

SUBJECT: RESIDENTS PARKING SCHEME EXTENSION

DIRECTORATE: COMMUNITIES AND ENVIRONMENT

REPORT AUTHOR: KIERON MANNING, ASSISTANT DIRECTOR OF PLANNING

1. Purpose of Report

- 1.1 To seek the Executive's approval to make a formal request to The County Council as Local Highway Authority for the extension of the recently introduced Residents Parking Scheme in Sincil Bank.

2. Executive Summary

- 2.1 The provision of adequate and efficient parking in the City is crucial in helping ensure Lincoln successfully continues in its role as the key urban centre for Lincolnshire and the wider area. Resident Parking Schemes (RPS) are a key component to balancing the requirement to provide visitor parking with safeguarding adequate provision for residents of a number of our more central wards.
- 2.2 This report identifies areas where there is evidence for the extension of the Resident Parking Scheme in the Sincil Bank area. It sets out the process for pursuing this, and the costs involved.

3. Background

- 3.1 The development and implementation of Residents' Parking Schemes (RPS) in Lincoln has been well established over many years, and zones now cover a significant part of the central wards of the city. Although no resident would wish to pay for on-street parking, it is generally acknowledged that in order to defend residents' ability to find a place to park near their homes, then an authorisation scheme has to be operated, and that there is a cost to this.
- 3.2 In 2018 The City of Lincoln Council sought to create an RPS scheme in Sincil Bank. This originally included zones 5B, C, D, E and F. Following engagement with The County Council they determined that at that time the scheme was too large to implement in one go. Consequently, zones 5B, C, D were implemented on the understanding that it was likely to expand into zones 5E and F post implementation.

Since implementation, several enquiries from both Ward Members and local residents regarding the potential extension of the scheme have been received, citing increased non-resident parking on the streets within zones 5E and F. The City Council therefore commissioned survey work on the remaining zones 5E and F to understand the impact on these areas now the earlier zones have been operating for some time. The survey results are attached at Appendix 1.

4. Existing Qualifying Criteria

- 4.1 Whilst as a City Council we administer such schemes through our Parking Services team the ultimate responsibility and decision making for any schemes as well as their enforcement rests with the County Council as the Highway Authority.
- 4.2 There are set criteria that The County Council work to before agreeing to implement a new RPS. Firstly, there needs to be evidenced support of at least 50% of the residents in the proposed zone and secondly there needs to be evidence of a measurable problem of non-resident parking on the effected streets. They also screen out streets which have at least 50% provision of off-street parking within the curtilage of a property or within 30m already in place.
- 4.3 There needs to be a daytime impact demonstrated that shows more than 60% of available kerbside space taken up by non-residents parking for over 6 hours with more than 80% of available kerbside space taken up with all vehicles for the same 6-hour period. At night-time it needs to show more than 40% of available kerbside space taken by non-residents for a 4-hour period, and 80% of available space taken by all vehicles for the same 4-hour period.
- 4.4 The County Council will also consider whether an appropriate level of enforcement could occur to ensure effectiveness and that the scheme would not create wider impacts on the highway network.
- 4.5 In addition to this there will also be an assessment of resource allocation by the County Council to establish whether such a proposal can be accommodated given the officer work required.

5. Results of Survey/Next Steps

- 5.1 As can be seen in the survey results at Appendix 1 officers consider there is an impact on the streets within the proposed zones 5E and F sufficient to make a formal request of the Highway Authority to consider expanding the RPS to include these areas. This evidence would appear to substantiate the anecdotal feedback received from Ward Members and a number of residents within these zones regarding commuter parking.

The results have been shared and discussed with the Council's Portfolio Holder for Economic Growth who agrees that the evidence supports pursuing the RPS expansion. Officers at The Highway Authority have therefore been informally contacted with the survey results and have raised no objections at this stage.

If a formal request to extend the RPS is submitted to The County Council they will need to conduct a local referendum covering the affected zones and would need at least 51% of responding residents to vote in favour of the scheme before it could be implemented, and ultimately the formal decision would be made by the relevant committee within the County Council.

Should the RPS extension be approved by the County Council, it would operate in the same way as the existing zones in that The City of Lincoln Council administer the scheme on behalf of the County Council with the enforcement undertaken by a contractor appointed by the County Council directly. The costs of the enforcement are underwritten by The City Council, but no charge has ever been made as the

enforcement ticketing costs cover this function on all other zones, and this is anticipated to be the case here. The County Council have also provided the indicative one-off set up costs of £70,000 which is close to the cost of implementing the earlier zones and this includes lining, signing and the required notices. It is estimated that this cost is to be recovered from the income received by the scheme over a 12-month period.

6. Strategic Priorities

6.1 Let's Drive Inclusive Economic Growth

The RPS extension will help ensure the Council can provide sufficient parking to maintain and support residents and businesses in Lincoln. It is therefore a key element of maintaining the economic vitality of the city centre.

6.2 Let's Reduce All Kinds of Inequality

The RPS extension will help ensure that residents in the effected zones have an increased likelihood of being able to park close to their home. Those commuters currently parking in the area have a range of alternative parking options close by at a range of price points as well as public transport or cycling.

6.3 Let's Enhance Our Remarkable Place

The RPS extension supports the effective creation and maintenance of RPS zones which help in the overall management of on-street parking in the central wards of the City.

6.4 Let's Address the Challenge of Climate Change

An effective process for RPS could help to reduce the volume of cars entering the central wards, making positive localised environmental benefits for those residents close by in terms of air quality, as well as encouraging existing commuters to consider alternatives such as public transport.

7. Organisational Impacts

7.1 Finance (including whole life costs where applicable)

The table below shows the financial implications arising from the extension of the RPS to Zones 5E and 5F, effective from September 2026.

<u>Extension of RPS to cover Zones 5E and 5F</u>	2025/26	2026/27	2027/28	2028/29	2029/30
	£	£	£	£	£
Expenditure					
TRO, Signage & Markings		70,000			
Stationery	5,000	5,000	5,000	5,000	5,000
Staffing	37,940	38,720	39,510	40,300	41,100
Enforcement - removed pending review in 24/25	-	-	-	-	-
Enforcement provision	25,000	25,000	25,000	25,000	25,000
Income					
5B - Foster Street - Start date Sep-23	(13,440)	(13,440)	(13,440)	(13,440)	(13,440)
5C - Sincil Bank - Start date Sep-23	(27,790)	(27,790)	(27,790)	(27,790)	(27,790)
5D - Kesteven Street - Start date Sep-23	(58,020)	(58,020)	(58,020)	(58,020)	(58,020)
5E - Start date Sep-26		(9,760)	(16,730)	(16,730)	(16,730)
5F - Start date Sep-26		(18,680)	(32,030)	(32,030)	(32,030)
Contribution from reserves for one off costs		(70,000)			
Repayment of reserves		28,440	41,560		
In Year total	(31,310)	(30,530)	(36,948)	(77,715)	(76,915)
Existing MTFS 2526-2930	(31,310)	(30,530)	(29,740)	(28,950)	(28,150)
Additional (Surplus)/Deficit	0	0	(7,208)	(48,765)	(48,765)
Total additional ringfenced income over the existing MTFS					(104,737)

The proposed scheme is forecast to generate an additional £175k income from the rollout across Zones 5E and 5F over the existing MTFS 25/26-29/30. Whilst there is an additional investment of £70k required to support additional signage and line markings as part of the set-up of the scheme, this will result in an additional contribution of £105k over and above the current MTFS. This income will be ringfenced for reinvestment within the service. The £70k set up cost will be funded by the invest to save reserve.

7.2 Legal Implications Including Procurement Rules

Use of surplus income from parking charges is governed by Section 55 of the Road Traffic Regulation Act 1984 and is currently confined to the provision of public transport services, road improvements and environmental improvements.

7.3 Equality, Diversity and Human Rights

The Public Sector Equality Duty means that the Council must consider all individuals when carrying out their day-to-day work, in shaping policy, delivering services and in relation to their own employees.

It requires that public bodies have due regard to the need to:

- Eliminate discrimination
- Advance equality of opportunity
- Foster good relations between different people when carrying out their activities

The extension to the current RPS zones does not discriminate against any groups of people and indeed ensures that residents in these zones enjoy the same rights as those in the adjacent scheme. Due to the required referendum all residents in these areas will have the opportunity to vote on the matter and the decision will be made by the County Council only where majority support is demonstrated.

8. Risk Implications

8.1 (i) Options Explored

Not requesting The County Council pursue the RPS extension would mean that residents on these streets continue to suffer with undue commuter parking pressure. This can also lead to a loss in the sense of community ownership and pride of the street when parking is dominated by non-residents that change day to day, preventing residents from parking close to their home.

8.2 (ii) Key Risks Associated with the Preferred Approach

As The County Council are responsible for enforcing the scheme, there is a cost to this which is typically covered by the fines attached to the contravention notices served by the enforcement agent. However, should this enforcement income not cover the cost of providing the enforcement service, any shortfall would fall to the City Council to subsidise. This has not happened to date on any of the existing RPS zones and is anticipated to work in the same way here. In any case the RPS permit costs allow for a small reserve to be established to ensure these potential enforcement costs could be covered if necessary.

As we have seen with commuter displacement from zones 5B, C and D to zones 5E and F, there is a possibility that implementing this extension may further displace the commuter parking even further south beyond St. Catherines roundabout. Whilst officers consider this is unlikely due to the distance these streets are from the city centre, if this displacement did occur it could be further reviewed to determine if the impact meets the criteria for a further extension. Due to the advice from the County Council about the size of the zones to be considered in one extension, it is not possible to proactively include any further zones at this time.

9. Recommendation

- 9.1 That the Executive approve a formal submission to the County Council requesting an extension of the current RPS zones into zones 5E and F.

Is this a key decision? No

Do the exempt information categories apply? No

Does Rule 15 of the Scrutiny Procedure Rules (call-in and urgency) apply? No

How many appendices does the report contain? 3

List of Background Papers: None

Lead Officer: Kieron Manning – Assistant Director Planning and City Services
Email address: Kieron.manning@lincoln.gov.uk