitor cost, or the fact you need your ID to get the permits, extra £5 if you want to take on the day, if your permit drops off the window in the hear/cold £70 parking ticket you can't get rid of, nor pay and bailiffs kicking your door in. Nobody is aware of this if you walk around the streets."	Information on permit charges and types was included in the questionnaire that was sent out in July 2019. If someone considers a PCN has been issued incorrectly they are able to appeal.
1	"If the residents parking is wanted and that good, then why is there nobody on the Sincil Bank community site defending it, or giving any reasons for it? "	Some parking schemes are very emotive. People may not feel comfortable expressing their views either way, where they may attract attention or argument from other people.
1	The county council website says " in compliance with GDPR we will not identify properties either in favour or against the introduction of the scheme. But the questionnaire returns give the name and address of people.	The County Council will not identify properties either in favour or against the introduction of the scheme.
1	"Can our local community officer, knock on doors and see how many people that want the RPS still live there and are they aware of the consequences for everyone else, just so they can park outside their own house?"	The scheme is being proposed by Lincolnshire County Council, the local community officer works for City of Lincoln Council.
1	"Why do they need to be 'different zones' Those thinking they can still see their friends three streets away are risking a £70 invoice, 2 hours only visit or £1.70 for scratch card. Nor does it mention you can't visit your friend in their residents parking zone with your pass. Why do they need to be different zones, in this area? This is clearly being forced and I have no doubts the community will just override everything and not care about it."	In this case the Sincil Bank Drain and its bridges forms a natural boundary between proposed Zones 5C and 5D. Zone 5C and 5B are separated by the High Street. The Zones are different sizes because of these boundaries.
1	They are just going to delete all objections, behind closed doors	Objections are reported to the County Councils Planning and Regulation Committee. A single valid objection will be put forward for consideration by the committee. The outcome does not necessarily depend upon the number of objections received.
1	"How do I appeal? Got to be ready for this, It's really is a dumb idea residents parking. No benefit at all, be the same 'day cars' 90% of the time anyway, scheme not working at night so is pointless."	Objections are being considered by the County Council's Planning and Regulation Committee. If the Order is made an application may be made to the High Court within six weeks.
1	"Your friend comes round, to help you lift new double bed upstairs, etc etc, ' look at our new residents parking signs we have' Bloke goes out to his car after trapping his fingers between the bed and wall to a find a £70 parking invoice, nobody was expecting, no warning of that or the scratch card, utter shambles."	Loading and unloading is permitted. If someone considers a PCN has been issued incorrectly they are able to appeal.

3	"Not one valid reason for it, utter con, like central government has said you need to introduce these scams"	The reasons for the scheme are outlined" in the main body of the report.
1	The residents parking allow you to park in council car parks, but not broad gate, why is this? you can only park in the ones that cars always get broken into."	City of Lincoln Council administer and manage the permit scheme and the use of their car parks.
1	"Should be available in local shops."	City of Lincoln Council administer and manage the permit scheme.
1	"The permits must be able to ordered only from City Hall, at weird times, like 10:30- 11:12 only. So it irritates even those who wanted it because it's not straight forward."	City of Lincoln Council administer and manage the permit scheme.
1	"Disabled people getting free permits? Everyone should be made to pay for permits"	City of Lincoln Council administer and manage the permit scheme.
1	"In one of the streets, a family have three vehicles (minimum), What will they do when it's only two permits per house?"	City of Lincoln Council have a maximum of two annual permits per property. Daily scratch cards or limited waiting may be used to facilitate parking by a third vehicle. Only City of Lincoln Council can change this limit.
11	"Often Park on Scorer Street and usually get close to the work. Restricting access will be hard for staff. Often have equipment to take to and from work, sometimes taking two trips. This will be impossible if we can't park close to where we work. We appreciate that for residents it must be hard to park at times but please consider the impact on the people who work to educate the children in the area. "	The introduction of the scheme would remove available all day on street parking from a number of workplaces in the area. This leaves people with a number of difficult choices to make on how best to get to work and park near to it. The nearest City of Lincoln owned car parks in the area are off King Street and Chaplin Street. The charge for a stay of 4 hours or over is £6.00. This would be an extra £30 per week for workers in the area. Vehicles may be temporarily parked on the proposed restrictions to enable equipment may be loaded/unloaded.
1	"The scheme, in my opinion, will make no difference to parking within this area because the issue is not the occasional shopper or worker who parks in the area to avoid car parking charges, but the number of cars per household in an area not designed for that number of cars."	The scheme will have little impact outside the times of operation.
2	"The West End is a prime example of the permit system not working, with residents getting tickets when their area is over parked."	Each scheme has specific factors which may cause issues. Shared use bays are being proposed on a number of streets so permit holders can continue to use them rather than get a PCN for exceeding the time limit.
1	"If the aim is to improve parking in these areas, another strategy needs to be found to reduce the number of vehicles. Better use of a TRO would be to limit certain vehicles from accessing and parking in these areas. If the aim is to deter shoppers and workers parking in neighbouring streets, the council should look at reducing the car park charges and enticing their use."	Car park charges at City of Lincoln car parks are a matter for that authority.
1	"The scheme is open to abuse because with a visitor's permit, anyone can park. I have already heard that residents are selling visitor's permits, at a profit, to local workers."	The administration of the scheme is done by City of Lincoln Council
1	"Whilst I acknowledge there have been projects to help make Sincil Bank a better place to live, LCC is not doing its best for the finances of residents in this area of Lincoln. Recently, fuel costs have risen with an expectation of them rising again, food banks are a necessity for too many <a href="https://www.bbc.co.uk/news/uk-england-lincolnshire-61510584.amp">https://www.bbc.co.uk/news/uk-england-lincolnshire-61510584.amp</a> . Council Tax band A properties are already £55 worse off from last year in this ward. Litter picking, art work and CCTV will not help with the cost of living.	Residents received a letter when the proposals were advertised which contained links to further information on the County Council's website relating to the proposals and also the City of Lincoln's website so people could see how the permit scheme would work. The questionnaire survey and the majority response met the policy in place in 2019.

	<p>It cannot be claimed that it would encourage the use of public transport as buses and trains are very irregular, very expensive and don't run later at night. Even taxis are difficult to book.</p> <p>To conclude, these are the reasons I believe the Sincil Bank Residents' Parking scheme should not happen. There has been nothing to offer for why this scheme should go ahead; persuasive wording on official letters; the statistics showing how many people have "asked" for the scheme is skewed and the reality is a low percentage of residents; the Income Deprivation Domain for this area shows residents will struggle to afford an extra annual bill; and there has been no user-friendly factual information given to residents (or easily searchable online).</p> <p>The whole scheme is a disgrace!"</p>	<p>In terms of the impact of individual finances the timing of the scheme if it goes ahead would be a matter for both Council's to agree upon.</p> <p>Permit fees are set by City of Lincoln Council.</p>
2	<p>"According to the Lincolnshire.gov.uk website, 30% of eligible addresses must reply to a consultation and 66% must be in favour. Neither of these conditions have been met so this scheme should not be going ahead anyway. "</p>	<p>The questionnaire was undertaken in 2019 when the policy in place needed a simple majority of the responses received and there was no minimum response level. This still applies for District Council managed schemes. The more recent guidance provided on the LCC website refers to new schemes administered by the County Council only.</p>
1	<p>"This scheme will not resolve the parking issues for Pennell Street, making it an additional and unnecessary expense at a time when all households are being hit incredibly hard with energy price increases and the cost of living crisis. Implementing this scheme now is both cruel and harmful, and even those that originally supported the scheme likely have a different opinion in light of current financial constraints.</p> <p>Parking on Pennell Street can occasionally be a problem, but at other times is not an issue at all. Basically, it fluctuates depending on how many cars residents own - I know this is stating the obvious, but this is the bottom line, and no parking permit scheme will ever change this.</p> <p>Many of the parking problems that we do have are caused by inconsiderate parking (e.g. taking up two spaces just to be directly outside of a property) – again, parking permits will not resolve this in the slightest. Outside of these everyday issues, one of the biggest parking pressures we have is when Lincoln City are playing at home, and whilst the permit scheme may help with this for Saturday matches, it will not help at all with Sunday and evening matches as these fall outside of the scheme's parameters.</p> <p>Another pressure on daytime parking is staff &amp; visitors to the school at the top of the street – as the scheme will allow the school to purchase both resident and visitor permits, the scheme will do nothing to reduce these pressures or free up extra space.</p> <p>The scheme also seems very complicated, with a lot of scope for misunderstanding and confusion, particularly in relation to visitor and trade permits and the associated time limitations, which in turn will potentially lead to extra costs and possible fines, and cause residents a huge amount of frustration and stress.</p> <p>The requirements for trade visits look to be particularly problematic and inconvenient – we all need to have maintenance work carried out, but to have to apply for a waiver permit, and wait at least 5 working days for one to be granted, is not feasible in many cases, as many trades need to visit at much shorter notice. The permits also add a considerable amount to the cost of having</p>	<p>The proposals include a small limited waiting bay at the High Street end of Pennell Street, with parking for the most part maintained as at present.</p> <p>The costs of permits are set by City of Lincoln Council as they administer the scheme.</p> <p>People often assume a space is guaranteed outside their house, even when information sent out, such as in the original questionnaire, says this is not the case.</p> <p>City of Lincoln Council is keen to see the scheme introduced in order to reduce traffic flows and parking levels to aid regeneration within the area.</p>

	<p>any work done – another unnecessary and unwelcome burden in these difficult financial times. There is also the impression that permission may not be granted, which raises the question- how do we get maintenance work done if the tradesperson cannot park near the property?</p> <p>Time limited waiting bays are also mentioned – would Pennell Street have these? If so this would reduce the available parking even further, exacerbating the original problem rather than doing anything to resolve it.</p> <p>Supporters of the scheme also seem to be under the misguided notion that the scheme will guarantee them a parking spot outside their property – this is very much not the case, and I think these misunderstandings need to be clearly communicated, otherwise the scheme is being implemented under false pretences.</p> <p>I would also add that the feedback I have seen from areas with parking permits already in place suggests that the schemes have caused far more problems than they have solved, and caused great inconvenience and large additional costs, with many residents being fined for parking elsewhere when spaces are not available on their street, or because they have misunderstood the rather complicated rules. The general impression I get is that they wish the schemes had never been implemented in the first place.</p> <p>For all of these reasons I strongly believe that the proposed parking permit scheme will be nothing more than an admin heavy, money making exercise, that will cause a lot of expense, inconvenience, frustration and stress to the residents of Pennell Street, whilst offering little or no value in return, and not resolving the existing parking pressures. Not being able to find a parking space occasionally is annoying, but having to pay for a parking permit, faff around with visitor permits every time a friend wants to pop round, potentially even pay to have friends call round once your free permits have been used, pay extra for trades to do work (as the cost will be passed on) and still sometimes not be able to park (as will likely be the case for all the reasons I have mentioned above) will be absolutely infuriating, and will do nothing to gain the council support from the local residents!</p> <p>I would strongly urge that this permit scheme is cancelled, for Pennell Street at least, or at the very least delayed, whilst a second consultation can take place in light of the current cost of living crisis, to check that residents fully understand, still support, and can afford this scheme. “</p>	
1	<p>“Whoever wrote the article in the Sincil Bank community news, should be made to issue a public apology for such a misleading article.”</p>	<p>The publication concerned is not a County Council document.</p>
1	<p>Visit friends and family in the area</p>	<p>Limited waiting is being maintained within the proposed Zone and scratch cards will be available to residents to give to visitors with the conditions of use as specified by City of Lincoln Council.</p>

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