

Appendix C

APPENDIX C : Grantham, various roads – proposed Residents Parking Scheme Zone 1A

Details of objections.

The cost of parking permits will be an additional burden to residents already dealing with the cost of living crisis.	This will be taken into consideration as part of the decision making process.
If the purpose of the scheme is to deter commuters then residents should be entitled to free permits or at least one free permit.	The scheme must be self financing in order to be viable. It will therefore be necessary to charge for permits to cover the cost of administering the scheme and enforcing it.
The scheme will force residents into having no option but to purchase a permit, otherwise there will be no where for them to park.	The current situation is that during the day on street parking is restricted for residents so parking is limited for them. The aim of the scheme is to allow permit holders an advantage over non permit holders.
Vulnerable, less well off and elderly residents may not have the means to purchase vehicle or visitor permits digitally, risking further social isolation.	Should the scheme be introduced assistance and information on how to obtain permits and visitor passes will be provided.
The scheme will impose additional stress on residents as it requires permits and visitor permits to be displayed with the risk of penalty charge notices being a constant worry.	Initially when a permit scheme is introduced residents may take some time to adjust. However once a scheme is established this is rarely an issue.
Parking for carers and visitors will be compromised by the scheme	A system by which visitor permits and passes may be supplied will be available if the scheme is introduced. Contact details of how these will work have been provided to each eligible property.
The scheme penalizes those working from home as they would have to purchase a permit for the vehicle to park during the day.	The current situation is that during the day on street parking is restricted for residents so parking is limited for them. The aim of the scheme is to allow permit holders an advantage over non permit holders.
The scheme will be ineffective as it will apply during the daytime only. The scheme should be in operation throughout night also as this is when the space for on-street parking is limited.	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
Concerns that applying the scheme on Saturdays is unnecessary as commuters will not be using the area.	If the scheme is introduced its effects can be monitored and amendments applied as required.
A 1 hour waiting restriction to apply between 10:00-11:00am is suggested as an alternative deterrent to commuters rather than a permit scheme.	A scheme of this nature would mean that residents would be required to relocate their vehicles during the period of restriction also.
The need to create marked bays for the scheme will reduce on street parking space overall.	The scheme is to be applied as a zone within which marked bays will not be required, except where waiting is limited.
The provision of two permits per property will be insufficient for house of multiple occupation.	The issuing of more than 2 permits risks oversubscription of the scheme which would reduce overall space for all permit holders.
The scheme will not guarantee a parking space outside a permit holder's property, which presents difficulties for those with mobility issues.	The scheme cannot guarantee any permit holder a space outside their property. This will be neither practical or legal within the public highway.
The scheme assumes that residents will always be using the same vehicle, or be the owner of that vehicle. This may not be the case and will require administration changes which will be burdensome.	There may be some residents who have irregular vehicle arrangements. The majority will however be using the same vehicle(s). The Council will be happy to discuss how any unusual arrangements can be accommodated.
There will be a negative effect on local businesses as their staff will be unable to park within the zone.	Businesses within the zone will be entitled to permits.

<p>The additional double yellow lines proposed are unnecessarily prohibitive when residents need to park to load and unload on occasion, receive deliveries or employ tradespeople who need to park.</p>	<p>Additional 24 hour waiting restrictions have been proposed to maintain traffic flow and protect junctions, and where the roads are too narrow to support on street parking. However, should the scheme be introduced it may be reviewed and amendments proposed as required. Parking for the purposes of loading and unloading is permitted on yellow lines. A separate permit for tradespeople can be supplied.</p>
<p>The permit scheme is a means of raising revenue for the council.</p>	<p>The costs of the permits reflect the costs of administering and enforcing the scheme. The County Council is not permitted to extract profit from it.</p>