

ANNEX A

Representation against the advertised restrictions for R66

I am writing to appeal against any change to the parking on Apollo Street, York.

There are many people who very clearly didn't want these changes to come into effect due to the lack of support the order got when it was originally drawn up. Us included.

I can only make the appeal from my point of view as a business owner who works at an office on Apollo Street. Our office is based on Apollo Street York and we work in the film industry but also use our office/studio as a space to hold private events and host film and photography shoots in. On top of this we have 8 people who also work in the building on a daily basis.

With film making as you may or may not know there is a lot of large equipment required and we store a lot of that here at our studio and thus need vehicles to transport it around. Due to that we currently have two vehicles registered at our work address and that park on Apollo Street when not working.

We also have 8 staff who work here and although we promote not using cars to commute to work - some of our employees live too far away for that to be possible and therefore must drive to work.

With renting our space to other businesses nationally we benefit from welcoming people here on a short basis to use our studio and park on the street outside which would be at jeopardy if this restriction was to come into place.

I will admit that during University term time the streets can become very congested and be restricting for residences, ourselves included. However myself and a lot of our neighbours all believe that having to pay for permits is an unnecessary costs and not in any way beneficial for us here.

As business owners I'm not sure what the cost would be to us but adding any cost to our business unnecessarily would be damaging - especially when the whole country is currently in a financially difficult time.

I would like to urge you to not implement the parking changes to Apollo Street and the surround area in order to help the residence and businesses not have to pay out unnecessarily.

I am writing to you to express my thoughts against the proposal for the R66 Parking Restrictions. I live on Belle Vue Street and believe there is no need for the street to be permitted, we are always able to find a space and this is just another financial and administrative commitment that is will be a struggle to fulfil during this economy.

I wish for this to be taken into account upon the decision making.

In January this year, residents in the Heslington Road area (R66: Wellington Street) were asked to respond to a questionnaire regarding parking. Our options were to vote Yes in favour of permits or No against. We were also told that if fewer than 50% of residents responded, the proposed scheme would fail. Therefore, for tactical purposes, many people against the scheme chose not to respond.

Fewer than 50% of questionnaires were returned but instead of the scheme failing (as we had been told it would), the Council undemocratically decided to push through an Executive Decision 'to minimise obstruction and congestion and improve road safety'.

We residents are now faced with a situation that is far from satisfactory. Any streets not in the scheme will become the destination for 'free parkers'.

However, I'm also concerned that your proposed solution will provide little, if any, improvement for vehicle owners who live on the side streets.

The Executive Decision sets out changes to Heslington Road in a format that is hard for normal citizens to understand.

Instead of telling us 'between a point 20 metres east from blah blah' please let us know how many vehicles can currently park on both sides of Heslington Road from the Bison to St Lawrence School, and how many will be able to park there once your scheme is pushed through. What will be the net loss of parking spaces between those points? That really important piece of information was surprisingly omitted from the Proposal document.

The Executive Decision 'to minimise obstruction and congestion and improve road safety' is incorrect. Effective parking enforcement would have deterred obstruction and improved road safety on Heslington Road. As for congestion, where do you expect the residents of Heslington Road to park when all available bays between the Bison and St Lawrence School are occupied? They will head straight for the side streets, resulting in further issues for residents there. You have simply shifted the problem, not minimised it.

The only winner here will be York City Council, receiving many thousands of pounds annually from residents who are likely, in my opinion, to gain nothing at all.

To be clear, I (reluctantly) accept the proposal for parking permits on Belle Vue Street because, if my street is the only one to reject it, we will be listed on one of the many 'free parking' apps and it will be harder than ever for residents to park. It seems that we have been placed in a lose:lose situation

I am writing to make representations against the proposals entitled:

'Proposed residents only parking restrictions for the Heslington Road Area to be known as R66: Wellington Street'

The proposals state that scheme is intended to "minimise obstruction and congestion and improve road safety".

I live in the area of Heslington Road and Belle View Street. I have lived here for over 25 years and have rarely experienced any difficulty in parking in Belle View Street –

perhaps two or three times during that whole period. Of course one cannot always park next to the house, but that is not to be expected, and such a freedom would not be delivered by a residents' parking scheme.

Has the Council undertaken any investigation into who parks here?

This area is rarely used by inward commuters or visitors because it is too far from the City Centre, and from the University, for this purpose. It is about 15-20 minutes' walk to either of these destinations.

In my opinion, and from my observation over the time I have lived here, most parking in this area is largely by local residents, their visitors, and Contractors who have business at their houses - such as builders, gardeners, or care workers. The volume of parking has of course increased over this period (the last 25 years) because more people have cars, and more people, who may not be able to afford to move, use builders to upgrade their houses. Therefore, the need for this volume of parking will NOT be reduced should residents' parking be introduced. Since there is no alternative off-street parking available, the volume of parking required will remain the same, but the only difference will be that local residents will be charged for using their own streets for parking. At the time of a cost of living crisis this seems an unnecessary additional financial burden for people, especially when there is very little benefit.

The proposals we have been sent are not transparent about the levels of fees that people will have to pay for parking their own cars, visitors' cars, or for using contractors. In fact, the proposals do not mention charges at all. The proposals therefore do not fully inform people about the consequences for them of introducing such a scheme.

Congestion on Heslington Road occurs most frequently during term time when commuters to and from the University are travelling to and from work. Periods of congestion generally last for a very limited time – and local parking restrictions would not affect this at all.

There was an informal consultation by the Council followed by a decision session on 8/10/24 where the recommended option was that no further action should be taken, and the areas should be removed from the residents parking waiting list. In my view, this recommendation should now be followed. The scheme is unnecessary, a financial burden on residents and would be ineffective in relation to its stated aims.

As a long-time resident and owner of Belle Vue Street, I am writing to confirm my objection to the proposed Heslington Road area parking restrictions.

However, if the majority of residents across the whole area are in favour of the restrictions, then I support the 24 hr 7 days a week proposal.

Thank you for the updates, it may not make any difference as the decision has already been made however, we are personally opposed to the decision because most likely those people who voted for the permit are the ones with no cars. We know for a fact that some people with no car in this area do not understand the bigger picture of local economy.

Most of the people living in this area are students and professionals and many of them do not own a car either. Unfortunately, the decision will impact minority poor students and local businesses around.

As business owners and local residents of the area, we would like to highly suggest you reconsider the decision.

Objection

I have spoken to many neighbours about the proposal for a residents parking scheme and no one is in favour, no one wants to pay to park outside their own home. We always manage to find a parking slot, although not always outside our own home. So my main objection is the price we will have to pay!

I object to the proposed residents only parking restrictions for the Heslington Road area to be known as 'R66: Wellington Street' because it will put too high a financial burden on Students who reside in the area.

From living on the street since September I have been at time frustrated on how congested the area is, finding it difficult to park my car on the road I live on - Willis Street. At some points I have had to park on adjacent streets such as Gordon Street or Wolsley Street which can make things difficult after coming back from the grocery store with a full car. While I do support some form of scheme that would prioritise parking for residents, I do not support this proposal due to the significant costs that come with it.

From looking at the current prices for the Resident Parking Permit costs on the York City Council website (<https://www.york.gov.uk/ParkingPermitCosts#household>) if all student properties were classed as HMO's that would be an additional £202.50 to have the privilege of parking a car outside your house. This cost is significant, especially on top of already high student rent. Student rent in York has been increasing at significant rate over the past 4 years out pacing any increase in the student maintenance grant.

Currently I pay £170pw for a shared house between 3 people, £9,135 per year, I have the maximum grant that you can receive £9,978. Meaning that to live on throughout the year I only have £843 left for food, clothes and transport. An additional cost of £202.50 would mean I would only have £640.50 remaining of my maintenance grant.

With my weekly rent cost compared to friends being very cheap, there's are upwards of £185pw, and many not being eligible for the maximum maintenance loan - the average loan for students in England is £7,950 - any additional cost to live in York is a direct additional cost that is not covered by any loan or grant.

While there are discounted rates available for individuals who have electric or LPG cars, a minority of students have these type of cars therefore the majority wouldn't be eligible - especially for low income individuals. The cheapest EV car money can buy currently is the Dacia EV at £14,995. More would be eligible if the discount included hybrid cars, however that would still be the minority due to the cost to buy them used or new and the poor infrastructure on the streets to charge plug-in hybrids or electric vehicles.

Some may see having a car at university a privilege not a need, especially as there are direct links to cities likes Manchester, Leeds, Edinburgh or London. However while this is true not all students live in these cities. Public transport sometimes is just not feasible to use. For myself where home is in the West Midlands, to take public transport it would be

4.5 hour trip as opposed to a 2.5 hour car journey. While there are quick links to York to London, faster than it takes for me to travel half the distance, that is not the case everywhere. Additionally I also use my car as a means to earn money to cover additional costs my maintenance grant doesn't cover, otherwise I would not be able to pay all my bills. Making a car for me not a privilege but a necessity to living in York.

If this scheme did go ahead I would also be concerned about how it displaces individuals who park in this area who are not residents. There is already a limited capacity generally for car parking space in around the university, either on the university estate or on public roads, so extra capacity needs to either be made available or advertised to ensure that this problem is not just displaced elsewhere. I know a good chunk of individuals park in this area for free parking who either work at the university or use it to take the bus in to the town centre.

I hope you take into account my objections before proceeding with any parking restriction

I am emailing to categorically reject the proposal for the proposed residents only parking restrictions for the Heslington Road area.

I believe that this will penalise residents, cause increased parking congestion in the area outside of the Heslington Road area, and result in people like me who do not drive but have friends and family who like to visit to no longer have this as a feasible option.

The existing situation in the Heslington Road area is not a problem, but this proposed 'solution' will cause increased congestion problems.

I implore you to withdraw this proposal.

Belle Vue Street Resident

I don't think we should have to pay for permits, especially as the majority of the people living in the area are students, who are already disproportionately affected by the current cost of living crisis. Similarly, I do propose that each address should be provided a number of visitor permits to allow guests to come. I've seen in London visitor permits where you get about 6 per address per year and people can use them for up to a week max if they're visiting.

free permits that are temporary, for visitors of residents, should be made available. I do find the costs of the second and third rather extensive too.

I would like to reiterate my very strong objection to the scheme. There is usually plenty of space for residents, and our visitors and tradespeople, to park on Heslington Road and the nearby side streets. This has been the case throughout the 20 years that I have lived here, and continues to be so. So the scheme is unnecessary.

Furthermore, the scheme seems to require residents to purchase digital permits with no paper-based option. This would make parking impossible for people who do not have an email address, and difficult for those of us who do not use 'smart' devices.

The scheme seems to be a way for the council to charge residents for something that currently costs us nothing. It would create problems for some people and would bring us no benefits.

I strongly urge the council to reject the proposal