

Fair car-parking and Transport at UEA

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Union Notes:

- 1) That many students and staff at have no alternative but to drive to campus
- 2) That any taught student who has ever lived in Halls of Residence is not eligible for a parking permit, even in the event of a significant change in circumstances
- 3) That the University travel plans acknowledge that there are insufficient spaces available at UEA to meet the need of students and staff<sup>1</sup>
- 4) That UEA want to continue to reduce the number of spaces available for staff and students in favour of sustainable transport policies, which may not actually be of a benefit to those who have to drive in order to study/work at UEA.
- 5) That a few years ago it used to be free to park on campus if you were a student, now, if you can get in the car park and don't have a permit, a day's parking would cost £7<sup>2</sup>
- 6) That those students with permits for the car park do not fall into the lowest income band for working out the car park charge, but fall in the same band as members of staff on a salary of £15k-£37k pa.<sup>3</sup>
- 7) That students living within a 12 mile radius of Campus are not guaranteed accommodation on campus in their first year, so either have to find somewhere else to live, or commute
- 8) That the Union supports the University's investment in sustainable alternative transport, but also represents all its members

Union Believes:

- 1) That the policies in Notes 2 and 6 are unfair on students who have either lived in halls, or have no alternative but to drive and have shown a real need for a permit
- 2) That, while every effort should be made to develop worthwhile sustainable transport policies, these must be shown to definitely work for students, and

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<sup>1</sup> The 2002 UEA travel plan noted that there were 1600 spaces on campus, and the need was 3000, based on there being 15,200 students and staff. That there are currently 1512 spaces and a requirement of 5398 (just from permit holders, of which 1937 are students, 2721 are staff and 740 are 'external').

<sup>2</sup> Based on parking from 8.30am-5pm, where the charge is £1/hour from 8.30 to 2pm, where it becomes a flat rate of £1 (from 2012 this will be £3/2 hours and £2 flat fee after September 2012, making the cost £9/£10)

<sup>3</sup> <http://www.uea.ac.uk/estates/transport/carparkingarrangements> - grid attached in appendix

- until such time as they do they should not be developed at the expense of the several thousand students and staff who have to drive to campus
- 3) That the system for accessing the car park should be fair, and give students equal rights to the car park as staff enjoy<sup>4</sup>
  - 4) That the view of the University that there should be fewer spaces on campus to encourage people to use sustainable transport measures is narrow minded and not grounded in any sense of reality of what its students or staff need.<sup>5</sup>
  - 5) That students paying £9000 a year in fees may justly expect to be able to park at their university if they need to do so, especially when they turn up and park on campus for open days.
  - 6) That the University needs better publicity of both its rules and regulations regarding car parking and transport policies, as well as the alternatives available and the systems in place to support students with transport difficulties.

#### Union Resolves

- 1) To mandate the Student Officer Committee to lobby the university:
  - a) To change the policy, set out in Union Notes 2, to one that does not make living in halls a penalty for the rest of their degree if they suffer a change in circumstance
  - b) For fair and equal access to the car park for students and staff, and a fair way of charging students, most of whom are not on a salary of £15k-£37k pa.
  - c) For increased public transport options for students, such as more bus routes from other park and ride sites, and allowing Konnect busses onto campus.
  - d) To make it clear to prospective students what the rules on parking and transport are, and not set a false example on open days
  - e) For better publicity of its transport policies and the rules around parking permits and appeals
- 2) That the SOC should work with the University to develop a combined travel plan that supports those who have to drive to campus, as well as developing worthwhile sustainable transport policies that will benefit students<sup>6</sup>
- 3) That the Union will do everything possible to prevent any further reduction of parking spaces on campus, and will oppose any future proposals which would further restrict its members ability to park on campus until such time as its members' needs are met by public/sustainable transport options

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<sup>4</sup> Currently, Academic staff can live a mile from university and have a parking permit, but taught students who live a 30 minute drive away can not

<sup>5</sup> See conversation with Tom Ward via facebook - attached in appendix.

Encourage by removing the only sensible option and forcing people to choose sustainable transport, even where this is not a suitable option to allow them to travel to campus

<sup>6</sup> The institution of the 40 bus route after first removed the 21/22 route is a good example of a 'sustainable' policy that won't actually benefit students, as it just goes around the edge of Bowthorpe, not near the populated areas where the students live

- 4) To mandate the SOC to carry out research amongst all its members about car parking requirements, and submit a report of the findings to the University
- 5) To mandate SOC to report back to council before Easter on the progress of this motion