



Notice of a public meeting of

Decision Session - Executive Member for Transport

To: Councillor Ravilious (Executive Member)

Date: Tuesday, 13 May 2025

Time: 10.00 am

Venue: West Offices - Station Rise, York YO1 6GA

AGENDA

Notice to Members – Post Decision Calling In:

Members are reminded that, should they wish to call in any item* on this agenda, notice must be given to Democratic Services by **4:00 pm on Tuesday, 20 May 2025**.

*With the exception of matters that have been the subject of a previous call in, require Full Council approval or are urgent, which are not subject to the call-in provisions. Any called in items will be considered by the Corporate Services, Climate Change and Scrutiny Management Committee.

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00 pm on Friday, 9 May 2025**.

1. Apologies for Absence

To receive and note apologies for absence.

2. Declarations of Interest

(Pages 5 - 6)

At this point in the meeting, the Executive Member is asked to declare any disclosable pecuniary interest, or other registerable interest, they might have in respect of business on this agenda, if they have not already done so in advance on the Register of Interests. The disclosure must include the nature of the interest.

An interest must also be disclosed in the meeting when it becomes apparent to the member during the meeting.

[Please see attached sheet for further guidance for Members].

3. Minutes

To approve and sign the minutes of the Decision Session held on **Tuesday, 22 April 2025.**

4. Public Participation

At this point in the meeting members of the public who have registered to speak can do so. Members of the public may speak on agenda items or on matters within the remit of the committee.

Please note that our registration deadlines have changed to 2 working days before the meeting. The deadline for registering at this meeting is at **5.00pm on Friday, 9 May 2025.**

To register to speak please visit www.york.gov.uk/AttendCouncilMeetings to fill out an online registration form. If you have any questions about the registration form or the meeting please contact the Democracy Officer for the meeting whose details can be found at the foot of the agenda.

Webcasting of Public Meetings

Please note that, subject to available resources, this public meeting will be webcast including any registered public speakers who have given their permission. The public meeting can be viewed on demand at www.york.gov.uk/webcasts.

5. Consideration of the representations received (Pages 7 - 36) to the formal consultation to implement residents parking and limited waiting restrictions in the Heslington Road area advertised as 'R66: Wellington Street'

To consider the representations received to the statutory consultation and Notice of Proposal for the amendment of the Traffic Regulation Order, advertised on 15 November 2024, which proposed to implement Resident Parking (ResPark) restrictions (advertised as R66: Wellington Street) to include properties on Heslington Road (part), Wellington Street, Willis Street, Gordon Street, Wolsley Street, Apollo Street, Apollo Court, Alne Terrace, Belle Vue Street, Belle Vue Terrace and Barbican Road (part) along with mixed use limited waiting parking bays on Heslington Road and determine what action is appropriate following the results.

6. Urgent Business

Any other business which the Executive Member considers urgent under the Local Government Act 1972.

Democracy Officer: Ben Jewitt

Telephone No: 01904 553073

Email: benjamin.jewitt@york.gov.uk

For more information about any of the following please contact the Democratic Services Officer responsible for servicing this meeting:

- Registering to speak
- Business of the meeting
- Any special arrangements
- Copies of reports and
- For receiving reports in other formats

Contact details are set out above.

Alternative formats

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我們也用您們的語言提供這個信息 (Cantonese)

এই তথ্য আপনার নিজের ভাষায় দেয়া যেতে পারে। (Bengali)

Ta informacja może być dostarczona w twoim własnym języku. (Polish)

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

یہ معلومات آپ کی اپنی زبان (بولی) میں بھی میا کی جاسکتی ہیں۔ (Urdu)

Declarations of Interest – guidance for Members

- (1) Members must consider their interests, and act according to the following:

Type of Interest	You must
Disclosable Pecuniary Interests	Disclose the interest, not participate in the discussion or vote, and leave the meeting <u>unless</u> you have a dispensation.
Other Registrable Interests (Directly Related) OR Non-Registrable Interests (Directly Related)	Disclose the interest; speak on the item <u>only if</u> the public are also allowed to speak, but otherwise not participate in the discussion or vote, and leave the meeting <u>unless</u> you have a dispensation.
Other Registrable Interests (Affects) OR Non-Registrable Interests (Affects)	Disclose the interest; remain in the meeting, participate and vote <u>unless</u> the matter affects the financial interest or well-being: (a) to a greater extent than it affects the financial interest or well-being of a majority of inhabitants of the affected ward; and (b) a reasonable member of the public knowing all the facts would believe that it would affect your view of the wider public interest. In which case, speak on the item <u>only if</u> the public are also allowed to speak, but otherwise do not participate in the discussion or vote, and leave the meeting <u>unless</u> you have a dispensation.

- (2) Disclosable pecuniary interests relate to the Member concerned or their spouse/partner.
- (3) Members in arrears of Council Tax by more than two months must not vote in decisions on, or which might affect, budget calculations,

and must disclose at the meeting that this restriction applies to them. A failure to comply with these requirements is a criminal offence under section 106 of the Local Government Finance Act 1992.



Meeting:	Decision Session
Meeting date:	13/05/2025
Report of:	Annemarie Howarth
Portfolio of:	Councillor Ravilious Executive Member for Transport

Decision Report: Consideration of the representations received to the formal consultation to implement residents parking and limited waiting restrictions in the Heslington Road area advertised as 'R66: Wellington Street'.

Subject of Report

1. To consider the representations received to the statutory consultation and Notice of Proposal for the amendment of the traffic Regulation Order, advertised on 15 November 2024, which proposed to implement Resident Parking (ResPark) restrictions (advertised as R66: Wellington Street) to include properties on Heslington Road (part), Wellington Street, Willis Street, Gordon Street, Wolsley Street, Apollo Street, Apollo Court, Alne Terrace, Belle Vue Street, Belle Vue Terrace and Barbican Road (part) along with mixed use limited waiting parking bays on Heslington Road and determine what action is appropriate following the results.

Pros and Cons

2. Following the Executive Meeting on 8 October 2024, where it was approved to progress to statutory consultation for the proposal to implement new residents parking and limited waiting restrictions within the Heslington Road area, advertised as R66: Wellington Street, the statutory consultation process was followed, and the proposed restrictions were advertised on 15 November 2024.

3. This gave a 21 day consultation period for written representations to be received from both local residents and the wider community, to outline how the proposed changes may affect any current use of the unrestricted areas, which include Heslington Road (part), Wellington Street, Willis Street, Gordon Street, Wolsley Street, Apollo Street, Apollo Court, Alne Terrace, Belle Vue Street, Belle Vue Terrace and Barbican Road (part), as any restrictions implemented would remove the parking amenity in the area for non-residents and some businesses who currently utilise the unrestricted locations for parking of their staff and customers.
4. The advertised restrictions included mixed use bays for resident parking permit holders and limited waiting restrictions for non-permit holders (as per Annex C) along the advertised section of Heslington Road in addition to implementing resident parking only zones, working on entry/exit signage, on the remaining side streets.
5. Progressing the recommended option to take no further action is consistent with officers' current approach when assessing the initial consultation responses and further representations received to the statutory consultation due to the proposal not receiving sufficient support by local residents.

Policy Basis for Decision

6. The recommendation not to progress the proposed scheme to statutory consultation and legal advertisement is in line with officers' current approach of generally not recommending progressing with a resident's priority parking scheme where there is either low turnout or a less than a 50% support rate from local residents and businesses.

Recommendation and Reasons

7. It is recommended that approval be given to take no further action at the current time. The area could remain on the resident's parking consultation waiting list and if documentation of significant

support from residents of either the whole area or from individual streets is received then this could be reviewed and residents reconsulted.

8. The recommended option acknowledges the low response from residents.

Background

9. A petition was received from the then York Green Party in April 2019 who canvassed residents of Wellington Street, Wolsley Street, Gordon Street and Willis Street requesting that the Council consider implementing residents only parking restrictions to prevent commuter parking. The petition included signatures from 45 properties out of a possible 188.
10. In addition, whilst the above streets were included on the residents parking waiting list a further petition was received from residents of Apollo Court in December 2020. At that time 10 of the 13 properties signed the petition in favour of introducing residents parking restrictions. It should be noted that any ResPark restrictions implemented on Apollo Court would not include the three sections of Housing areas which would continue to be managed separately by CYC housing.
11. Due to both areas being in close proximity to each other, and since any proposed restrictions, in either area, would also have an adverse impact on the surrounding streets it was considered reasonable to undertake informal consultation on a wider area which also included Alne Terrace, Apollo street, Heslington Road (part), Belle Vue Street and Belle Vue Terrace to ensure that any non-resident parking was not displaced to surrounding streets, from where the petitions were received from, and to gain the wider residents views for the whole area at the first consultation stage.
12. Once the combined areas reached consultation stage, we collated and posted the relevant consultation documentation (informal consultation) to all properties included within the proposed area in January 2024 requesting that residents and businesses return their questionnaires.

13. The results of the informal consultation were reported in October 2024 when a total of 485 consultation documents were posted via mail, of which 116 were returned with 72 in favour of introducing residents parking restrictions and 44 against any restrictions being implemented, and the decision was made to progress to statutory consultation to enable further representations to be received.
14. As such all of the proposed restrictions for both residents' priority parking and limited waiting restrictions were formally consulted on by legal advertisement of the Notice of Proposal on the 15th November 2024, asking for any representations to be received within the 21 day consultation period.

Consultation Analysis

15. The legal notice relating to the statutory consultation was placed at several locations on street, listed within the press and copy was posted to residents and advised how to submit representations.
16. During the statutory consultation period we received 13 responses against the proposals (Annex A) and 11 in favour (Annex B).
17. The comments received against the restrictions advised that residents were concerned about the cost of permits and referred to the scheme being unnecessary due to the amount of residential vehicles which would still be required to park in the area. Concerns were also raised about the impact restrictions would have to local businesses. Some comments advised that they purposely did not vote in the informal consultation as they thought the scheme would then not progress as the response rate would be below the 50% threshold that officers usually require to recommend proceeding.
18. Representations in support of implementing resident parking restrictions raised concerns about the amount of non-local parking taking place for a variety of reasons including commuting and visiting nearby amenities such as the barbican, which caused a significant problem for residents to find parking and raised safety

concerns. Residents stated the cost of permits was reasonable to reduce congestion in the area and ensure space is available for residents.

19. In addition, after the consultation period had expired several representations were received via email either directly or via councillors expressing support for the scheme as residents were not aware that further representations should be submitted at the statutory consultation stage in addition to the initial consultation. Further comments stated that some residents had not received the documents relating to either the initial or statutory consultations so could not submit their preferences or comments. It should be noted that notices were also placed on street attached to lamp columns at several locations in the affected area during the statutory consultation which included details of the restrictions and how to submit comments.
20. Notwithstanding that it is considered that the statutory consultation process was duly carried out in accordance with legal requirements and that the consultation process has been fair and adequate, a further statutory consultation could be undertaken in view of the additional comments received from residents and local councillors relating to documentation not being received during both previous consultations. If a further consultation takes place residents would need to respond providing sufficient support for the scheme in order for it to be recommended for implementation. Documents would be hand delivered to properties to ensure all properties receive the information and have a further opportunity to provide final comments.
21. All representations received during the statutory consultation period are included in full within Annex A and Annex B.

Options Analysis and Evidential Basis

Option 1 (Recommended Option)

22. No further action to be taken and the areas are removed from the residents parking waiting list.

23. This is the recommended option as it conforms with officers' current approach when accessing both the informal consultation results and statutory advertisement representations received due to low response rate and the proposals not being adequately supported by local residents and businesses who would be the most affected by restrictions being implemented.

Option 2

24. Extend the statutory consultation period by a further 21 days. Press notices, onsite notices and resident's letters advising of the extended consultation end date will be issued. Anyone who responded to the previous statutory consultation would not need to submit new representations. Details of the updated fees associated with purchasing permits for residents parking schemes would also be included so residents can make an informed decision.
25. This is not the recommended option as the statutory consultation process has been followed.

Organisational Impact and Implications

26. This report has the following implications:
27. **Financial**; No financial implications would be presented by the recommended option. Should the proposals progress to readvertisement then funds allocated within the core transport budget will be used to again progress the proposed residents parking scheme to legal advertisement. If the scheme is then implemented the ongoing enforcement and administrative management of the additional residents parking provision will need to be resourced from the department's budget, funded through income generated by the new restrictions.
28. **Human Resources (HR)**; If restrictions are progressed to be re advertised and then implemented on street, enforcement will fall to the Civil Enforcement Officers adding a new Resident Parking area and limited waiting restrictions. New zones/areas also impact on the Business Support Administrative services as well as Parking Services. Provision will need to be made from the income generated from new schemes to increase resources in these areas as well as within the Civil Enforcement Team as and when required. As the proposed changes are for a new large ResPark

area, the impact of the proposed measures on workloads are likely to be significantly increased.

29. **Legal;**

- Road Traffic Regulation Act 1984 & the Local Authorities Traffic Orders (Procedure) (England & Wales) Regulations 1996 apply.

When considering whether to make or amend a TRO, CYC as the Traffic Authority needs to consider all duly made objections received and not withdrawn before it can proceed with making an order.

A TRO may be made where it appears expedient to the Council to do so for the reasons set out in section 1 of the Road Traffic Regulation Act. These are:

- (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or
- (b) for preventing damage to the road or to any building on or near the road, or
- (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
- (d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or
- (e) (without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or
- (f) for preserving or improving the amenities of the area through which the road runs or
- (g) for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality).

In deciding whether to make a TRO, the Council must have regard to its duty as set out in section 122(1) of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) as well as the provision of suitable and adequate

parking facilities on and off the highway so far as practicable while having regard to the matters specified below:

- (a) the desirability of securing and maintaining reasonable access to premises;
- (b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
- (bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy)
- (c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- (d) any other matters appearing to the Council to be relevant.

The Council is under a duty contained in section 16 of the Traffic Management Act 2004 to manage their road network with a view to securing the expeditious movement of traffic on the authority's road network, so far as may be reasonably practicable while having regard to their other obligations, policies, and objectives. This is called the network management duty and includes any actions the Council may take in performing that duty which contribute for securing the more efficient use of their road network or for the avoidance, elimination, or reduction of road congestion (or other disruption to the movement of traffic) on their road network. It may involve the exercise of any power to regulate or coordinate the uses made of any road (or part of a road) in its road network.

- 30. **Procurement;** Any change, or additional signage has to be procured in accordance with the Council's Contract Procedure Rules and where applicable, the Public Contract Regulations 2015. The Commercial Procurement team will need to be consulted should any purchasing for additional signage take place.
- 31. **Health and Wellbeing:** As the recommendation is to take no further action the health and wellbeing of residents will remain neutral.
- 32. **Environment and Climate action:** As the recommendation is to take no further action the environment and climate actions will remain neutral. However, if the area is being utilised by

commuters, then implementing residents parking restrictions will restrict the number of vehicle movements looking to find on street parking and encourage the use of more sustainable transport modes for non-residents by reducing the opportunities to park in or close to the city centre, in line with Local Transport Plan objectives.

33. **Affordability:** As the recommendation is to take no further action the affordability on residents will remain unchanged. Should any restrictions progress residents requiring on street parking will be required to pay to purchase a resident parking permit (or other permit as applicable) along with any visitor permits which would also be required. The impact on residents is likely to be high as the area consists of terraced streets with no access to off street parking. In addition, businesses on Heslington Road would lose their ability to park unrestricted and remove any access to all day parking for staff. Short term parking would be available for customers.
34. The drivers which may currently park to utilise free on street parking for commuting purposes would be likely to have to find somewhere else to park, possibly at a cost (car parks, pay and display bays or Park & Ride), change transport mode or change destination.
35. **Equalities and Human Rights:** No direct equalities and human right implications have been identified.
36. Should the proposal progress then this would affect those residents living in and businesses operating in the proposed area and any other residents who may currently utilise the existing unrestricted parking available. However, Blue Badge holders are able to park in resident parking areas and limited waiting bays free of charge for unlimited durations.
37. **Data Protection and Privacy;** no issues identified.
38. **Communications;** no issues identified.
39. **Economy;** no issues identified.

40. **Specialist Implications Officers;** no issues identified.

Risks and Mitigations

41. In compliance with the Council's risk management strategy there is an acceptable level of risk associated with the recommended option.

Wards Impacted

Fishergate

Contact details

For further information please contact the authors of this Decision Report.

Author

Name:	James Gilchrist
Job Title:	Director of Environment, Transport & Planning
Service Area:	Place
Telephone:	01904 552547
Report approved:	Yes
Date:	01/05/2025

Co-author

Name:	Annemarie Howarth
Job Title:	Traffic Projects Officer
Service Area:	Network Management
Telephone:	01904 551337
Report approved:	Yes
Date:	17/09/2024

Background papers

[Consideration of results received from the consultation to introduce residents' priority parking restrictions within the Heslington Road area to be known as R66 Wellington Street](#)

Annexes:

- **Annex A:** Representations against the advertised restrictions.
- **Annex B:** Representations in support of the advertised restrictions.
- **Annex C:** Advertised restrictions.
- **Annex D:** letter sent to residents.
- **Annex E:** Notice of proposals

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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.

ANNEX A

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.

ANNEX A

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

ANNEX A

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

Representation in support of implementing the advertised restrictions for R66

We are in full support of the proposals and would like to provide/reiterate the following comments.

We have lived on Wellington Street for almost 20 years and the use of the street parking by non-residents is a significant problem and has been for a long time, resulting in street parking often not being available to residents within close proximity to their properties, in addition to causing problems regarding safety, congestion and cleanliness.

As a result of the area's close proximity to the city centre, non-residents park on Wellington Street and the surrounding streets to walk into the city centre for work and leisure/shopping etc at all times of the day, seven days a week. The area also experiences significant problems with non-residents parking to attend events at York Barbican and parking for other nearby sites, for example, construction sites on James Street.

The number of vehicles parked on Wellington Street and the surrounding streets is completely disproportionate and not representative of the number of residents with vehicles. For example, we are a household of two with one shared vehicle; the one resident on one side of us does not have a vehicle; none of the four residents on the other side of us have vehicles; the couple opposite us do not have a vehicle; the resident to the side of them does not have a vehicle; none of the three residents on the other side of them have vehicles. Therefore, the congestion on Wellington Street and the surrounding streets is clearly caused by non-residents using the area for free parking. This is supported by our observations of non-residents continuously leaving/returning to their vehicles throughout the day/week. For example, at around 5.30pm on a weekday, we recently observed a group of three commuters return to their vehicles and drive away in each of their individual vehicles (so not even car sharing); this is just a snapshot of the constant use (or rather abuse) of the street parking, including disabled bays, on Wellington Street and the surrounding streets.

As residents near the Barbican Road end of Wellington Street, we repeatedly observe drivers not accustomed to parking on the area's narrow streets attempting 3-point turns to exit the street, risking/causing damage to property, and parking inconsiderately and illegally on double-yellow lines and obstructing the highway and private access. For example, a car believed to be a non-resident's was parked across the alleyway behind Willis Street/Barbican Road from the early evening of Friday 27 September 2024 to midday on Saturday 28 September 2024, on double yellow lines and completely obstructing private access for residents. While such illegal and obstructive parking might be reported by residents and consequently issued with a penalty charge notice by the council's Civil Enforcement Team, residents are still prevented from obtaining private access until the offending vehicle is moved. The same illegal and obstructive parking across private access and on junctions additionally poses a significant risk to pedestrians and cyclists and to emergency services if private access was required.

The abuse of street parking on Wellington Street and the surrounding streets by non-residents also creates problems in maintaining and cleaning the streets for council services. Non-residents do not receive, or do not see/ignore, notification of scheduled cleaning and prohibition to park, therefore the streets cannot be maintained and cleaned properly. This was evident as recently as Thursday 07 November 2024 when a significant number of vehicles remained parked on Wellington Street during scheduled cleaning and prohibition to park, preventing the street from being properly maintained and cleaned.

We note point 35 of the initial Decision Report dated 30 September 2024 states *"The drivers which may currently park to utilise free on street parking for commuting purposes would be likely to have to find somewhere else to park, possibly at a cost (car parks, pay*

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and display bays or Park & Ride)". This can only be a good thing and we note the Decision Report also acknowledges that implementing residents parking restrictions to restrict the number of vehicle movements looking to find on street parking will consequently encourage the use of more sustainable transport modes for non-residents by reducing the opportunities to park in or close to the city centre, in line with Local Transport Plan objectives (point 33).

While we appreciate the potential additional costs incurred in purchasing ResPark permits, particularly for lower income households, we do believe the scheme is reasonably priced with one standard rate annual permit equating to less than 28p per day, and it is a cost we are willing to meet in order to reduce congestion and illegal/obstructive parking, improve safety and cleanliness of Wellington Street and the surrounding streets and to be able to park within close proximity to our property. Finally, we would like to highlight the importance of enforcing the residents only restrictions in the period immediately after implementation and regularly thereafter by the presence of the council's Civil Enforcement Team to ensure non-residents do not continue to abuse parking in the area.

We look forward to the implementation of the proposed residents only parking restrictions at the earliest opportunity.

We have lived at Willis Street for around twenty three years and the situation regarding parking has progressively got worse over that time. We are therefore really pleased and very grateful that, on this occasion, the consultation process and views of local permanent residents has progressed beyond the initial voting stage.

We own one car and regularly experience problems trying to park not only on the street where we live but in the immediate surrounding area. Willis Street is the closest street to the city centre with no parking restrictions and this results in visitors to the city using it as free parking before walking into the city for work, shopping and events at the Barbican Centre. We witness this regularly and it results in residents being unable to park close to their property. As council tax payers it is incredibly frustrating and annoying to waste hours and hours (over the years) driving around looking for a parking space, sometimes with a boot full of food after a supermarket shop (for example), not to mention trying to negotiate a way around inconsiderate drivers who have parked their vehicles outside of designated parking bays, on double yellow lines and either in or across the entry to the alley ways. Over the years this has resulted in several scratches and dents to our own car as well as having wing mirrors knocked off.

While we feel, as residents of Willis Street, that this street experiences the worst of the problems, it is a daily problem for all of the area and affects all residents with cars as well as visitors to residents, delivery drivers and trades-people. As you will be aware, a lot of the properties in this area are student lets and every year landlords require access to work on their properties particularly during the University holidays. This results in the surrounding streets being even busier than usual with vans and extra cars struggling to find parking bays close to the properties that they are working in and often they either park out of the bays or in the alley ways making access very difficult.

Introducing residents' parking in the Heslington Road area would definitely help towards the Council's wish to reduce the number of vehicles coming into the city and although we only use our car when necessary we fully support the move towards residents' parking and would be more than happy to provide any further information if required.

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I can only express my gratitude to York City Council for having approved the R66 Wellington Street proposal. Many residents in the area support it.

Those of us who have a car and drive do it mostly because we need to transport to work and especially, those with children, like in my case, require the car to take them children to school or after-school activities. Having a family of four also implies doing supermarket shopping regularly. And yet, with the current parking arrangements in the area, we seriously struggle to find parking when we have to move our car to run a caring related or work errand. Being left with no place to park significantly adds to the stresses of life. Every day we experience tremendous anxiety as we do not know whether we will find parking when returning home from work or from any activity that requires using the car. When the full area (my street and those around) are full with cars and with no parking spaces left, I need to drive around for about 15-20 minutes until a car becomes available, and having little children becomes the task unfair and exhausting. In the last few years, there has been two occasions where I had to return home after 10pm, I have had to drive back to work and park my car there overnight. This situation is unfair and highly stressful for residents.

I am pleased about this proposal and fully support it.

I wish to register my support for the proposal, and welcome it, as a long-term resident of Wellington Street (10+years).

The plans look very comprehensive, particularly along Heslington Road, where the number of poorly parked cars sometimes makes it dangerous.

I am more than happy to pay a nominal annual fee to be able to park on the street I live on, & hope that this will be the first stage to the City of York becoming more sustainable by generating income for the council (parking fines for illegally parked cars, increased car park fees, residents parking permit fees, etc.), which can be reinvested into charging points, etc., for all of the EVs/hybrid vehicles we are being encouraged to buy.

In Addition, I wanted to demonstrate that if ever there was a case for a resident's parking scheme, then the R66 subject streets at this time of year are it.

You can see from the attached photos, that during the holidays, when most non-residents/commuters/tourists are on leave from work, when the Christmas Market has finished, etc., hardly anyone, except for 'real' residents, parks here, which means we actually get to park easily & don't spend ages driving around trying to find a space every single day.



I am writing in support of the introduction of Resident Parking Permits in the proposed R66: Wellington Street area.

I am an owner-occupier who has lived on Willis Street for 7 years and it has become increasingly difficult to find anywhere to park my car. Quite often I have to go round and round the whole of the R66 area looking for a parking spot and it can take up to 20 minutes to find anywhere and/or have to park up to half a mile from my house.

I am aware of some vehicles currently being parked in the R66 area are by people who are not residents or visitors of residents but people who want to go in to the town centre and avoid paying a car park fee.

I welcome the creation of resident parking permits as this should result in deterring non-residents from parking in the designated R66 area and allow residents to park their cars more easily near their home.

I appreciate this will incur a new permit cost for car owning residents like myself but if this means I can more easily find a parking place near my home then this cost would have some value.

We fully support the proposed Residents Parking Scheme - R66 - on the following grounds. We believe it will alleviate the significant parking issues in the area, more specifically this area is used as a 'free to park' area by shoppers, visitors, city center workers, and building contractors etc. We also support the Heslington Road proposals as it will alleviate the congestion on what is the main route to the University. The parking issues on Heslington Road often render the road dangerous due to parking across the cycle paths and on the pavements. To be fully effective the newly established parking restrictions must be enforced by regular Traffic Enforcement patrol to ensure that the practice of parking on the corners of the streets and across alleyways within the zone does not continue.

I have no objections over the scheme and I hope it'll get the go ahead as soon as possible.

My only comment would be that I respect that everyone should have a voice however local businesses must not dictate the decision over the residents choice.

As a resident of Wellington Street I continue to **support** the proposal for residents only parking restrictions for the Heslington Road area to be known as 'R66: Wellington Street'.

My reasons remain the same as previously submitted and presented in the decision making session, see below. However I would also like to add that on the 7th of November the planned street cleaning works were unable to take place due to non-residents failing to remove their vehicles and continuing to park in the area despite the

council workers best efforts to prevent them from doing so on that morning - this is not the first time this has happened and the streets remain filthy with drains blocked, broken line markings and damaged surfaces.

I have been a homeowner on Wellington Street for 8 years.

Over that time the scale of **non resident parking in this whole area has significantly increased.**

Reasons for this include;

1. People parking to go to work or shopping in the city
2. Long Term residents of StayCity
3. People attending events at the Barbican
4. People working on nearby construction sites
5. People who live in nearby area who do not have resident parking pass for their own area as well as those who have multiple vehicles in these areas

This is despite there being an NCP and QPark in close proximity, as well as regular bus services including park and ride.

My request for ResPark is not one of convenience, as I appreciate parking right outside your own home is a luxury not a right, it is driven by Safety, Climate and Community reasons.

Firstly **Resident Safety** - Every morning I witness the scale and aggressive nature of people rushing to find spaces with no regard for pedestrians, cyclists and other road users. My daughter bikes to school and I fear for her everyday. The area also has many elderly residents as well as young families who have to risk crossing the road with people speeding and poor vision being created by the volume of vehicles in a small space.

Secondly **Climate**, allowing non residents to continue to drive and park in residential areas is a clear contradiction of the Councils climate ambitions. It is inconsistent with other areas and along with Farrar Street remains one of the last areas not to have ResParking in place.

Lastly **Community**, previous low response rate to the proposal - this is due to the significant increases in Homes With Multiple Occupancy and residents of these only having a short term focus. However the majority of those who responded were in favour. I encourage you to think of those actually call this area home and want to enjoy this place safely today and in the future.

For anyone in doubt as to what the correct decision is I encourage you to visit the area and see first hand the scale of this issue and risk.

I'm writing in this email in support of this proposal. As a resident for over 20 years, this is now needed more than ever.

I have 2 small children and we walk to Primary school and around these streets, there are so many dangers with over-parking. This causing cars to drive erratically trying to over take others, and buses struggling to get past.

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Where we live on Gordon Street, I have had numerous issues with not being able to get parked, family unable to park in order to drop off my children in car seats when they were tiny.

I've struggled to have emergency plumbing, house works and they have had damaged caused to their vehicles by cars trying to squeeze past and bad parking.

I'm very concerned for cyclists, and pedestrians.

I know, with absolutely no question, that ALL true residents to this area are in support of this proposal. Despite the return numbers to the questionnaire sent round. This has been continuously brought up at Community and Council petitions.

I'm ecstatic to finally see this come to fruition.

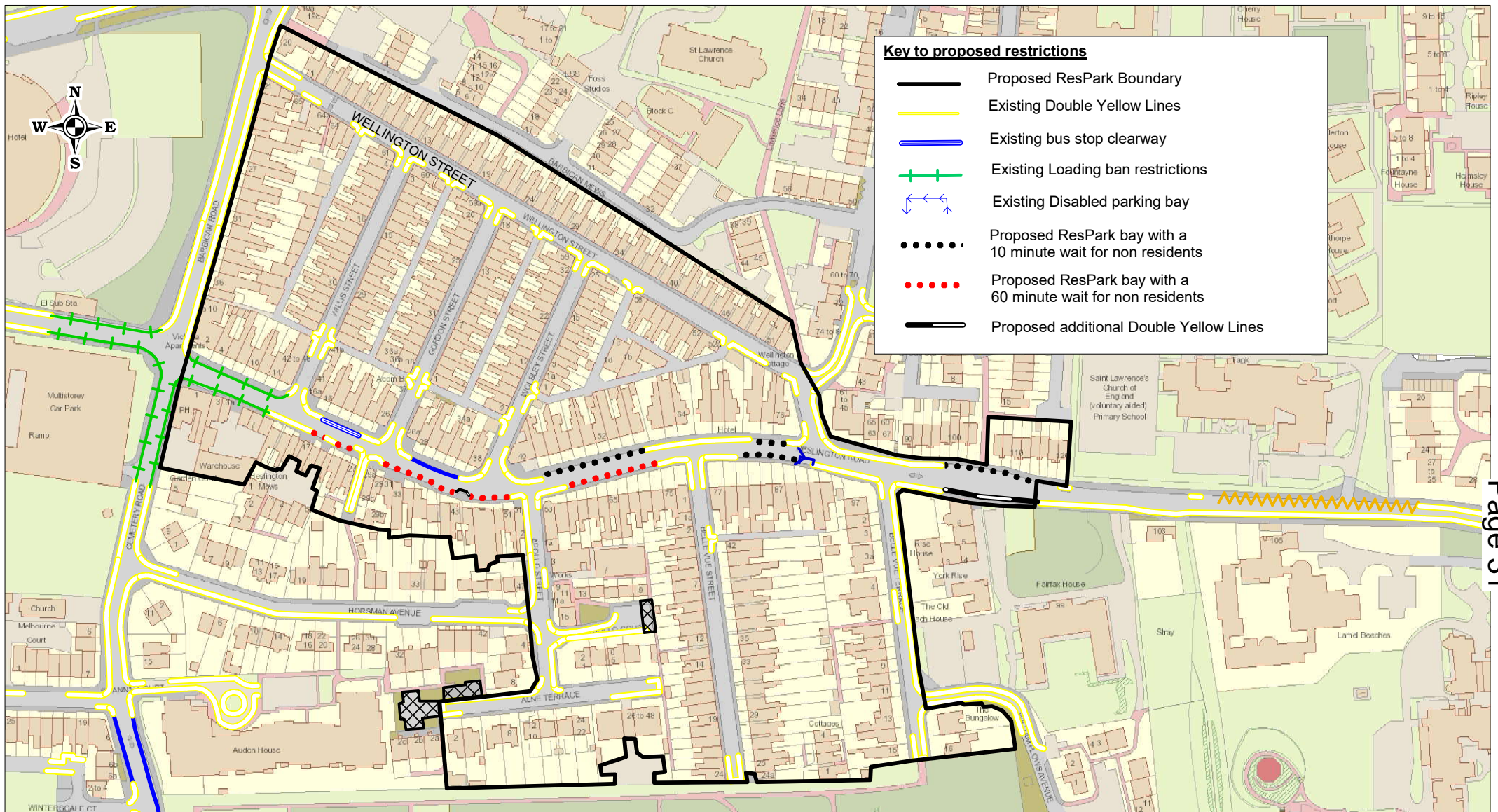
I've had people knock in my door to ask if this street is free parking as they planned to leave their car here whilst christmas shopping for the weekend, Barbican events, going to B&B's. This happens continuously, where cars park in a morning, they get out their bikes then cycle to work - they park all day. It's ridiculous that these streets so close to the centre is a free for all. There is Park and Ride and Car Parks only a few minutes away!

Please proceed with this proposal as planned. I followed the meeting on-line and was thrilled with this outcome.

My neighbour at no._Gordon Street. He is unable to communicate in written format due to significant reading issues- he has asked me to put his name down on my email - in support of this proposal.

Please note that I am in favour for the proposed parking restrictions in my area and I wish to be part of representation in favour of this scheme in case you require somebody to challenge the opposition to the scheme.

I hope I understand the purpose of this email.
Apollo Court resident



CITY OF
YORK
COUNCIL

R66: Proposed restrictions on Heslington Road

SCALE	1 : 2300
DATE	Jan 2024
DRAWING No.	
DRAWN BY	
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To the owner/Occupier

Environment, Transport & Planning

West Offices
Station Rise
York
YO1 6GA

Contact: Annemarie Howarth
Tel: 01904 551337
Email: annemarie.howarth@york.gov.uk

Date: W/C 11th November 2024

Dear Sir/Madam

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

Further to a recent consultation and subsequent Decision Session meeting a decision was made by the Executive Member to legally advertise the introduction of 24hour residents' priority parking restrictions in your area to include Heslington Road (part), Wellington Street, Willis Street, Gordon Street, Wolsley Street, Apollo Street, Apollo Court, Alne Terrace, Belle Vue Street, Belle Vue Terrace to the extent described in the 'Notice of Proposals' (Notice) and as set out in the attached boundary plan. This is proposed to minimise obstruction and congestion and improving road safety. The advertisement will commence on the 15th of November 2024 when notices will be placed on street and advertised in the local press.

Individual marked bays are proposed for Heslington Road (part) which will include either a 10 or 60 minute limited waiting period for non-residents, as outlined on the attached restrictions plan, however all side streets will be advertised as entry/exit zones with no signed bays which would include a maximum 10minute wait for non-permit holders.

If you wish to make any representation to the proposals, in support or against, please write with details by email to highway.regulation@york.gov.uk or to the Director of Environment, Transport & Planning at the above West Offices address, no later than the **6th December 2024**. If you require any additional information or clarification, please contact me by email to: annemarie.howarth@york.gov.uk

Yours faithfully

A Howarth

Annemarie Howarth, Traffic Projects Officer

Enc. Notice of proposals

Plan of the proposed R66 boundary and a plan of the advertised restrictions.

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CITY OF YORK COUNCIL
NOTICE OF PROPOSALS
THE YORK PARKING, STOPPING AND WAITING (AMENDMENT) (NO 14/63)
TRAFFIC ORDER 2024

Notice is hereby given that City of York Council, in exercise of powers under Sections 1, 2, 4, 32, 35, 45, 46, 53 and Schedule 9 of the Road Traffic Regulation Act, 1984 ("the Act") and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Schedule 9 of the Act, proposes to make an Order which will have the effect of:

1. Introducing 'No Waiting at any time' restrictions in Heslington Road, York, on its south side:
 - (i) between points 23 metres and 28 metres west from the projected western kerblines of Apollo Street,
 - (ii) between a point 21 metres east from the projected eastern kerblines of Belle Vue Terrace (terminal point of the existing 'No Waiting at any time' restrictions) and a point 14 metres west from the projected western property boundary line of St Lawrence's Primary School (terminal point of the existing 'No Waiting at any time' restrictions).
2. Introducing a Residents' Priority Parking Zone (Zone) for all classes of Residents' Priority Permit Holders comprising of **Alne Terrace, Apollo Court, Apollo Street, Belle Vue Street, Belle Vue Terrace, Fitzroy Terrace, Gordon Street, Wellington Street, Willis Street, Wolsley Street and Heslington Road** between its junction with Barbican Road and a point 14 metres west from the projected western property boundary line of St Lawrence's Primary School, York the said Zone to be identified as Zone 66, that Zone to include all properties adjacent to and having direct private access to the said road.
3. Designating the existing unrestricted lengths of **Alne Terrace, Apollo Court, Apollo Street, Belle Vue Street, Belle Vue Terrace, Fitzroy Terrace, Gordon Street, Wellington Street, Willis Street, and Wolsley Street**, York within the proposed Zone described in paragraph 1 as a Residents' Priority Parking Zone for use only by Zone R66C 'Permit Holders' thereby providing unlimited parking for Permit Holders, the said lengths being identifiable by the placement of upright traffic signs at the Area 'entry' and 'exit' points (as opposed to the placement of Residents' Parking signs and road markings adjacent to the kerb).
4. Introducing 24-hour Monday-Sunday Residents Parking Places, providing unlimited parking for all classes of R66C permit holder and a limited parking period for none permit holders of 10 minutes with 60 minutes 'No Return' period, on Heslington Road, on its:
 - (i) north side, between the projected eastern property boundary line of No. 40 Heslington Road (terminal point of existing 'No Waiting at any time' restrictions) and a point 4 metres east from the projected eastern property boundary line of No. 56 Heslington Road (terminal point of existing 'No Waiting at any time' restrictions),
 - (ii) north side, between a point 3 metres east from the projected eastern property boundary line of No. 70 Heslington Road (terminal point of existing 'No Waiting at any time' restrictions) and a point 7 metres east from the projected eastern property boundary line of No. 74 Heslington Road (terminal point of existing 'No Waiting at any time' restrictions),
 - (iii) north side, between a point 20 metres east from the projected western property boundary line of No. 90 Heslington Road (terminal point of existing 'No Waiting at any time' restrictions) and a point 14 metres west from the projected western property boundary line of St Lawrence School,
 - (iv) south side, between the projected western property boundary one of No. 81 Heslington Road and a point 3m west from the projected western property boundary line of No. 93 Heslington Road.
5. Introducing 24-hour Monday-Sunday Residents Parking Places, providing unlimited parking for all classes of R66C permit holder and a limited parking period for none permit holders of 60 minutes with 60 minutes 'No Return' period, on Heslington Road, on its south side:
 - (i) between points 60 metres (terminal point of existing 'No Waiting at any time' restrictions) and 67 metres (terminal point of existing 'No Waiting at any time' restrictions) east from the eastern highway boundary line of Barbican Road,

- (ii) between points 71.5 metres (terminal point of existing 'No Waiting at any time' restrictions) and 81 metres (terminal point of existing 'No Waiting at any time' restrictions) east from the eastern highway boundary line of Barbican Road,
- (iii) between points 94 metres east from the eastern highway boundary line of Barbican Road (terminal point of existing 'No Waiting at any time' restrictions) and a point 28 metres west from the projected western kerbline of Apollo Street,
- (iv) between points 5 metres and 23 metres west from the projected western kerbline of Apollo Street, thereby revoking the existing 60 minute 10am - 4pm Monday – Friday parking place from within that length,
- (v) between the projected eastern property boundary line of No. 55 Heslington Road (terminal point of existing 'No Waiting at any time' restrictions) and the projected western property boundary line of No. 75 Heslington Road (terminal point of existing 'No Waiting at any time' restrictions).

A copy of the draft Order, Statement of Reasons for making it and relevant maps can be inspected at the Reception, West Offices, Station Rise, York, during normal business hours. Objections or other representations specifying reasons for the objection or representation should be sent to me in writing to arrive no later than 6th December 2024.

Dated: 15th November 2024 Director of Environment, Transport & Planning
Network Management, West Offices, Station Rise, York, YO1 6GA
Email: highway.regulation@york.gov.uk