



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

Report to:	Planning and Regulation Committee
Date:	5 December 2022
Subject:	Lincoln, Proposed Permit Parking Scheme Zone 5D – Roads between Sincil Bank Drain, Canwick Road, Sincil Bank Football ground and the East West Link Road.

Summary:

This report considers objections received to the above proposal which has been publicly advertised from Thursday 22 September to Friday 28 October 2022.

Recommendation(s)

That the objections be overruled and that the scheme as advertised (Appendix B) be introduced, with the inclusion of the minor modifications at Chelmsford Street, Hope Street and Portland Street (Appendix D).

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 of 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. At this stage the area was spilt into 3

Zones, 5C, 5DW and 5DE. Surveys confirmed that available kerbside space for on street parking in Zones 5DW and 5C 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 and Zone 5DW 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 in Zone 5C, and 57% in favour in Zone 5DW, enabling the scheme to be progressed. Zone 5DE did not meet the intervention levels regarding parking levels so a questionnaire was not sent out at that time. At a meeting with officers and the Portfolio Holder for Highways on 10th March 2020 it was agreed that a questionnaire consultation should be undertaken in Zone 5DE as this would be the most likely area for displaced parking to occur and that omitting it from the scheme would disadvantage residents here. The questionnaire consultation for Zone 5DE took place in October /November 2020 and was assessed in the same way as the other consultations for consistency. There was a majority of 57 % of those who responded being in favour.

Subsequently the Zone boundaries 5C, 5DW and 5DE were changed into Zones 5C and 5D. This meant that the Zones would be larger and divided by the bridges over Sincil Bank Drain and would provide a clearer boundary between the Zones, as shown at Appendix B. The results of the questionnaire consultation were reassessed in line with the revised zone boundaries and 60% of those who responded in Zone 5D were in favour of the scheme, which meets the required threshold for a permit parking scheme.

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. There are some lengths of double yellow lines proposed as part of the scheme which in the main involve junction protection and accesses. 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 23 July to 20 August 2021. No adverse comments were received. The scheme was then publicly advertised from 22 September to 28 October, with each property in the Zone being sent a copy of the proposals.

Objections

During the advertisement period 32 objections to the scheme were received. Various grounds for objection were referenced and these are itemised in more detail, along with officer's comments, at Appendix C.

Common themes of the objections are:

- That the cost of permits is an additional burden to residents who are already having difficulties because of wider economic circumstances, when the benefits of the scheme are negligible at best.

- That the limit of two annual permits (either two residents permits or one annual permit and an annual visitor permit) is not practical for families in the area, or houses of multiple occupation, which may affect decisions on employment and further education.
- That most of the area has available parking during the proposed times of operation at present and the scheme does nothing to address the issues of parking in the evenings and on Sundays.
- That the response to the questionnaires was low and that the actual number of people wanting a scheme in 2022, now details have been advertised, would be lower still.
- That the scheme is not being proposed to benefit residents, but as another means of the Council raising revenue.
- That businesses located in the area will be adversely affected as parking for staff is significantly reduced, as is that of customers. Businesses have also asked if the number of permits can be increased to be proportionate to staff levels, rather than be limited at two. Businesses have also commented that if staff need to pay to park, it may have an adverse effect on their viability.
- That the number of spaces available will be reduced by formal parking bays and that residents may be forced to park in different streets.
- That details of the proposals and how residents' parking schemes operate were difficult to understand.
- That press articles during the advertisement gave the impression that the scheme would be introduced regardless, which influenced the number of objections received.
- That properties ineligible for permits on Kesteven Street need to be included.
- That there needs to be more 2 hour parking in the area for visitors to residents and businesses.
- That some lengths of double yellow lines proposed need to be reassessed particularly in Bishop King Court, St Andrews Place and Hope Street.

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. It 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 businesses within the proposed zone have been 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 and could incur costs for workers. 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. In terms of how information is presented on plans comments have been noted and this will be reflected in the information presented for similar schemes in the future. The charges for

permits are set at a level which covers the costs of administering the scheme and enforcing it. The City of Lincoln Council determines the costs of permits and the number of permits that can be purchased for each property. Their Parking Services Team have confirmed that the two-permit limit will not be increased. The City of Lincoln Council is also responsible for determining which properties would be eligible for permits and have been approached to see if further consideration can be given to those properties on Kesteven Street that were originally left out.

In recognition of feedback from some objectors a number of minor modifications to this scheme are proposed as shown at Appendix D. The details of these are:

- 1) Chelmsford Street: It is proposed to replace the No Waiting at Any Time restriction on the south side with an additional bay for permit holders.
- 2) Hope Street: It is proposed to replace the No Waiting at Any Time restriction on the west side with an additional bay for permit holders.
- 3) Portland Street: It is proposed to replace the permit holder only bays on both sides with dual 2 hour/permit holder bays.
- 4) Scorer Street: a request has been received for additional double yellow lines. In the context of the scheme, parking here will more likely be by residents only so it would be residents and their visitors who would be adversely affected by this change. It is therefore not recommended that this amendment is taken forward.

Conclusion

In tandem with the proposed Zone 5C permit parking scheme, Zone 5D will contribute to ongoing initiatives to improve the environment in the Sincil Bank area. The provision of bays for permit holders and short-term parking only, restricts parking by non-residents and the additional traffic they generate. Although the scheme involves a cost to residents it may facilitate future improvements in the area which will deter through traffic further and deliver improved routes and safety 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, Lincoln BIG and Lincoln City Football Club.

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	Proposed minor modifications to the scheme
Appendix E	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

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