

Against R66

I wish to express my objection to the proposed residents parking scheme on Wellington Street and surrounding streets, for a number of reasons.

The area is a popular one for students and young renters such as myself. The price of rent and bills is high and increasing, and the proposed scheme has the potential to force some residents out of the area or further increase the already high costs of living in York.

I am a resident of Gordon Street, an incredibly narrow street which is a hotspot for broken wing mirrors, scratches, and dents. Paying an additional fee to park on a street which carries such a risk of damage to a car seems highly unfair.

There has never been a problem in finding parking on my own street or those adjacent. I appreciate the scheme is being proposed in part due to additional housing being built next to the Barbican. I ask why has such accommodation been allowed to go forward without an appropriate plan for where its residents will park?

Thank you for taking the time to read my concerns. I'm happy to discuss further or add any additional detail you may require.

I feel that i have to write on behalf of the largely student based population of that area. I myself work at the University and have seen first hand what effect the cost of living crisis is having on students. As i understand it you are seeking to introduce the need for parking permits in this area thus forcing the many students in that area to pay to park at the temporary accommodation they are staying in whilst choosing to study at York. I understand the main reason for the introduction of this scheme is to prevent commuters, Barbican visitors, those visiting the city centre and indeed those working at the university from parking in this area as residents are 'struggling' to find a place to park. This is simply not true or correct. If you were to walk down Heslington road, as i do on a daily basis, you would notice a wide selection of empty spaces, especially outside of term time both in the daytime and of an evening. Yes, there is seemingly less parking available when the students are here, but that still doesn't lead to cars being abandoned and parked illegally.

So i have to say that I am strongly against this scheme which does seem to be another money making exercise. This time you are trying to take away money from students, who don't have much of it to start with. As well as expecting residents to have to pay to park outside there own homes.

I have no doubt that you'll do as you please anyway, however, i just hope that you can take into account the reality of things in the Heslington Road area before making your decision.

I strongly object to the proposed R66 ResPark scheme for the following reasons.

1 *Lack of evidence*

In November last year I asked whether the City of York Council (CYC) had any numerical data to indicate whether that the proposed scheme would make significantly more parking spaces available to residents, our visitors and

Against R66

tradespeople - eg number of parking spaces in the area, % occupancy in daytime, evenings, weekdays and weekends, and any data on whether vehicles belonged to residents, our visitors, tradespeople or others.

In May I finally received a response: CYC have not gathered any such data. The council response said that "*residents are given the respark information to enable an informed decision to be made on if they wish for restrictions to be implemented or not*". But the 'respark information' referred to does not include any actual data needed for an informed decision.

Searching for evidence, I have counted the numbers of parked vehicles and available spaces on Heslington Road, Wellington Street and some sidestreets, on different days at various times. The total number of spaces on any street is generally close to the number of numbered buildings on that street, and the % of those spaces that are unoccupied ranges from about 6% to 30%. That is, there are usually spaces available and the scheme appears to be unnecessary.

2 Exclusion of some residents

The scheme expects residents to purchase digital permits. This would effectively exclude those (mostly older) residents, such as myself, who do not have portable 'smart' devices, from ever having visitors or employing tradespeople to work on our properties.

In May I received a response from CYC to my query (last November) about this "*There is an option for residents who struggle with online transactions to be an offline customer, they would need to make an appointment to come into west offices for this happen though, they would then be able to buy physical visitor permits although the main household permit would be digital*"

The proposed procedures would make it extremely difficult for some residents to obtain a household permit or visitor permits. This cannot be right!

I understand that, until this year, people living in respark areas could request booklets of tickets by post, in person at the council offices (no appointment needed), or online, and they arrived in the post.

If the scheme is to be implemented, it is essential that residents have the option of a non-digital household permit and that there is a simple procedure for obtaining visitor permits that does not require either a digital purchase or an appointment and trip the council offices. In other words, the previous system should be reinstated.

3 Finance

It is essential that information about costs and revenue is circulated to residents in order for people to make an informed decision. To date, no such information has been provided.

At the meeting on 13th May it was stated that the 'standard price' of a household permit is currently £115 per year. This information has not yet been circulated to residents. I can find no information about the cost of visitor permits either in the notes from the meeting on 13th May or anywhere on the CYC web pages.

Against R66

The CYC annual parking report shows that in 2023-24 the total income from on-street parking was £1,972,000. Of this, £857,000 was from Resident Parking (the rest was from other on-street parking and from penalty charges).

It is difficult to escape the conclusion that revenue generation is the main reason for introducing respark schemes, rather than any benefit to residents.

I strongly urge that the proposed scheme is rejected.

We wish to formally **object** to the introduction of this scheme, and we respectfully submit our representation **in objection** for the following reasons:

1. **Negative Impact on Holiday Let Businesses**

Wellington Street's central and convenient location has made it suitable for short-term holiday lets, which generate significant income for property owners and contribute to the local and national economy through tax payments. Many holidaymakers travel by car and require nearby parking. Where no parking is available at the property, the lack of accessible on-street parking will inevitably reduce bookings, directly affecting the viability of these businesses. With the rising cost of living and increasing overheads, many landlords may be forced to close their holiday lets, resulting in a loss of income not only to the owners but also to the Council through reduced tax revenues.

2. **Lack of Justification for the Scheme**

There is no demonstrable need for a Priority Parking Scheme on Wellington Street. Residents and visitors have historically parked responsibly and considerately. The introduction of a scheme in a well-functioning area seems unnecessary and could lead to unintended consequences, such as illegal or obstructive parking by those unable or unwilling to purchase permits.

3. **Unfair Financial Burden During Difficult Times**

Implementing charges in a quiet, non-congested residential area is unjustified. The presence of non-resident vehicles is the result of broader city planning issues, and it is unfair to impose financial penalties on local residents and visitors as a solution. People park to visit friends, family, or local shops—basic, everyday activities. Penalising them financially during a time of economic hardship is unreasonable and disproportionate.

4. **No Benefit to Local Residents**

The proposed scheme offers no clear benefit to Wellington Street residents but imposes additional financial strain. Many local people are already dealing with the effects of rising living costs, and adding permit fees would only worsen their situation. We believe the scheme will be viewed as an unnecessary burden by the majority of residents.

5. **Disproportionate Effect on University Students**

A significant portion of Wellington Street residents are university students, many of whom do not own cars. Those who do often rely on their vehicles for part-time jobs, including positions located outside the city. Several students we've spoken with have expressed concern over the cost of living and shared that they are already working multiple jobs to make ends meet. The introduction of parking permits would only deepen their financial difficulties.

Against R66

We respectfully urge the Council to reconsider this proposal. It risks harming both residents and small local businesses while offering no substantial improvements. We trust that our views will be carefully considered when making a final decision on the future of this scheme.

We are writing (as requested) in response to the proposed introduction of resident's permit parking in the Wellington Street area.

We have very mixed feelings about this. Whilst there are undoubtedly some issues with parking by non-residents and we are concerned that forthcoming changes in the area (e.g the housing developments on Kent Street which will have restricted parking) may add to this; we are mindful that this 'non-residential' use of the parking in the area is not necessarily the full picture.

Many of the houses in the area are multiple occupancy meaning the streets may well often be accommodating more than 1 car per property. We do not personally need to use the side streets for parking much as a neighbour very kindly allows us to use their parking place most of the year. However, we lived on Willis Street/Gordon Street for many years and always found that, once the University holidays started, parking became a lot easier.

One of your councillors fairly noted that the scheme would offer increased charges for second cars to help combat this. He noted the scheme in general could also support the council's environmental targets, I think in terms of discouraging the use of second cars and encouraging the use of public transport.

Whilst we fully support more environmental transport our concern is this is not something that is yet fully joined-up to support this. Many of the bus routes seem to stop by the early evening meaning getting home if you work later hours or want to go out to see friends/family of an evening is not really practical by bus alone. The bike lanes are limited in York to offer safe cycle routes. Public transport also cannot, understandably, go to all the locations a car user may drive to. including longer distances if you have family who live or work away from home.

So, our point is that we completely understand why people may still need a car despite their city centre living. It seems a little unfair, therefore, that those people choosing to live in this type of housing (as opposed to those in the villages where driveways/garages are more readily available) are faced with the additional costs of a permit/penalised for using a car in ways that residents outside of the city will not be.

We should highlight that we only run one, small car that is very infrequently used. York is hugely easy to walk around and we go on foot wherever we can. We walk or cycle to both of our jobs. However, we do need a car to get to elderly relatives in South Wales and for very occasional journeys not available via bus, something that still costs less to achieve by running a car than hiring a car for a week at a time or taking the train. We can manage with one car because we are hugely fortunate that both of us have jobs locally.

We chose to live in this area as it was one of the more affordable options in York. We are concerned that, with a cost attached to the permits, residents in the areas

Against R66

close to the city centre are being asked to bear the cost of car reduction. Especially where they may genuinely need two cars per house as they are not single family units or cannot reach their destinations by public transport.

If the permits could be offered for free and/or practices (such as the Barbican using AA signs to advertise the areas as suitable free parking for its venue guests) be prohibited, it would feel a more fair system. It would also seem more practical if a better network of joined-up, affordable public transport was available. Our concern is it will add increased costs to households that are not (in the main) very affluent whilst not offering a guarantee to solve the issues of space or offer reliable, affordable alternatives.

I do NOT agree with residents parking in any form.
This is just a money making scheme for the council.
Why would I want to pay for a non guaranteed parking space? I can already have one of those for free????

We object to the Council's proposal to introduce Priority Parking Scheme: R66 Wellington Street. The reasons for our representation IN OBJECTION are as follows:

1. There is simply unnecessary and no ground for the existence of a parking scheme. The neighbourhoods and drivers who park on Wellington Street have been very self-conscious and considerate. We cannot see any benefits from the scheme especially on the residents' side. We worry the scheme may bring an unwanted outcome which may cause people to obstruct the streets if they are not willing to pay for a permit.
2. The idea of charging (punishing drivers for parking in a "non-busy residential area" is wrong. Non-residents coming to park on Wellington Street is a consequence of poor city planning and it is ridiculous to make us pay the price. People need to drive and park for visiting their family and friends, or shopping. These are basic needs and people are finding their own ways to cope without complaining. It is too harsh to punish people with money during this hard time.
3. Negative impacts on residents of Wellington Street are expected. We hope the council would understand local people have been facing very difficult times when living costs have been rising, this scheme which brings no benefit to the residents but incurs extra spendings will surely be unwelcome.
4. Most residents who reside on Wellington Street are University students who often don't have cars and of the few that do implementation of the Scheme will only increase their financial burden. Of the few students we have spoken to they have raised concerns that they are struggling to pay living costs and have had to find extra jobs to cover costs; some jobs require them to use their car to travel far out of the city. This Scheme will only exacerbate their financial situation.

We trust that our views will be taken into consideration when deciding the future of this scheme.

As a resident and house owner at Belle Vue Street, York, I would like to express my objection to the R66: "Wellington Street" parking scheme in any form. I do not

Against R66

own a car and I don't see why I should be penalised and inconvenienced in having to pay a charge when I have visitors who wish to temporarily park outside my house. Having to set up a parking scheme only encourages more people to depend on cars when policies should be enacted to discourage car ownership. Also, by bringing in a parking scheme, this will encourage residents to concrete over their existing front gardens to avoid the parking charges, which leads to an increased possibility of local flooding due to run off. This is especially the case in Belle Vue Street where many houses have front gardens. Perhaps Belle Vue Street can be excepted from the parking scheme for those reasons.

Myself and my housemate would like to state that we are against the parking permit and restrictions that have been suggested for Heslington Road/Wellington Street - we live at Belle Vue Street and we do not feel we need permits, we always find somewhere to park and already have to compete with the rise in rent and cost of living, adding an extra cost to living on this street to park would just be unnecessary in our eyes.

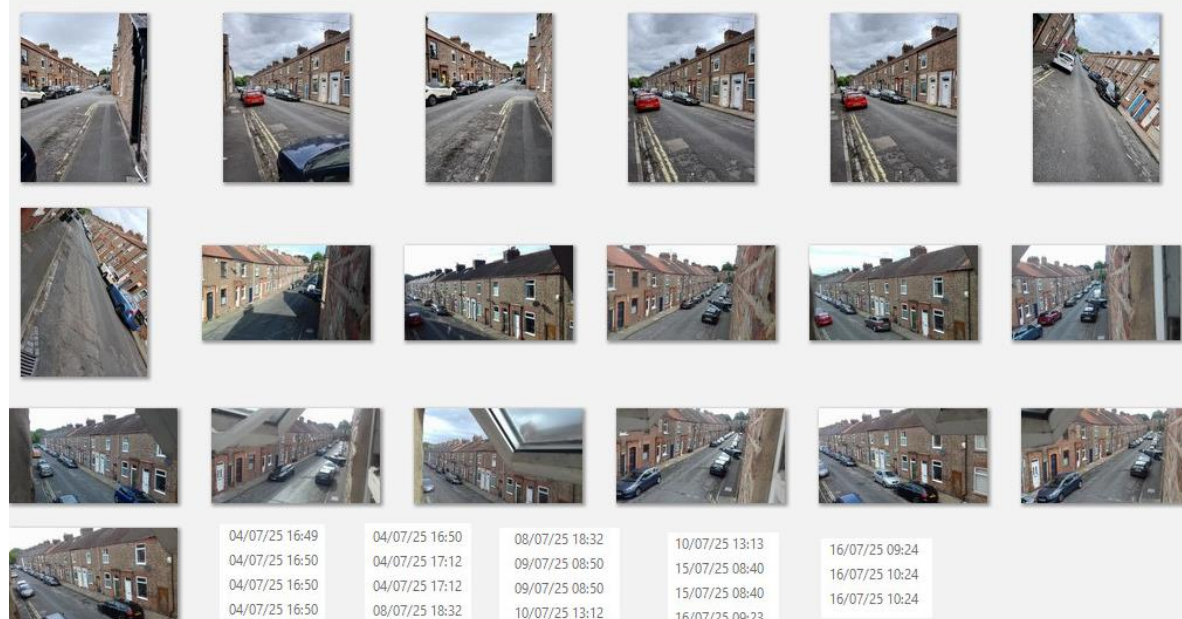
As the owner of _ Willis St I wish to register my wish for this scheme not to proceed. There would be no guarantees of a parking space even if I purchased a permit. Just another money grabbing scheme from York council! Deal with the real problem of outrageous parking charges in York City centre!!!!
Much of the property in this area is rented out to students that can ill afford yet another tax on their existence!

I am against this proposal. I do NOT feel it necessary to implement priority parking in this area.

I am firmly against such a scheme. I've lived in this street for nearly 30 years and I can say quite certainly that there is no problem of 'inconsiderate parking due to the level of non-resident parking'. The problem is simply that there are many residents wanting to park. The increased number of residents is due to it being a student area and most of them having cars. There is a very, very marked difference when the students leave for their holidays.

I attach a picture with snapshots from various days and times throughout July. You can see that in nearly all the pictures there is free parking somewhere on the street throughout the day. There is no problem at all with 'inconsiderate parking due to the level of non-resident parking'.
Creating a resident only parking zone will therefore not in any way improve parking for residents, as there isn't a problem of that nature to be cured.

Against R66



I do not think these restrictions are needed at the current time in the part of the proposed area where I live. I park regularly in Belle Vue Street and only occasionally have difficulty finding a parking space. Most of the parking in this street is by local residents, their visitors or contractors, so I do not see how a permit system will reduce the amount of parking. However, it would add to everyone's cost of living.

Currently therefore, I think the doubtful benefits would not outweigh the cost. Thank you for including information about costs this time.

I realise that this situation may change, particularly if the Barbican development goes ahead with insufficient parking for all its residents. I know this prospect has influenced some of my neighbours to change their minds from being against the scheme to being in favour. However, I would prefer to wait and see whether a residents' parking scheme is actually needed in the future. I assume we could apply to be included later if the situation does change.

As a long term resident of Belle Vue Terrace I am against the introduction of the proposed new residents parking scheme.

In short I do not believe the residents will be any better off for the introduction of the scheme. I have parked my car outside or close to my property for over 20 years without issue. So has my partner who has also had a car for most of that time.

The streets are heavily parked because of the number of residents cars with some families having 2 street parked cars, and not because there is a large representation of uninvited visitors.

A new scheme would not alter this fact.

Whilst we may get the odd chancer visitor, most people recognise and accept these are residential streets, not free car parks.

A new scheme would merely introduce an annual cost and administration to what is currently free parking for residents. A new scheme "cannot guarantee a space will be available" for residents, it only claims to give priority. I therefore do not see

Against R66

any compelling case for improvement by introducing the proposed scheme over the current arrangement.

I sympathise with anxieties of supporters of the proposed scheme. However, I think they would end up disappointed with any impact, and hundreds of pounds out of pocket to boot.

I am writing to register my opinion about the proposed ResPark R66.

I do not want the scheme to be implemented.

I would like to lodge my objection to the above proposed.

I have lived in Belle Vue Street for over 25 years and in that time, the only difficulties with parking have been due to:

1. Poor parking by residents - leaving half gaps, parking crookedly, leaving vehicles over the white lines
2. HMOs where students all seem to need cars, despite the heavy subsidies given at the residents expense, not to mention the lack of council tax paid by the profiteering land lords of these properties
3. Houses let by absentee landlords let out on AirB&B to companies with several vans, causing obstructions to residents.

The issue with parking doesn't apply during the day, when possible visitors to York may use the street, but in the evenings when residents who need vehicles to travel to work are affected by the issues raised above.

My husband has a van which is necessary for his business. I have an elderly mother who is at the early stages of dementia and who's car I share in order to get her to appointments etc. The proposed permits will cause us financial difficulty without providing any benefit, i.e. guaranteeing us parking spaces as residents.

This is another ploy by the council to make money out of already stretched York residents and is of no benefit to us whatsoever. It is also not the way to discourage people using cars rather than public transport. Try improving the public transport system to do this, not penalise the residents.

I hope you will see sense and actually listen to those of us who live, work & care for people in York and NOT allow the proposal to go ahead.

In reference to the consultation re the above scheme, we strongly object to the proposals for the following reasons:

- there is no evidence provided to suggest that there will be any significant benefit to residents
- it is simply another tax on residents.

I have not yet had a satisfactory response to my concerns about procedures for obtaining hard-copy visitor permits. Until recently, residents in other Respark areas could obtain these by phoning or writing to council offices. We have now been told that we would need to make an appointment and visit the offices in person. This is not acceptable. Surely the best way forward would be to revive the previous system. Unless this is to be done, I feel unable to support the proposed scheme - and I know that I am not alone in this

Against R66

I would like to register my views on the introduction of resident parking.

My choice is to make no changes, i.e. keep parking unrestricted as it is currently.

There may be occasional pressure on places, particularly in term time, on Heslington Rd, but it is always possible to find a place and of my neighbours on Heslington Rd this seems to be their experience also. I am unsure what this proposal is designed to fix other than raising money for the Council. I would like to continue with free parking, which was my expectation when I bought my house.

I am writing in response to the letter I received regarding the proposed residents only parking restrictions in "R66".

I would like my views to be considered:

I live on Apollo street and I am opposed to the changes as I feel they would be unhelpful to residents of my street, and an extra expense we can do without.