

## Notice of a public meeting of

### Decision Session - Executive Member for Transport

**To:** Councillor Ravilious

**Date:** Tuesday, 16 December 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, 23 December 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, 12 December 2025.**

- 1. Apologies for Absence**  
To receive and note apologies for absence.

**2. Declarations of Interest** (Pages 7 - 8)

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** (Pages 9 - 18)

To approve and sign the minutes of the Decision Session held on Tuesday, 18 November 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, 12 December 2025.**

To register to speak please visit [www.york.gov.uk/AttendCouncilMeetings](http://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](http://www.york.gov.uk/webcasts).

**5. Residents parking extension to 'R65 Clifton Dale' (Pages 19 - 62)**

This report considers representations received to the statutory advertisement, to implement residents parking (ResPark) restrictions as an extension of the existing R65 (Clifton Dale) zone.

It requests a decision to determine what action should be taken which benefits the community and takes into account the representations made.

**6. Review of Statutory Consultation for the removal House of Multiple Occupancy (HMO) Parking Permits (Pages 63 - 80)**

This report reviews representations received to the Statutory consultation for the proposed revocation of the Multiple Occupancy Permit and the Multiple Occupancy Discount Permit from the available permit types within the Residents parking Scheme.

The proposed revocation of the permits was advertised on 23 May 2025, with the representations received to the proposal considered within this report, to help provide the Executive Member for Transport to make a considered decision on the proposed amendment.

**7. 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](mailto: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 مہیا 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) <b>OR</b> 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) <b>OR</b> 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.

City of York Council

Committee Minutes

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Meeting	Decision Session - Executive Member for Transport
Date	18 November 2025
Present	Councillor Ravilious, Executive Member
Officers in Attendance	Garry Taylor – Director of City Development Joshua Singer – Head of Projects, City Development Annemarie Howarth – Traffic Projects Officer Molly Kay – Assistant Rights of Way Officer Darren Hobson – Highway Regulation Manager

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### **21. Apologies for Absence (10:01am)**

There were no apologies.

### **22. Declarations of Interest (10:00am)**

The Executive Member was asked to declare, at this point in the meeting, any disclosable pecuniary interests, or other registerable interests she might have in respect of business on the agenda, if she had not already done so in advance on the Register of Interests. None were declared.

### **23. Minutes (10:00am)**

Resolved: That the minutes of the Decision Session held on Tuesday, 21 October 2025 be approved and signed by the Executive Member as a correct record.

### **24. Public Participation (10:02am)**

It was reported that there had been 5 registrations to speak at the session under the Council's Public Participation Scheme.

Cllr Whitcroft spoke on item 6 strongly supporting the R66 residents parking scheme that he had helped formulate. He urged the Executive Member to put an end to the current arrangement, noting that in addition to

commuters taking advantage of free parking, cars from outside York drove around the area looking for a parking space, causing pollution and blocking spaces. He stressed that residents parking must be prioritised in the interests of putting Fishergate residents first.

Michael Kearney spoke on item 6 in support of the R66 residents parking scheme stating it cost shoppers nothing to park there for free, but cost residents everything when they couldn't park. He advised that idling parking traffic went against the principle of the council's climate policy.

Peter Lindsay spoke on item 8, supporting the scheme as resident of Wheldrake, whose property had been hit by vehicles. His car port structure had twice been clipped by oncoming traffic in the lane. The structure was most recently hit in 2023 and on this occasion he needed to pay for repairs. He supported the proposal, saying Walker Lane was unsuited for 2-way traffic and endorsed the one-way scheme in the interests of safety.

Hayley McCaie spoke on item 8, opposing the scheme as a Wheldrake resident and on behalf of her mother who was a local business owner. She stated that the collision with the carport in 2023 had been a minor incident involving a delivery driver reversing (not a serious traffic collision) and accidents were not common in this area. She felt that this proposal had been conceived to suit one individual and that other residents of Walker Lane did not support it and had not been consulted by the council in 2024. She presented diagrams which the Executive Member agreed to accept and study. She noted that the deed for her mother's hairdressing business showed a parking space outside the shop which the council had not acknowledged.

Colin Woods spoke on item 8, opposing the scheme as a resident of Wheldrake. He stated that moving to a one-way system would impact the business of the hairdressers previously mentioned by another speaker, and that this business and older residents would be negatively impacted by a change to one-way. He suggested local residents had not been consulted on this scheme. He asked whether the council had considered the Equality Act with regard to the impact on older and disabled pedestrians and whether other options had been considered, such as double yellow lines at either end of the junction with the lane or a speed bump next to the impacted property.



**25. Residents Parking Bay and 'No Waiting at any time' Restrictions – Queen Street (10:22am)**

The report was presented by the Head of Projects – City Development. He explained that this proposal related to a resident's parking bay, with no waiting any time restrictions, on Queen Street as a mitigation for the Station Gateway scheme, which had previously removed some residents parking. It also realigned bays in front of the Fleetways taxi area in line with the local transport strategy.

The Executive Member thanked officers for their work on this report, acknowledging that residents on Queen Street had lost parking amenity due to the Station Gateway project and that this proposal would go some way to restoring this.

She also acknowledged that the existing taxi rank only impacted hackney carriages, whose rank had been relocated, and the changes would not impact the nearby Fleetways cars business. Officers confirmed this.

The Executive member was thereby happy to approve officers recommendations and

**Resolved:** To implement the TRO and associated road marking & signage changes to include 2 additional parking spaces within the existing residents parking provision.

**Reason:** This meets the purposes in sections 1(1) (a) (c) (d) and (f) of the Road Traffic Regulation Act 1984 – namely:

- (a) avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such arising;
- (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians);
- (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; and
- (f) for preserving or improving the amenities of the area through which the road runs.

This also meets the Council's duty under section 122(1) of the Road Traffic Regulation Act 1984, namely:

- a. Support the “convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway” (RTRA 1984, Section 122(1)). The changes proposed will provide parking amenity for the local residents in the layby, which will leave sufficient carriageway width, to not obstruct vehicular traffic in both directions.
- b. “Consider the effect on the amenities of any locality affected” (RTRA 1984, Section 122(2)(b)). The introduction of the residents parking bay, will improve the parking amenity for resident in the local area.
- c. Consider “any other matters appearing to the local authority to be relevant” (RTRA 1984, Section 122(2)(d)). Consideration has been given to the Council’s Local Transport Strategy and the consultation responses.

## **26. Residents parking and limited waiting restrictions advertised as ‘R66 Wellington Street’ (10:24am)**

The report was presented by the Traffic Projects Officer, who explained that this report had considered representations received during both the statutory consultation and the extended statutory consultation for R66. She noted that representations received to the initial consultation had previously been presented to the Executive Member in May and in response to the Executive Member’s decision then, an extension of the consultation had been undertaken to enable further engagement with residents.

She confirmed that during this extended consultation officers had hand delivered all documents to ensure engagement. This prompted 20 representations against (in addition to the 13 representations received through the initial statutory consultation) and 61 responses in favour, with an additional 45 signed letters (in addition to the 11 responses received through the initial statutory consultation). The options presented within the report took into account these representations and also the local transport strategy.

The Executive Member thanked officers and residents for their patience in extending the consultation.

She accepted that the reports had now properly taken into consideration residents’ feedback through the various stages of statutory consultation, acknowledging that this area of York contains a high proportion of rented

properties which meant that it had struggled to meet the prescribed 50% response threshold to move forward.

The Executive Member stated that she had previously agreed to move ResPark forward regardless of the threshold being met, due to a clear majority of residents supporting the scheme, and indeed since making this decision the council had changed its guidelines to benefit areas with lower response rates. She clarified that while only 30% of households had responded in this case, of these 75% had been in favour of ResPark implementation.

The Executive Member stated that she had considered residents objections to ResPark and she went on to address some of these concerns in discussion with officers.

The Executive Member clarified that - contrary to the understanding of some residents who had objected - ResPark was not a revenue generator for the council, and this was not the reason for proposing this scheme. She explained that Res Park as a service essentially pays for itself and is a policy tool allowing residents parking amenity.

The Executive Member expressed that another concern raised had been with regard to holiday let parking – the Traffic Projects Officer confirmed that the owners of holiday lets were entitled to purchase one annual ResPark space, should they wish.

The Executive Member explained that students had objected to no longer having free parking, responding that the university strongly discouraged students bringing cars with them, and therefore students in general should not be significantly impacted by this.

The Executive Member was therefore satisfied that there was mitigation for most of the objections raised in the consultation, better parking amenity, better passage for buses and emergency vehicles/refuse and a more comfortable living area. She thereby

**Resolved:** To progress the advertised R66 resident's priority parking scheme and limited waiting restrictions on Heslington Road to implementation by amending the York Parking, Stopping and Waiting Order.

**Reason:** This supports the CYC transport strategy and commitment to reduce traffic congestion by discouraging driving into the city centre.

Making this location a ResPark area removes the ability for commuters to park, whilst the limited waiting bays on Heslington Road ensure businesses are not adversely affected maintaining short stay parking for customers.

This will also increase parking accessibility for local residents, help reduce obstructive parking along a key bus route and a key cycle route (the orbital route) and improve access around the area for refuse vehicles.

## **27. Proposed diversion of public footpath Nether Poppleton 1 (10:32am)**

The report was presented by the Assistant Rights of Way Officer, who advised that an application had been received from the landowner to divert a public footpath to enable solar development. The proposed diversion would move the current public footpath from the north to the south side of an existing hedgerow, meaning a similar length and size path and very little difference to members of the public.

She advised that an initial consultation had been undertaken between 4 August - 5 September 2025 in which no objections were received. The ward councillor, the Parish Council and the Ramblers Association had all expressed support for the proposed diversion and there had been no further developments or updates since the briefing session with the Executive Member in September.

The Executive Member acknowledged that this proposal would result in a similar length footpath of equivalent quality, with no additional financial burden to the council, and would divert footpath users away from the solar farm. She therefore

Resolved: To approve the making of a public path order to divert part of public footpath Nether Poppleton 1 by creating a new public path and extinguishing the current public path, that public notice of the making of the order be given and:

- i. If no objections are received within the period specified, or if received objections are subsequently withdrawn, to authorise the confirmation of the order, as the council hereby has the power to confirm the order.
- ii. If objections are received and not withdrawn, then the matter will be referred back to the Executive Member to

decide whether the proposal is abandoned or sent to the Secretary of State for a final decision.

Reason: This is in the interest of the landowner, and the council is satisfied that the legislative requirements for making an order have been met.

Subject to any matters that may be raised when the order is made and advertised, it is also considered that the proposal meets the legal criteria for confirming the order.

The proposed diverted path is a satisfactory alternative to the current one, the overall length of the route remains unchanged and the wider footpath will make the diversion more comfortable for walkers.

There have been no objections at pre-order initial consultation stage and there will be no practical change in maintenance costs to the council as the council are still responsible for the annual cutting of the footpath.

## **28. Walker Lane, Wheldrake – Proposed One-Way Street (10:35am)**

The report was presented by the Highway Regulation Manager, who explained that it discussed a proposed one-way system for Walker Lane in Wheldrake, following a request from a resident whose property had been damaged by a vehicle due to the width of the lane, which was approximately 3 metres.

The Highway Regulation Manager responded to one of the public speakers, who had said that the report was incorrect. He clarified why the report had stated the hairdressers didn't have parking in front of the business; while officers had been aware that the hairdressers did have access to a parking space, they had been advised that this was staff parking only and not for customer use. He apologised for any misrepresentation on this point in the report.

He also addressed points raised concerning a lack of consultation with residents, noting that during the informal consultation a year ago, officers had received one objection to the proposed one-way system, which came from the speaker who raised the issue again at this meeting, while all other respondents were in favour of the proposal. Subsequent to the informal

consultation, further objections had arisen, after residents had discussed this.

He stated that officers recommended implementation of the one-way system, due to the width of the street and the danger posed to users by two passing cars leaving no room for pedestrians/cyclists and a risk of further conflicts.

The Executive Member noted that this proposal had been instigated by an incident two years ago and that no further issues had arisen since then. She thanked officers for their work and agreed that the one-way system proposed was a logical proposal.

However, the Executive Member was concerned that by doing this, no additional benefit was being provided for people walking up and down the road, and in fact a one-way system could increase the confidence of drivers making the road more hazardous for pedestrians and cyclists. It would also prevent contraflow cycling and force cyclists to cycle a longer way round and the proposed plan therefore did not align greatly with transport strategy.

She was not convinced that there was enough of a concern about damage to the building being a regular occurrence to warrant moving forward with this proposal and stated that she would only want to bring forward a proposal that added benefit for pedestrians, cyclists and sustainable travel, which this did not do.

She was also mindful that public speakers had alluded to alternative solutions, such as the parking around the junction with Main Street, and she wondered whether it was worth exploring traffic restrictions here if this parking was contributing to a risk of collision with the car port.

The Executive Member therefore

Resolved: To approve Option A and to take no further action, leaving the road as a two-way road.

Reason: This acknowledges the representations received in objection to the proposal.

The proposed changes conflict with commitments in the council's transport strategy by failing to provide additional benefit to pedestrians on the road and potentially exposing them to faster oncoming one-way traffic; cyclists would also be

inconvenienced as the proposed scheme prevents contraflow cycling.

This decision leaves in place potential conflict between pedestrian and vehicles and a risk of road traffic collision with potential injury to pedestrians and or damage to properties/vehicles.

The Executive Member suggested that future attention could be given to traffic restrictions at the corners surrounding the junction where collisions had occurred.

Cllr K Ravilious, Executive Member  
[The meeting started at 10.01 am and finished at 10.40 am].

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<b>Meeting:</b>	Executive Member for Transport Decision Session
<b>Meeting date:</b>	16/12/2025
<b>Report of:</b>	Garry Taylor
<b>Portfolio of:</b>	Councillor Ravilious Executive Member for Transport

**Decision Report:** Representations received to the advertised extension of the 'R65: Clifton Dale' residents parking scheme.

### Subject of Report

1. To consider the representations received to the statutory advertisement, to implement residents parking (ResPark) restrictions as an extension of the existing R65 (Clifton Dale) zone to include properties on Compton Street, Rosslyn Street, Grove View, Westerdale Court, Compton Mews and Clifton (part). In addition to the advertised limited waiting bay on Compton Street to facilitate short term parking to assist local businesses.
2. A decision must be made to determine what action should be taken which benefits the community and takes into account the representations made.

### Benefits and Challenges

3. The benefits are that we have met our statutory obligation to consult with relevant stakeholders providing them with the opportunity to voice their opinions or concerns and take those into consideration when reaching a final decision.
4. Any decision made may not be the desired results of all residents and could create other issues for residents or business owners in the local vicinity. Had we not consulted we would have breached our statutory obligations because of which we may have been considered to have acted unlawfully in respect of due process.

## Policy Basis for Decision

5. Should a decision be made to implement the advertised scheme then this would support the majority of responses received during the informal consultation that were in favour of implementing ResPark restrictions along with complying and supporting the Councils Local Transport Strategy, including the specific focus area to: reduce car dependency by discouraging car use for journeys which could be made by sustainable modes.
6. In addition, it would support the councils Climate and Health commitments as described in the Council Plan, in particularly prioritising sustainable transport: *“We will work with the city, partners, residents and businesses to change the way we move through and around the city, prioritising sustainable transport and discouraging non-essential vehicle journeys”*.

## Financial Strategy Implications

7. Should the advertised scheme progress to implementation the additional signing and lining required will be funded from the department’s signs and lines budget. The scheme would also put an additional pressure onto Parking Services for administration and Civil Enforcement Officers for ongoing enforcement.

## Recommendation and Reasons

8. It is recommended that the Executive Member consider the advertised restrictions, and the representations received during the informal consultation and statutory consultation and approve an amendment to the York Parking, Stopping and Waiting traffic regulation order 2014 to extend the R65: Clifton Dale scheme to include properties on Compton Street, Rosslyn Street, Grove View, Westerdale Court, Compton Mews and Clifton (part). In addition, approve the advertised limited waiting parking bay on Compton Street to provide short term parking to accommodate local businesses.
9. This is the recommended option as it supports the councils recently adopted Motion for “Reforming Residents’ Priority parking

in York”(see item 18 here:

<https://democracy.york.gov.uk/ieListDocuments.aspx?CIId=1061&MIId=14981>), removes on street commuter parking and supports

the Local Transport Strategy (LTS), (see item 16 here:

<https://democracy.york.gov.uk/ieListDocuments.aspx?CIId=733&MIId=14499>)

## Background

10. A petition was received from Clifton ward councillors in May 2022 who sent paper surveys to properties on Westerdale Court, Rosslyn Street, Grove View and Compton Street requesting that residents returned the completed survey to advise if they had difficulty parking in the area and were in favour of residents parking restrictions. At the time the petition presented to the council included responses from 16 Properties with 11 being in favour of parking restrictions and 5 against. As such the area was placed on the residents parking waiting list.
11. Once the area reached consultation stage, we collated and hand delivered the relevant consultation documentation (informal consultation) to all properties included within the proposed extended R65 area in May 2025 requesting that residents and local businesses return their questionnaires, by email wherever possible or to the Freepost address provided, by Friday 23<sup>rd</sup> May 2025. The consultation documents, plan of the proposed extended R65 boundary and limited waiting restrictions are included within Annex A.
12. Due to a change in CYC procedures the results of the informal consultation, results of which can be seen within Annex B, were presented within an officer decision, this was as opposed to an Executive Decision Session. As the majority of the responses were in favour of ResPark restrictions being implemented within their area an Officer Decision was made to: Advertise an amendment to the Traffic Regulation Order and undertake the Statutory Consultation with the residents and local businesses to progress the proposed scheme to legal advertisement, please see the following for the documented Officer approval:  
<https://democracy.york.gov.uk/ieDecisionDetails.aspx?ID=7500>.  
This gives a further opportunity for representations to be received.

## Consultation Analysis

13. During the initial consultation a total of 101 consultation documents were hand delivered to properties within the proposed extended R65 area. Of which 42 were returned with 27 in favour of introducing residents parking restrictions and 15 against any restrictions being implemented. Of the 42 responses in favour of a scheme 18 preferred a full-time restriction. The full table of returns is included within Annex B.
14. Written representations received during the informal consultation are included within Annex C. 3 were against the proposed resident parking scheme stating it was unnecessary and would cause a financial burden to residents. 11 representations were received in favour of restrictions being introduced mainly stating that a large amount of non-resident parking was taking place reducing the ability for residents to park within close proximity to their properties on a regular basis.
15. When the proposal progressed to Statutory Consultation documentation was hand delivered to residents within the advertised extended boundary, included as Annex D, in addition notices were placed on street and in the Press.
16. During the statutory consultation we received 5 further written representations against the introduction of ResPark restrictions (full responses are included within Annex E), the main concerns relate to the cost of permits and the effect the additional finance pressure would have on residents. Residents also suggested that they felt there was no evidence or justification to proceed to implementation and there are no current parking issues to resolve, as such they believe restrictions are not required and unnecessary.
17. It was also expressed that recent changes to transport provision by St Peters School for its students and staff has resulted in a positive improvement to parking within the residential area, as such restrictions are no longer required. It should be noted that if these changes have commenced, they are unenforceable and could be withdrawn at any time.

18. Representation in objection received from a resident of Clifton Dale residing within the existing R65 zone raised concerns about the ResPark boundary being extended to include additional streets due to an increase in traffic and parking which would be caused within the existing boundary, as such a separate scheme should be implemented. However, it is common officer policy to extend nearby existing residents parking zones rather than creating several small individual zones as this gives greater flexibility and does not isolate individual streets. As permits are required to park on Clifton Dale, should the advertised R65 extension progress, we would not expect parking to alter within the existing zone as non-residential parking will be removed from the proposed extended area allowing those residents to park more easily closer to their residing property.
  
19. 6 additional representations were submitted at the Statutory Consultation stage in support of the advertised restrictions (these are included in full within Annex F). The majority of the written representations in support expressed that parking in the area for residents is often difficult and has become progressively worse due to a number of non-residents vehicles, including drivers parking for accessing St Peters School, Holiday let properties, commuting into the city or train station and vehicles from surrounding restricted parking areas avoiding the need to purchase permits for their specific street.

## **Options Analysis and Evidential Basis**

### **Option 1 (Recommended Option)**

20. Progress the advertised extended R65 resident's priority parking scheme and limited waiting bay on Compton Street to implementation by amending the York Parking, Stopping and Waiting Order 2014.

This is the recommended option as it supports the CYC transport strategy and commitment to reduce traffic congestion by discouraging driving into the city centre. Making this location into a ResPark area would remove the ability for commuters to park whilst the limited waiting bay on Compton Street ensures that local businesses are not adversely affected maintaining short stay

parking for customers. It would also increase parking accessibility for local residents.

Should this option be progressed to implementation then this would meet the purposes in sections 1(1) (a) (c) (d) and (f) of the 1984 Act – namely for:

- a. (a) avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such arising;
- b. (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians);
- c. (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; and
- d. (f) for preserving or improving the amenities of the area through which the road runs.

This option meets the Council's duty under section 122(1) of the Road Traffic Regulation Act 1984 as it would:

- a. Support the *“convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway”* (RTRA 1984, Section 122(1)). The changes proposed will make the area safer to use for people walking and cycling whilst ensuring that on street parking remains available for residents.
- b. *“Consider the effect on the amenities of any locality affected”* (RTRA 1984, Section 122(2)(b)). By restricting parking in the advertised extended ResPark area, the local amenity for residents and customers to the local businesses would be protected by reducing the amount of on street commuter parking taking place, then reducing car dependency by discouraging car use for journeys which could be made by sustainable modes.
- c. Consider *“any other matters appearing to the local authority to be relevant”* (RTRA 1984, Section 122(2)(d)). Consideration has been given to the Council's Local Transport Strategy and the views expressed by the residents of the extended area

Having balanced the considerations identified in this report, it is considered that it would be expedient to progress this option to implementation.

## Option 2

21. Take no further action and remove the area from the residents parking waiting list.

This is not the recommended option as it does not take into account the responses received from residents or remove the commuter parking taking place which is impacting local residents.

## Organisational Impact and Implications

22. This report has the following implications

- **Financial:** should the proposals progress to implementation 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.
- **Human Resources (HR):** If the advertised restrictions are progressed to be implemented on street, enforcement will fall to the Civil Enforcement Officers adding an extended Resident Parking area and limited waiting restrictions. New or extended 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 or extended schemes to increase resources in these areas as well as within the Civil Enforcement Team as and when required.
- **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.

- **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.
- **Health and Wellbeing:** there are no Health and Wellbeing implications.
- **Environment and Climate action:** The recommended option reduces the capacity of free commuter parking and encourages people to use alternative sustainable modes of transport, helping to reduce carbon emissions from travel.

- **Affordability:** If restrictions progress to implementation residents required to park on street will need to pay for and purchase a residents parking permit (or other permits as applicable) along with visitor permits. The impact on residents is likely to be high as the area consists of terraced streets with limited access to off street parking. In addition, local businesses would, if eligible and necessary, be required to purchase a business parking permit which would allow one vehicle to park on street. However, on street parking would no longer be available for all current users, including staff. As such they would be required to seek alternative measures such as changing transport modes. Drivers currently utilising the area for commuting would have to make alternative arrangements, possibly at a cost (car parks, pay and display or Park & Ride), change transport mode or change destination. It should be noted that Blue Badge holders can park free of charge with no limits in ResPark areas and limited waiting bays.
  
- **Equalities and Human Rights:** The Council recognises its Public Sector Equality Duty under Section 149 of the Equality Act 2010 (to have due regard to the need to eliminate discrimination, harassment, victimisation and any other prohibited conduct; advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and foster good relations between persons who share a relevant protected characteristic and persons who do not share it in the exercise of a public authority's functions). The impact of the recommendation on protected characteristics has been considered as follows:
  - Age - Neutral
  - Disability – Neutral. Blue Badge holders can park in ResPark areas and limited waiting bays free of charge for an unlimited duration of time.
  - Gender - Neutral
  - Gender reassignment - Neutral
  - Marriage and civil partnership – Neutral
  - Pregnancy and maternity – Neutral
  - Race – Neutral
  - Religion and belief – Neutral
  - Sexual orientation – Neutral
  - Other socio-economic groups including:
    - Carer-Neutral

- Low income groups-Neutral
- Veterans, Armed Forces Community-Neutral
- **Data Protection and Privacy:** The data protection impact assessment (DPIAs) screening questions were completed for the recommendations and options in this report and as there is no personal, special categories or criminal offence data being processed to set these out, there is no requirement to complete a DPIA at this time. However, this will be reviewed following the approved recommendations and options from this report and a DPIA completed if required.
- **Communications:** no issues have been identified
- **Economy:** no issues have been identified

## Risks and Mitigations

23. In compliance with the Council’s risk management strategy there is an acceptable level of risk associated with the options listed for consideration.

## Wards Impacted

24. Clifton

## Contact details

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

## Author

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<b>Report approved:</b>	Yes/No
<b>Date:</b>	20/11/2025

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<b>Report approved:</b>	Yes/No
<b>Date:</b>	20/11/2025

## Background papers

[Decision details. Proposed Extension of R65 Residents Priority Parking area](#)

## Annexes

- **Annex A:** Informal consultation documents sent to residents
- **Annex B:** Table of results
- **Annex C:** Comments received during the informal consultation
- **Annex D:** Statutory consultation documents sent to residents
- **Annex E:** Representations received against statutory consultation
- **Annex F:** Representations received in support of statutory consultation



To the resident

Place Directorate

West Offices  
Station Rise  
York  
YO1 6GA

Tel: 01904 551337  
Email: [highway.regulation@york.gov.uk](mailto:highway.regulation@york.gov.uk)  
Date: 1<sup>st</sup> May 2025

Dear Resident

### **Initial consultation requesting your views on Residents' Priority Parking restrictions.**

We are writing to you because we have previously received a petition from residents of your area requesting us to consider introducing a Residents' Priority Parking scheme.

As such, the attached plan indicates our proposed boundary of the extended area which would be included within the existing R65 (Clifton Dale) zone. Should the scheme progress, we would propose to introduce an extended scheme which would operate on entry/exit signage at the start of the boundary area on Compton Street with smaller repeater signs being attached to existing street furniture within the remaining area. In addition, we would propose to implement a 2-hour limited waiting parking bay on Compton Street to assist nearby businesses, this would not be part of the residents parking scheme, and any vehicle would be permitted to park for a maximum of 2 hours.

The type of scheme proposed does not require extensive signing or lining (excluding the limited waiting bay) and would allow residents, when purchasing the required permit, to park anywhere on street so long as they are not parking on any existing restrictions which may be in place and no obstruction to the highway or private accesses/alleyways is being caused. Access would be permitted along with loading and unloading activities without the need for a permit. This would be the same design as the current scheme on Clifton Dale.

Please be advised that this stage is part of an informal consultation to measure if support for such restrictions are welcomed by residents and gives an opportunity for further consideration or accessibility requirements to be raised before progressing any further. Please also see the attached document

Director: James Gilchrist

[www.york.gov.uk](http://www.york.gov.uk)

for the current costs of permits. Residents who wished to park a vehicle on street would be required to purchase a household permit, residents who do not own a vehicle or have off-street parking amenities suitable to park their vehicle would not be required to purchase a household parking permit, in addition all residents would be able to purchase day permits for visitors and to facilitate building works etc.

Blue badge holders are permitted to park within residents parking schemes free of charge for an unlimited period of time.

Feedback from this consultation will guide any decision to proceed to a statutory consultation; normally we would look for the majority support from residents to proceed and initiate the legal statutory consultation/advertisement process (this is when formal objections and support should also be made).

During this initial consultation should some streets within the area not have a majority of returns in favour of introducing residents parking restrictions then an option could be put forward to only take individual streets through to the statutory stage of advertisement rather than the current proposed scheme.

Consequently, we would be grateful if you would take the time to complete the included questionnaire and return your preferences to [highway.regulation@york.gov.uk](mailto:highway.regulation@york.gov.uk) before **Friday 23<sup>rd</sup> May 2025**

Alternatively, the questionnaire sheet can be returned to City of York Council using the following freepost address:

*Freepost RTEG-TYYU-KLTZ  
City of York Council  
West Offices  
Station Rise  
York YO1 6GA*

### **Consultation documents**

The following information and documents are enclosed:

1. Plan of the extended area proposed to be included within the existing R65 zone and limited waiting restrictions on Compton Street.
2. How a Resident Parking Scheme Works using entry/exit regulations including current permit costs.
3. Questionnaire (please return responses via email where possible).

We can only accept one completed questionnaire from each household. Please return these details along with any comments you may have to us by 23<sup>rd</sup> May 2025.

Please where possible do try to email your responses to: [highway.regulation@york.gov.uk](mailto:highway.regulation@york.gov.uk) Please give all the information we have asked for on the questionnaire, including your name and address.

You can add any comments you wish to make. For example, we would like to know if any of the following circumstances apply to you:

- You have special needs/circumstances that you believe would be disadvantaged by the introduction of a ResPark scheme.
- If you rent your property, please forward the contact details of the owner (if known) or managing agent. As residents in the area, you should still complete the questionnaire and return your preferences to us. We will contact the owner separately.

The results of the consultation will be reported to the Executive Member for Transport at a Public Decision Session. We will write to you again before the meeting to confirm the date.

Please contact me on the email address provided if you wish to discuss this further or require any clarification at this stage.

Yours faithfully

*A Howarth*

Annemarie Howarth  
Traffic Project Officer







## A Residents' Priority Parking Scheme: R65 Extension

In January 2012, the Department for Transport amended Road Traffic Regulations. The amended regulations permit us to reserve a road for permit holders during an indicated period (or 24 hours) where parking bays are not marked. These are suitable for cul-de-sacs or enclosed areas where the witnessed problems associated with inconsiderate parking are due to the level of non-resident parking.

Because of the changes, we can now offer residents a Residents' Priority Parking Scheme (Respark) where the resident has more control. You can park anywhere on street as long as you are not parked on any yellow lines, across a dropped kerb placed for the purpose of vehicle or pedestrian access/crossing or cause an obstruction.

Signs are mounted at the beginning of the restricted area to inform drivers that parking is reserved for permit holders. The scheme can operate full time, or on a part-time basis depending on resident preference. The timing on the shown sign is an example: – please indicate your preferred times of operation on the questionnaire sheet enclosed. Outside any specified times the street would be available for any vehicle to park. A Mon-Fri, 9am to 5pm scheme gives residents and their visitors more flexibility on an evening and weekend. A full time scheme is more beneficial if non-resident parking remains at significant levels during evenings and weekends.



Our Respark schemes cannot guarantee a space will be available. A scheme is introduced to give residents priority over available space within the boundary of the scheme. In areas of high density housing, pressure for space can still occur.

There would be no parking allowed for any non-permit holders whilst the scheme is in operation. Any visitors to your property would require a visitor permit, even for a short duration (except for those activities that are listed below).

## Exemptions within the Traffic Regulation Order

A Resident Parking scheme is a parking restriction; it does not prevent access. Non residents can wait on street in order to undertake one of the following activities.

1. Loading and unloading, including passengers. For example, you would still be able to get goods delivered, move house, or a friend arrive to collect you or drop you off without the need to display a permit. Our Civil Enforcement Team wait for approximately 5 to 10 minutes to ensure no loading activity is occurring before issuing a penalty charge notice to a vehicle which does not display a valid permit.
2. Vehicles displaying a valid disabled permit (blue badge).
3. Vehicles used for medical requirements, or for weddings and funerals.
4. Vehicles which belong to emergency services, statutory bodies or vehicles being used for highway works.

If you are having work done on the house, your builder or other tradesman can use a visitor permit or purchase a “builders permit” from parking services.

## Enforcement

If a vehicle parks without a permit, the driver becomes liable for a Penalty Charge, issued by our Civil Enforcement Team.

## Permits

Within a ResPark zone a range of permits are available; please visit: [www.york.gov.uk/ParkingAndPermits](http://www.york.gov.uk/ParkingAndPermits) for further details.

However, most residents will obtain a **Household Permit**. Tenants can apply in their own right although we also ask tenants to make their landlords aware of the scheme.

If progressed your new permit would be allocated to a vehicle number plate (known as the vehicle registration mark, or ‘VRM’) of your choice. Using our Permit Portal, you’ll be able to change the allocation of a permit to another vehicle (for example, if you have a courtesy car, or need to park another of your cars on street).

Residents can obtain additional permits if you need them. You can also register visitors (by the day) online.

Discounted permits are available for low emission vehicles and there’s a surcharge for some higher emission vehicles.

Permit Type	Discounted rate	Standard rate	Premium rate
Household	£95.80	£115.00	£173.00
Additional (1 <sup>st</sup> )	£220.00	£264.00	£374.00
Additional (2 <sup>nd</sup> )	£458.30	£550.00	£748.00
HMO residents	£177.50	£213.00	----
Business	£510.00	£536.00	----

Visitor Permits	Cost
Book of 5 permits	£7.25
Book of 5 permits – discounted charge	£1.75
Daily digital permit	£1.45
Daily digital permit – discounted charge	35p

Please visit: [www.york.gov.uk/ResPark](http://www.york.gov.uk/ResPark), for more information about resident parking schemes and associated costs.

**Questionnaire Sheet**

Extension of R65 (Clifton Dale)  
Residents' Priority Parking Scheme.



Please indicate your preferences by ticking the appropriate box:

	YES	NO
Would you support the proposal to introduce the extended Resident Parking Scheme in your street?		

Please indicate your preferred times of operation. It would also be helpful if you could complete this section even if you have indicated "NO"

7-day week restriction, operating full time 24hours	
7-day week restriction, operating 9am to 5pm	
Monday – Friday, operating 24 hours a day	
Monday to Friday, operating 9am to 5pm	
Other? Please specify your preference	

**First name:** -----  
(Mr. Mrs. Miss Ms)  
**Surname:** -----  
**Address:** -----  
-----  
**Postcode:** -----  
**Email:** -----

*Please return the above information via email where possible, alternatively return this form to the following freepost address:*

*Continued...*

*Freepost RTEG-TYYU-KLTZ  
City of York Council  
West Offices  
Station Rise  
York YO1 6GA*

*All responses must be received by **Friday 23<sup>rd</sup> May 2025**. We will only accept one completed form/email from each household and your preferences are kept confidential.*

*Please aim to email your preferences and any comments you have to [highway.regulation@york.gov.uk](mailto:highway.regulation@york.gov.uk)*

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**Table of results following the informal consultation**

<b>Street</b>		<b>Yes</b>	<b>No</b>	<b>Full time</b>	<b>Full time 9-5</b>	<b>Mon - Fri 24hrs</b>	<b>Mon - Fri 9-5</b>	<b>Other</b>	<b>Ballots returned</b>	<b>% Return</b>	<b>% In favour</b>	<b>% against</b>
Clifton	7	0	1	0	0	0	0	0	1	14.28	0	100
Compton Street	32	7	5	6	0	0	1	1	12	37.5	58.3	41.7
Compton Mews	3	1	0	1	0	0	0	0	1	33.3	100	0
Grove View	17	7	4	3	0	1	2	4	11	64.7	63.6	36.4
Roslyn Street	32	12	4	8	3	0	4	0	16	50	75	25
Westerdale Court	10	0	1	0	0	1	0	0	1	10	0	100
<b><u>TOTAL</u></b>	<b>101</b>	<b>27</b>	<b>15</b>	<b>18</b>	<b>3</b>	<b>2</b>	<b>7</b>	<b>5</b>	<b>42</b>	<b>41.2</b>	<b>64.3</b>	<b>35.7</b>

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Comments received to the R65 extension informal consultation**SUPPORT**

I fully support the Residents Parking scheme on a 7 day, 24 hour basis

Oversubscription of our 4 streets has been getting worse year on year. Residents' safety and wellbeing/mental health are suffering because of this.

Examples:

- Pupils at St Peter's school - inexperienced drivers who often enter and exit too fast - making our streets unsafe Monday to Saturday on their arrival and exit, and regularly damaging residents' vehicles.
- Contractors who can't park on site e.g. Roundtree's Crescent, Coney St
- People who work in town or at the hospital but don't wish to pay for parking.
- Residents in adjacent Res Park areas who have a second/third vehicle and don't wish to pay for additional permits (e.g. Abbey Street, North Parade )
- The 13 (that i know of) AirBnBs within the proposed scheme, where we can have multiple vehicles arrive for each property. They are often parked until the end of 'changeover day' while the new occupancy and their multiple vehicles have already arrived.
- Holiday-makers who use our streets for free parking before walking to the station to catch the airport train. Their cars have been known to have been left for anything up to 2 weeks.

**SUPPORT**

We both voted in favour of the scheme and for the 24 hours 7 days a week option.

I'm just getting in touch to provide some further information as to why we feel so strongly about this scheme going ahead. I've attached a few images highlighting how bad the parking situation is for the residents of Compton street.

With our street, and the adjacent streets being the only non permit zone in the area it has meant that the residents barely stand a chance of getting parked near their own homes and are completely at the mercy of people who work in York and use our street for free parking all day, St Peters Students, Old Grey Mare customers who can't drive home after drinking and Air B&B's in the area who advertise our street as free parking.

There have been a number of instances where I've been completely blocked in by people who don't live in the area and we've had no way of getting in contact with the owners to try and get out. Neither the police or the council said they could help, both said it was the others remit. I've been severely late for work as a result.

We've had a window fitter in the past few months who's had to charge us twice because when he came to fit the windows he couldn't get outside our house to do the work. A young girl ditched her car outside and never came back for over 3 days. We've had to turn numerous workman away as a result of this in the past.

Finally there's how bad things have got at the weekends since the opening of the Old Grey Mare. Don't get me wrong, we love the fact that the pubs doing really well, and we enjoy going ourselves. It's gotten to the point where people are driving, leaving there cars and having a drink.

I popped back to the house at 8pm last night to pick up some things and I couldn't get parked anywhere. I'm dreading to think what it'll be like the day we bring the baby back and my partner is struggling to get out of the car and we're trying to get the baby out at the same time.

I appreciate you taking the time to read this, I just wanted to make you aware that our support of the residents only parking isn't coming from place of pettiness or grudges. But from genuine grievances that the vast majority of other residents in the city don't have to put up with.



## SUPPORT

One of the serious problems that occurs on Grove view is the amount of parking from St Peter's School.

Numerous students drive in and out at the exact times that people who live in the street are trying to move in the opposite direction for work or school purposes. This has led to numerous arguments in the street and is damaging to community cohesion. Residents have appealed to St peter's Schools to create parking for sixth formers on their land rather than causes much nuisance in the local neighbourhood., notwithstanding the fact that at the moment it is of course legal for them to park here.

They often park badly and take up too much space in a small street. It is sometimes a serious nuisance.

WE also get people from other streets not Compton or Rosslyn who park here and go on holiday. That is also annoying when the owner of the vehicle lives in eg Abbey Street or another street and assumes that our street is safer.

I agree with businesses being provided for with temporary parking bays especially the butcher and the greengrocer.

There is more visitor parking now that the Old Grey Mare is functioning more successfully but more parking in Compton Street has arisen as a result.

As I have been seriously ill I have had numerous home visits from a variety of care and service providers. I need know that the arrangements for them to park are workable and not too costly given that some of them are medical staff nurses and chiropodists as well as the cleaner and home help. Are there arrangements for visitors who are doing a job at any given house especially where disabilities or illness is involved.

I prefer paper permits that I can give to people rather than having to go online all the time as I would not necessarily have registration numbers or knowledge of what kind of car to complete any online form.

## SUPPORT

There are a number of identifiable groups that use Compton Street for parking at different times, workers, sixth-formers, shoppers. There is also significant anecdotal evidence that the street is used by visitors/AirBnB-ers. For this reason I think it's important that any restriction be 24x7.

On the plan provided, the red line which indicates the proposed extended area terminates on the north side at the gable-end of 1A Compton Street. Perhaps the diagram is drafted inaccurately, but it would seem to be more sensible (and create an extra parking space) if the parking area extended as far as the entrance of the Old Grey Mare. (See diag.)



With this extra space, 3 cars can then park comfortably outside of 1A & 1B.

A more general comment is re the 2-hour parking bays. I appreciate that 2-hour parking is in use elsewhere in the locality, but I question whether this is the best way to support local shops.

2-hours hardly encourages great turnover. The pub has its own car-park, and surely one hour is sufficient time to visit the deli, the butcher and/or have a haircut, or to park up for a 30 minute music lesson locally. 2 hours is sufficient time to park up and stroll into the city centre for in excess of an hour of shopping, which does little to assist local businesses.

**SUPPORT**

As a resident I strongly support the action to make the street a permit zone.

**SUPPORT**

Mon -Sat 9.00am - 5.00pm After over two years of waiting this is great and very positive news. I am fully in favour of the scheme and hope the surrounding residents are too. We are however at a slight disadvantage in Grove View now as we have waited so long for this parking scheme to happen that recently three residents from the street who were in favour have now decided to move with the issue being part of their reason why.

**SUPPORT**

Parking has become horrendous in the area on a daily basis which causes needless stress for everyone. I truly believe that if successful it will make life easier for all residents who live here

**SUPPORT**

The parking situation is noticeably more difficult during St Peters' School term time. Residents have appealed to the school about the inconvenience to residents of the number of sixth form students parking in the street but the school has not provided a solution and has reminded us that the students are legally entitled to park but the school will support our application for resident parking.

**SUPPORT**

One of the issues we have on the street is students at St Peters using it as a car-park. I was hoping that supporting the proposition may also help to discourage people setting up Air BnB on the street.

**SUPPORT**

9-5 on weekdays is currently when parking is the most stressed, particularly on school days. So I believe restricting parking during this time would be the most effective at addressing the issue, while still allowing some flexibility for guests during the weekend.

**SUPPORT**

This scheme is very much welcome. already on a number of occasions I have been unable to park on my own street, as well as having had my vehicle damaged by inexperienced drivers who drive down our rather tight one way street. I sincerely hope that this proposal goes through, and we can enjoy parking outside our houses not having to worry about space availability.

## AGAINST

We are writing to strongly object to the proposed introduction of a permit parking scheme on Rosslyn Street. As residents of this street for nearly six years, we believe such a scheme is unnecessary, would provide no additional benefit to us, and would, in fact, cause significant financial hardship and disadvantage, particularly in our current circumstances.

The consultation specifically asks for comments on any circumstances that mean we would be disadvantaged by the introduction of the scheme. We wish to highlight the following key points:

1. **Specific Disadvantage and Financial Burden Related to Employment:** One of the most significant disadvantages for us relates to \*\*\* employment. The recent appointment is a role dedicated to serving our communities. This role inherently requires extensive travel by car, often needing to use a different hire vehicle each week for insurance purposes. The proposed permit scheme presents a serious logistical and financial obstacle. It appears they would either be forced to purchase numerous visitor permits weekly, which may be subject to limitations and rapidly accumulating costs, or potentially face the unfeasible expense of an additional full permit costing hundreds of pounds annually for vehicles they uses temporarily. This new financial burden, arising so soon after commencing a role focused on public service, seriously calls into question the viability of continuing this important community-focused work without incurring significant personal and unsustainable expense. This is a clear and direct disadvantage imposed by the scheme.
2. **Lack of Existing Parking Issues for Residents:** In our almost six years living on Rosslyn Street, we have consistently found it easy to park either directly on our street or on the adjacent Compton Street. We have not experienced a shortage of parking spaces that would necessitate a permit scheme. Therefore, the proposal seeks to charge us for a convenience we already enjoy and rightfully expect as residents.
3. **Exorbitant and Unjustified Permit Costs:** The proposed permit costs are, frankly, astronomical. £115 for a single car, and an additional £264 for a second car, represents a substantial new financial burden. This feels less like a solution to a non-existent problem and more like an additional tax, particularly on younger working residents. At a time when council tax continues to rise and the general cost of living presents significant challenges, these proposed charges would place an unnecessary and severe strain on our already tight household budget.
4. **Feeling Priced Out of Our Community:** We love living in York and actively contribute to the city through our employment and volunteering efforts. However, the cumulative effect of rising council tax, the general cost of living, and now the

potential for these extortionate and, in our view, unnecessary permit charges, is genuinely making us feel as though we are being priced out of the city we call home.

5. **Flawed Justification for the Scheme:** We understand the petition for permits may stem from concerns about St Peter's students or city centre commuters parking on these streets. However, in our direct experience, this does not present a significant issue for residents. There is a natural turnover of vehicles in the morning and evening as residents commuting to work depart and return around the same times as any non-resident day parkers. This typically ensures space availability. Furthermore, we have observed a noticeable reduction in non-resident parking since 2020, likely due to increased remote working. We urge the council to conduct a thorough, objective assessment of current parking levels on Rosslyn Street at various times and days to accurately gauge the situation before proceeding with these plans. We are confident such an assessment would demonstrate that sufficient parking remains available for residents.
6. **Misdirected Solution – Real Issue is Lack of Enforcement:** The primary parking-related issue on Rosslyn Street is not a lack of spaces, but rather the persistent illegal and inconsiderate parking on double yellow lines. This dangerous practice significantly obstructs visibility and access, particularly when entering and exiting Rosslyn Street and when pulling out from Compton Street onto Bootham. The current lack of enforcement of these existing, clearly marked restrictions gives us little confidence that a new permit scheme would be effectively policed. Consequently, we fear that non-residents may continue to park inappropriately without penalty, while residents are burdened with the cost of permits that fail to solve the actual problem.

**Alternative Suggestion:**

We believe a more equitable and sensible approach, if any intervention is deemed necessary after a proper assessment, would be to grant permits to residents free of charge. If the aim is to deter non-resident parking, then a system of charging non-residents for parking in the area would be a more targeted and fair solution, rather than penalising residents for parking near their own homes.

In conclusion, the proposed permit parking scheme for Rosslyn Street would impose significant and demonstrable disadvantages upon us as residents. It offers no discernible benefits to offset the substantial financial costs, the logistical challenges it presents for employment, and the general sense of being financially penalised for simply residing here. The scheme appears to be a solution in search of a problem, failing to address the genuine issue of illegal parking while creating new burdens for the community it ostensibly aims to serve. We strongly urge the council to reconsider this proposal, conduct a comprehensive and objective assessment of the current parking situation, and explore alternative solutions that do not disproportionately disadvantage residents like ourselves. We believe that our ability to continue living and contributing to this community will be seriously impacted by the introduction of these unnecessary and costly permits.

Thank you for considering our objections.

**AGAINST**

I have experienced no issues parking in the time I have lived here, and regularly see multiple free spaces. I see no reason why I should pay £100 per year to continue doing exactly the same thing that I currently do. I would happily support residents' parking as I am aware students of St Peter's regularly park on our road, but only if this is at no cost to residents. To reiterate, I do not want to be paying money to continue to do something which I already do without needing to pay. Given that you have already increased residents' council tax at the maximum available rate, I would prefer not to continue to pay more money for no additional service or benefit.

**AGAINST**

No resident parking scheme is necessary in this area

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To the resident

Place Directorate

West Offices  
Station Rise  
York  
YO1 6GA

Tel: 01904 551337  
Email: [highway.regulation@york.gov.uk](mailto:highway.regulation@york.gov.uk)  
Date: 19<sup>th</sup> September 2025

Dear Resident

### **Advertised extension of R65 (Clifton Dale) Residents Priority Parking scheme (ResPark) to include your area.**

Further to the recent informal consultation previously undertaken with residents in the Compton Street area we are writing to advise that due to a change in CYC processes an Officer Decision has been made to now progress the proposed extended R65 residents parking scheme to Statutory Consultation (legal advertisement). The extended boundary can be seen on the attached plan, outlined in red, along with the advertised limited waiting parking restrictions on Compton Street.

The decision to progress to statutory consultation was made at Officer Level, as opposed to an Executive Member Decision Session, due to the number of responses received to the informal consultation indicating that the majority of replies were in favour of implementing extended ResPark restrictions.

The Officer Decision can be found on the following website link: <https://democracy.york.gov.uk/ieDecisionDetails.aspx?ID=7500>. Alternatively, please search for 'Officer Decisions' on the CYC website home page and scroll down to the paper named 'Proposed Extension of R65 Residents priority Parking Scheme'.

The statutory advertisement will commence on Friday 19<sup>th</sup> September 2025, for a three-week period, notices will be placed on street and the restrictions advertised in the local press. A copy of the legal advertisement is attached for your reference.

If you wish to make any representation to the advertised proposals, in support or against, please write with details by email to:

[highway.regulation@york.gov.uk](mailto:highway.regulation@york.gov.uk) alternatively please write to the Director of City Development at: West Offices, Station Rise, York, YO1 6GA.  
Representations should be received no later than Friday 10<sup>th</sup> October 2025.

If you require any additional information or clarification, please contact me directly by email to: [annemarie.howarth@york.gov.uk](mailto:annemarie.howarth@york.gov.uk)

Please note that should objections be received to the legally advertised statutory consultation all written comments previously received during the informal consultation will be included within a Decision Session for further consideration by the Executive Member at a later date.

Yours faithfully

*A Howarth*

Annemarie Howarth  
Traffic Projects Officer

Enc: Notice of proposals

Plan of the proposed R65 extended boundary (shown in red) and limited waiting restrictions on Compton Street

**CITY OF YORK COUNCIL**  
**NOTICE OF PROPOSALS**

**THE YORK PARKING, STOPPING AND WAITING (AMENDMENT) (NO 14/67)**

**TRAFFIC ORDER 2025**

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:

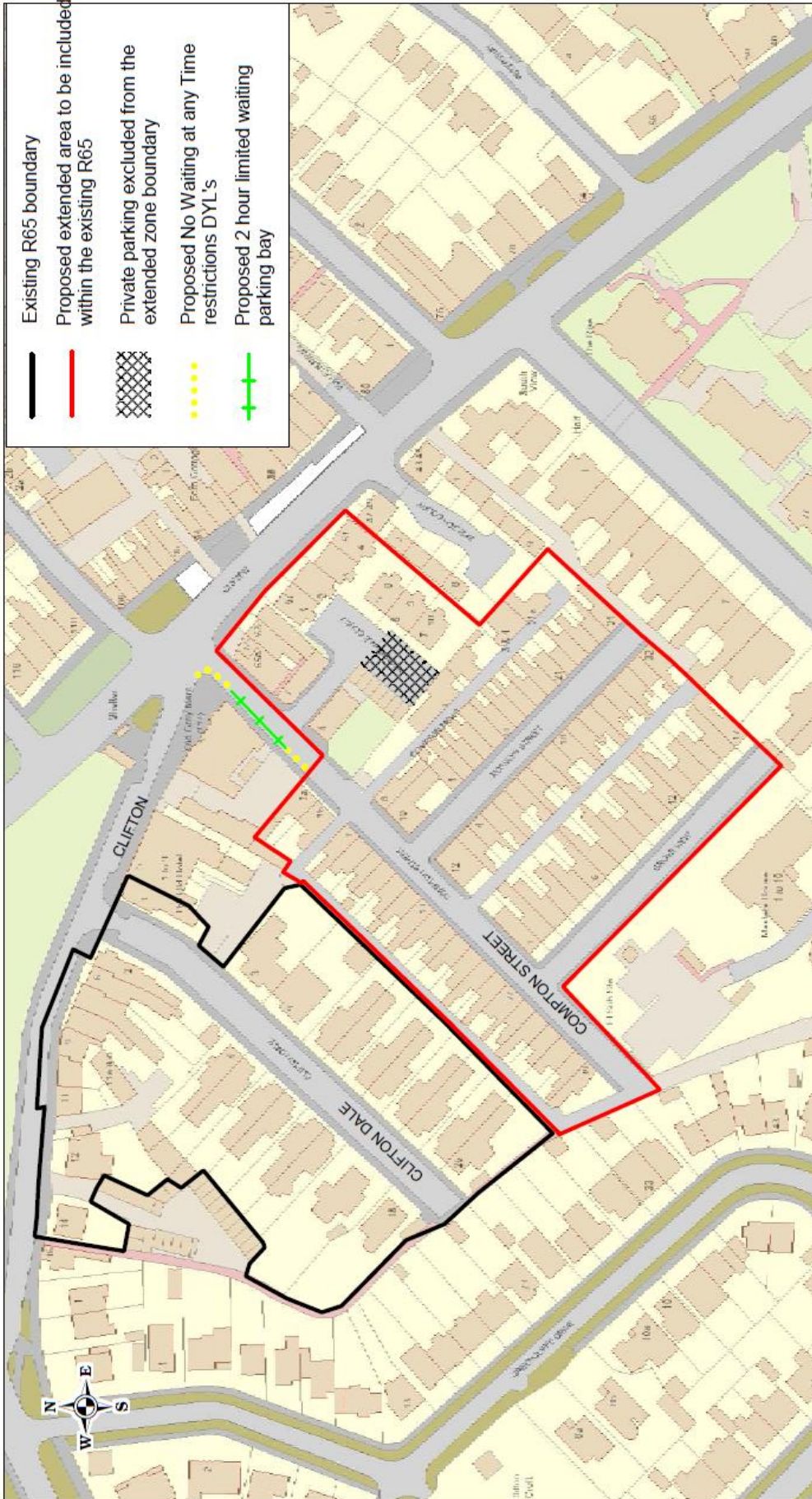
1. Introducing 'No Waiting at any time' restrictions in York, as follows:
  - (a) Compton Street, on its north west side:
    - (i) Between the projected southern kerblines of Clifton and a point 30 metres north east from the projected north eastern property boundary line of 1a Compton Street
    - (ii) Between the projected north eastern property boundary line of 1a Compton Street and a point 10 metres north east of the said line
  - (b) Dennings Mews, on both sides, from the projected western kerblines of Wigginton Road south west for the remainder of its length.
2. Introducing a Residents' Priority Parking Zone (Zone) for all classes of Residents' Priority Permit Holders comprising of **COMPTON STREET, GROVE VIEW, ROSSLYN STREET and WESTERDALE COURT**, York, the said Zone to be identified as Zone 65, that Zone to include all properties adjacent to and having direct private access to the said roads.
3. Designating the existing unrestricted lengths of **COMPTON STREET between the projected northern property boundary of 1a Compton Street south west for the remainder of its length, GROVE VIEW, ROSSLYN STREET and WESTERDALE COURT**, York within the proposed Zone described in paragraph 1 as a Residents' Priority Parking Zone for use only by Zone R65C '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 a 24-hour Monday-Sunday Parking Places, providing a limited parking period of 120 minutes with 120 minutes 'No Return' period in Compton Street, York, on its north west side between points 10 metres and 30 metres north east from the projected north eastern property boundary line of 1a Compton Street.

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 10<sup>th</sup> October 2025.

Dated: 19<sup>th</sup> September 2025     Director of City Development

Network Management, West Offices, Station Rise, York, YO1 6GA

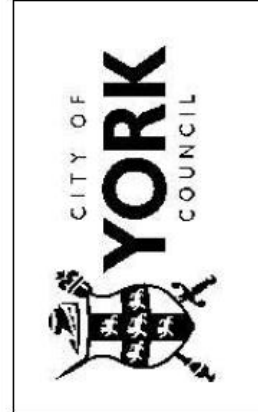
Email: [highway.regulation@york.gov.uk](mailto:highway.regulation@york.gov.uk)



- Existing R65 boundary
- Proposed extended area to be included within the existing R65
- Private parking excluded from the extended zone boundary
- Proposed No Waiting at any Time restrictions DYL's
- Proposed 2 hour limited waiting parking bay

SCALE	1 : 1400
DATE	April 2025
DRAWING NO.	
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**Proposed extended R65 residents priority parking area and limited waiting restrictions**



**Representations received against the advertised R65 extension****Against**

Looking at the ResPark poll data (kindly provided by Annemarie Howarth) whilst about 2/3 of those who voted, voted in favour of a ResPark, the percentage of all residents who voted for a ResPark was only a paltry 27% overall, with some 73% either voting against or abstaining (or maybe on holiday). 27% is hardly a resounding majority.

The poll was held without any of the residents being made aware of the recent decision by St Peters to provide pupil and staff bus services. There have been no sightings of any St Peters' pupils parking in Grove View since the beginning of the autumn school term. Thus, we must conclude that the belated but welcome St Peters' bus services have solved the problem. If the Council is insisting that the ResPark goes ahead, then it would only be right if a new poll was commissioned, with the Council informing all residents in advance of this huge positive improvement in the current parking situation

Looking back to Annemarie's original letter on this matter dated 1 May 2025, the local residents were then invited to vote on what is now a false premise. It has been noticeable that, since the start of term, no St Peters' pupil has been seen parking in Grove View. I suspect that the same goes for Compton Street and Rosslyn Street. This clearly is as a result of the headmaster's long awaited and belated intervention and the provision of the said pupil bus service. Thus, the parking conditions that have prevailed for many years (because of the school's persistent ignoring of the situation) no longer exist. I consequently propose that the poll be re-done, but this time with all the residents of all the affected local streets being given this much more up to date information (about the pupil bus service), information that was either not available at the time or which was withheld from the residents earlier in the year.

I repeat what I said before - the entire reason that parking in our local area has been difficult, is that many older pupils from St Peter's school selfishly and inconsiderately park in our streets. Not illegal of course but selfish and inconsiderate. Young, fit pupils parking outside homes belonging to, in the main, elderly residents. An utter disgrace. Numerous representations have been made to the school over many years but they have fallen on deaf ears. I personally hand delivered a letter to the Headmaster and Chair of Governors a year or so ago. Neither had the courtesy to respond. Not even an acknowledgement! I have heard that academic standards at that school are nothing to shout about. Clearly good manners are not taught there either. Certainly, the school itself cares not a jot about its detrimental impact upon the local community.

I am a 78-year-old pensioner who can ill afford to pay hundreds of pounds every year to park in front of my own house. To make matters worse, I have living with me a granddaughter who has just completed her second year in Nursing studies at

the University of York. She needs her car to attend hospital placements as far away as Scarborough. When she graduates, she will be a huge asset to York. How is she going to be able to afford to pay hundreds of pounds to park here? So, we are left with a situation which could have been avoided if sufficient representations had been made at local government level to the school. Instead, we have an expensive school full of exceedingly rich pupils who have been allowed to ruin the lives of many ordinary local elderly people. Is it any wonder that I question whether our Labour Council or our Labour Government cares more about their constituents. Certainly, no-one has hitherto listened to us here in Grove View. And in addition, there will be no gain for the selfish St Peters' pupils who have brought this upon us. If the ResPark goes ahead, everyone loses!

### **Against**

I am writing to comment on the proposed changes to the R65C parking zone.

I object to this change, as the areas being added will result in a significant increase in traffic and parking to the current R65C area. There has been no resident consultation for any changes, which shows how little care a regard the council have for the residents of this city.

If you wish to make Compton street and neighbouring streets residents parking, create a separate zone for this area, to prevent parking overflow into neighbouring streets which are already at maximum capacity.

### **Against**

We are writing to formally object to the proposed extension of the R65 residents priority parking scheme. Having already responded in the informal consultation, we wish to reiterate our main concerns with this proposal.

In the nearly six years we have lived in the area, we have never experienced difficulty finding a parking space. The proposal aims to solve a problem that, from our perspective as long-term residents, simply does not exist. We are being asked to pay for a convenience that we already have, for no tangible benefit, and like the current parking restrictions i.e., the yellow lines, will likely go unenforced regardless.

The current proposed costs of £115 for a first permit and an additional £264 for a second are disproportionate. As tenants, we will likely be required to fund our letting agency's permit in addition to our own. We are aware that permit prices have increased significantly in the last few years and are likely to increase for the foreseeable future, representing a new and likely ever increasing financial burden. (<https://www.yorkpress.co.uk/news/25227449.york-council-increases-respark-revenue-17-5-3-years/>).

This is effectively a tax on residents for parking outside their own homes. We both require vehicles as conditions of our employment therefore getting rid of a car in order to reduce the financial burden this scheme will place on us is not an option. At a time of rising council tax and living costs, introducing such a substantial and unnecessary expense is an unreasonable expectation.

### Against

I am writing to formally object to the proposal for implementing a Residents' Priority Parking Zone in Compton Street, Grove View, Rosslyn St, and Westerdale Court.

While I understand the intention to manage parking pressures, I have several concerns about the potential impact this scheme could have on local residents and the wider community:

1. Reduced accessibility for visitors and service vehicles – The restrictions would make it difficult for family, carers, and tradespeople to park nearby, which would be especially inconvenient for households that rely on regular visits.
2. Increased cost to residents – The introduction of parking permits would create an unnecessary financial burden on households that already contribute through local council tax.
3. Displacement of parking problems – The proposed zone may simply shift parking pressure to neighbouring streets, worsening congestion in surrounding areas.
4. Lack of demonstrated necessity – Current parking conditions in our area do not appear to justify such a restrictive scheme, and many residents have not experienced persistent parking difficulties.

I respectfully request that the council reconsider or delay the implementation of this scheme until further consultation and a more comprehensive impact assessment are undertaken.

Thank you for taking my views into account. Please confirm receipt of this objection, and let me know if any further information is required.

### Against

I would like to reiterate my concerns as sent to you in the previous consultation:

I **object** to the above scheme extension for the following reasons.

1. For reasons of cost to myself, as a single parent on a limited income and tight budget.

2. I do not believe it is necessary. I have lived in Compton Street for 19.5 years and never have difficulty finding a parking space.



**Representations received in support of the advertised R65 extension****Support**

I would like to reiterate my support of the R65 extension to the ResPark scheme as this has now gone to formal consultation.

**Support**

Following the September 19th, 2025, letter regarding the proposed extension of the R65 Residents parking scheme to Compton St, Grover View, Rosslyn St, and Westerdale Road, this is great news and as a resident in full support.

As residents of the area, we have been waiting for over two years to reach this stage. During this period, there has been an increase in parking by non-residents, including St Peters School students and others who leave their vehicles for extended periods or use the streets as a parking location while they commute to work or go into town.

During this time, St Peters has supported the residents' parking application, recognising the frustration it has caused locals. Too many non-residential vehicles are parked here, causing frustration and frequent vehicle damage due to overcrowding.

The annual cost for the resident parking scheme enables residents to securely park their vehicles on their own street. I believe that implementing this scheme would not adversely affect local businesses, especially as a 120-minute limited parking period will be available on Compton Street. As the last street in the area without residents' parking, we've had no choice but to bear most of the parking problems, which is unfair. The council now has a chance to address this issue and improve the situation for the community.

I hope when the decision is made that the council takes into account the positive response from the initial consultation in May where the majority of the replies were in favour of the scheme and proceeds with the implementation regarding the extension of the R65 Residents Parking Scheme as it would make a huge difference for the local residents

**Support**

Thanks for the recent update on the request to implement ResPark in the Compton St area. I'm positive re the implementation of a 24x7 scheme as outlined and thank you for the work you're doing.

My query, as expressed in a previous email, is why the zone is planned to start in line with the northern property boundary of 1a Compton Street. Is there a good reason why the zone cannot start nearer to the entrance of the Old Grey Mare car park - say, 4m north-east of the proposed start - thus creating a further two car spaces?

## Support

I am in favour of the 'proposed extension to R65' scheme. I feel it is important to highlight a new development as well as reiterate some points.

I have just been made aware that the Old Grey Mare are shortly opening ten letting rooms. Whilst they assured me it would have no impact on residents parking I feel it is important to draw your attention to this as it will undoubtedly make the parking situation worse for residents in the area if the R65 scheme is not put through. We already have a problem with The Old Hotel (there are 10 apartments)

In order to avoid parking fees holidaymakers park in the area, and on "change over" day many put their suitcases in their cars and leave their cars in our streets to go into town for the day. The new arrivals park their cars and consequently the amount of cars double up. I imagine a similar situation will occur with the rooms at the Old Grey Mare.

There are also numerous unregistered Airbnbs within the proposed extension area creating a similar problem as many occupants turn up in multiple vehicles.

In addition the St Peter's Vlth formers use the area as a car park. Recently one of my neighbours had to drive a pupils car out of our street because he was incapable of controlling the vehicle without damaging others (having only passed his test two days previously). Quite frankly we are sick of the damage to our property.

We are also a car park for the hospital and for people working/shopping in town. There are also individuals going to the railway station leaving their cars for weeks to go on holiday. In addition, there are those from Clifton Dale/Abbey Street/Greenccliffe Drive/The Avenue/North Parade/Queen Anne's Rd etc who do not wish to pay for a permit for their 1st or 2nd vehicle and use our streets to leave their vehicles.

As a cyclist I find it unsafe in the area at peak times as I have observed those using it as a car park drive at inappropriate speed and are generally disrespectful of the area and its residents. I have been reversed into, verbally abused, and forced off the road by these commuters. Generally I find my neighbours far more respectful of the highway code and park more appropriately. The area would be safer and more pleasant if the scheme was passed.

We have been waiting decades for a suitable scheme and I really hope that we have a favourable outcome.

This is a point I neglected to include in my previous email in favour of the extension and something I have experienced myself.

Over the years when some of my neighbours have been receiving post operative care, palliative care, or visits for an ongoing condition that requires regular district nurse visits the parking situation has made what is a difficult time even more stressful. Carers, GPs and nurses are on a limited time slot. Having to drive around

the area trying to park safely means they cannot provide the standard of service they would wish to as the allotted time is greatly reduced.

The extension to the scheme would alleviate this situation and help with what is already a difficult and anxious time.

## Support

I write to you in support of the Residents' Parking extension of Zone R65C to include Grove View, Compton Street, Rosslyn Street and Westerdale Court.

I fully support the Residents Parking scheme on a 7 day, 24 hour basis. Oversubscription of our 4 streets has been getting worse year on year. Residents' safety and wellbeing/mental health are suffering because of this.

Examples:

- Pupils at St Peter's school - inexperienced drivers who often enter and exit too fast - making our streets unsafe Monday to Saturday on their arrival and exit, and regularly damaging residents' vehicles.
- Contractors who can't park on site e.g. Roundtree's Crescent, Coney St
- People who work in town or at the hospital but don't wish to pay for parking.
- Residents in adjacent Res Park areas who have a second/third vehicle and don't wish to pay for additional permits. We have almost permanent parking of vehicles from Clifton Dale. Greycliffe Drive, Abbey Street & North Parade.
- The 13 (that i know of) AirBnBs within the proposed scheme, where we can have multiple vehicles arrive for each property. They are often parked until the end of 'changeover day' while the new occupancy and their multiple vehicles have already arrived, causing an even greater lack of parking for actual residents.
- The Old Grey Mare is refurbishing and will shortly open 11 rooms for overnight let. This will only add to the problem I describe above with the AirBnBs.
- Holiday-makers who use our streets for free parking before walking to the station to catch the airport train. Their cars have been known to have been left for anything up to 2 weeks.

## Support

This email is in support of the scheme – as a resident of Compton Street there have been issues with the availability of parking spaces for residents on the street for a number of years, which has worsened over time. Having lived here for over 20 years I can testify that the situation is significantly worse than when we first moved here.

The main problem is students of St Peters parking their cars on Compton Street and Grove View – this can be upwards of 20 cars, which leaves little space for residents. There is very little alternative parking nearby due to the Residents Parking scheme which operates in surrounding streets – so as a resident if you are unable to park on Compton Street/Grove View/Rosslyn Street you would have to travel much further out to find a parking space.

Despite polite requests to St Peters, they have shown no real interest in addressing this problem, taking the unhelpful stance of ‘well the school was here first’ or ‘it’s not illegal so there’s nothing we can do’, despite the negative impact it has on the local community. I think it unlikely that after all this time, without the introduction of ResPark, they would ever address it.

There are also a number of factors that have worsened the situation recently:

- Introduction of other ResPark in neighbouring streets (such as Clifton Dale and Government House Road and nearby river slipway) has left our streets as the last ‘free’ parking spot, effectively funnelling more cars into our streets. In fact I believe it is advertised on a ‘free parking’ app. There has been a noticeable increase in cars parking and people taking their dogs for a walk since the slipway parking restrictions were introduced
- People who have ResPark on their street (e.g. Abbey Street) who don’t want to pay for the permits, simply park on Compton Street and walk to their residence.
- The re-opening of The Old Gray Mare pub has led to an increase in cars parking on our streets with customers parking on the street as the car park is very small.

It has been very stressful over the years when going out in the car, never knowing if you would be able to get a space when you get back. If you have small children or heavy loads of shopping, the thought of having to carry all this some distance to be able to get everything unpacked from the car is worrying.

There are also a number of older residents who have had homecare and needed carers to be able to park their cars nearby.

For all of the reasons above we are very much looking forward to the introduction of ResPark and the improvements it will bring.



<b>Meeting:</b>	Executive Member for Transport Decision Session
<b>Meeting date:</b>	16/12/2025
<b>Report of:</b>	Garry Taylor
<b>Portfolio of:</b>	Kate Ravillious, Executive Member for Transport

## **Decision Report: Review of Statutory Consultation for the removal of House of Multiple Occupancy (HMO) Parking Permits**

### **Subject of Report**

1. The report will review the representations received to the Statutory consultation for the proposed revocation of the Multiple Occupancy Permit and the Multiple Occupancy Discount Permit from the available permit types within the Residents parking Scheme.
2. The proposed revocation of the permits was advertised on the 23<sup>rd</sup> May 2025, with the representations received to the proposal considered within this report, to help provide the Executive Member for Transport to make a considered decision on the proposed amendment.

### **Benefits and Challenges**

3. The recommended option is to remove the HMO permit and move all properties onto the Household permit. Household permits are provided on a first come first served basis; those who move from the HMO permit and can buy the first Household permit will make a significant saving. However, those who buy the first or second additional Household permit will pay more.
4. In addition any properties which have four or more HMO permits reduce the available number of permits for the property, given the maximum number of 3 Household permits per property.

5. However, the benefits for this recommended change are to protect the capacity for all residents. Currently HMO permits may be used in the C and GM bays only within the permit holders resident parking zone. Therefore, an increase in HMO properties will see an increase in permit requests which will likely mean many permit holders won't be able to get a parking space.
6. The move of these properties to the Household permit, will mean that residents of HMOs will have access to the whole of the resident parking zone. Therefore, striking a balance between the number of permits per property but the expansion of the access to the whole of the resident parking zone, their property is within, will be of a benefit to them.
7. We do receive a number of complaints about the availability of HMO parking bays, the recommendation to remove the HMO permit altogether will have overall benefits but it is appreciated that the limitation of Household permits available will mean some customers will have to make alternative arrangements to park if they wish to continue ownership of a vehicle within a resident parking zone.

## **Policy Basis for Decision**

8. In the Local Transport Strategy the principle that private cars sit at the bottom of the transport hierarchy. Removing HMO Permits from our Resident's Parking scheme better aligns this scheme with our transport strategy. We recognise that some residents will be adversely impacted by this decision and officers will do what they can to ensure the transition is done as smoothly as possible for affected customers and allow them time to transition to the new arrangements.
9. The recommended option will have a negative impact on some residents with low income who do not have access to the first household permit. If the recommended option is approved and the HMO permit is removed then currently 28 residents will see a yearly increase in their parking permit from £213.00 a year to either £264.00 or £550.00 a year.

## **Financial Strategy Implications**

10. Despite the reason that has informed the development of these options, and the recommended option is to do with capacity, this will also see the councils parking permit revenue decreasing by £6,749.15 (from current figures in this report) if the HMO permit is removed due to the cost difference between the Household and HMO permits and the number of permits per property.
11. Therefore, any loss or increase in revenue is deemed negligible.

## Recommendation and Reasons

12. **Option A – approve an amendment of the York Parking Stopping and Waiting Order 2014 to remove the Multiple Occupancy Permit and Discounted Multiple Occupancy Permit from the available permits within the residents parking scheme. (recommended).** This will remove the permits from available permits, with all residents currently utilising the permit being moved to a household permit. The removal of the permit will reduce the impact on the Residents Parking scheme from the increase in the properties that are Houses in Multiple Occupancy. The increase in properties would see an increase in permit applications with insufficient spaces within the zone for the parking of vehicles, which would have a negative impact on the network, as vehicles are driving around the zones to find parking which is unavailable. If the Residents Parking scheme is oversubscribed it makes the scheme ineffective, as there would be too many vehicles for the available spaces.

## Background

13. The Council's housing team received approval from the Executive Member of Housing and Safer Neighbourhoods on 28th July 2022 (<https://democracy.york.gov.uk/%28S%28dv4yyj45ufq5szjf2lxmmk45%29%29/ieDecisionDetails.aspx?Id=6603>), to change how they licence Houses in Multiple Occupation (HMO) from 1st April 2023, to bring it in line with national legislation.
14. Under additional HMO Licensing, from 1 April 2023, an HMO licence is required for any HMO property occupied by 3 or 4 people who are from more than one household, where householders share facilities such as the kitchen, bathroom, or toilet. Occupants of a house are part of the same household

(Section 258 Housing Act 2004) if they are all members of the same family. That includes:

- people living together as a cohabiting couple.
- others related to these people such as:
  - parent
  - grandparent
  - child
  - grandchild
  - brother or sister
  - uncle or aunt
  - nephew or niece
  - cousin

15. A half-blood relationship is treated the same as full blood and a stepchild is treated the same as a child. 3 unrelated friends sharing together are 3 households; a couple sharing with a third unrelated person would constitute 2 households; a family renting a property is a single household.
16. The change has led to more properties requiring to be licenced as an HMO, the council housing team are currently processing the change of these properties and actively door knocking to advise tenants/landlords of these requirements.
17. The change in approach has led to residents contacting the Council's Parking Services team to check if their current Household permit is still valid for an HMO property and requesting their accounts be changed to HMOs. This is creating an issue as not all resident parking zones allow HMO parking permits and in the zones that do allow the permits, they are only available to park in certain bays, which in turn will very likely create parking capacity issues.
18. Household permits are also restricted to three permits per household, whereas an HMO permit is one per qualified applicant.. This will increase eligibility in the zones that they are allowed in, which potentially means an increase in demand for permits that surpasses the availability of parking in those zones. There is a bigger issue in zones where HMO permits are not eligible, as there will be household permit holders, who will no longer be eligible for a permit at all.
19. The wording in the TRO (The York Parking, Stopping & Waiting Order 2014) does not define an HMO by the legal definition as



defined within the relevant legislation related to HMOs, the TRO defines the HMO as:

*“House in Multiple Occupancy” for the purposes of this Order, means a unit of living accommodation occupied by a number of unrelated and independently recruited tenants each tenant occupying a self-contained lockable room for which that tenant has personal responsibility and which provides, at least, a sleeping facility with provision within that unit of living accommodation of a shared cooking facility and, additionally, shared washing and toilet facilities where such additional facilities are not provided within the self-contained lockable room.*

20. This change in licencing of HMO's, requires the council to respond from a parking perspective to ensure the residents' eligibility to parking is continued throughout and to ensure the customer is always aware of the parking permits that are available to them.
21. A report on the HMO parking permit was presented to the Executive Member for Transport on the 12<sup>th</sup> November 2024. The report recommended that the statutory consultation be undertaken to propose the removal of HMO permits from the Residents Parking Scheme. The Executive Member approved the recommendation, for the statutory consultation to be undertaken for the proposal to remove the Multiple Occupancy Permit and the Multiple Occupancy Discount Permit from the available permit types within the Residents parking Scheme.
22. The statutory consultation was undertaken on 23<sup>rd</sup> May 2025, all resident (131 residents) who currently have either a Multiple Occupancy Permit or Multiple Occupancy Discount Permit written to (Annex A). The letter advised resident of the proposal and requested that they provided their representations on the proposal. The proposal received representations from 5 residents (Annex B) in objection to the proposal.

## **Consultation Analysis**

23. The representations received to the proposal, were varied. Two residents requested more information about the proposal. They were keen to understand why the proposal has been made and whether it relates to their permanent permits or their eligibility to

visitor permits. They were concerned about their ability to still park within their zone, near their place of residence.

24. A response was sent to each resident to explain the reason behind the proposal and confirm that if approved they would be moved to household permits, to ensure that they are still eligible for a permit.
25. Another representation raised a concern about the financial impact on the permit holders, as prices for household permits some residents will increase. The resident also commented that the proposal will inconvenience HMO residents, as it will significantly impact their ability to park near their home. The proposal would not impact their ability to park, as they live in R70, which is signed through entry and exit signage, with all permit holders eligible to park in any length of unrestricted road within the zone. This is different in some zones and some permit holders are only eligible to park in certain bays, therefore the change would increase the parking amenity, as it would not be so restrictive on where they can park.
26. The council also received a representation from a landlord of a HMO property. The landlord raised concerns about the proposed change discriminating against residents of HMOs, as they are unable buy or rent their own property and choose to rent in a shared property. The residents may still need their own transport for work or study, the change from multi occupancy permits and household permits will see the majority of permit holders receiving a cheaper permit.
27. It was also suggested that tenant would not be able to cut down on car ownership like in a single household, as all the tenants are independent and have their own schedules, so unlikely to car share. The proposal was not made as a way to reduce car ownership, but it will restrict the number of permits available to residents in the property. There is currently only one property with more than 3 permits issued per property, so there will be a very limited impact of the existing permit holders.
28. The landlord does suggest that it may deter people living in a HMO property in York, if the cost of parking is uncertain.
29. The final representation was from a property owner of a building which has 10 HMO residents, as well as the family home of 5 living in it. The previous Head of Parking Services had agreed that as a

property they would allow them to apply for 1 household permit and all other remaining residents (family member and tenants) of the property could apply for a multiple occupancy permit. This was not in line with how the permit scheme was set up, as residents of the property would not be able to apply for different types of permits. This appears to have been done to allow the maximum number of permits at the cheapest possible cost to the residents of the building.

## Options Analysis and Evidential Basis

30. **Option A – approve an amendment of the York Parking Stopping and Waiting Order 2014 to remove the Multiple Occupancy Permit and Discounted Multiple Occupancy Permit from the available permits within the residents parking scheme. (recommended).** This will remove the permits from available permits, with all residents currently utilising the permit being moved to a household permit. The removal of the permit will reduce the impact on the Residents Parking scheme from the increase in the properties that are Houses in Multiple Occupancy. The increase in properties would see an increase in permit applications with insufficient spaces within the zone for the parking of vehicles, which would have a negative impact on the network, as vehicles are driving around the zones to find parking which is unavailable. If the Residents Parking scheme is oversubscribed it makes the scheme ineffective, as there would be too many vehicles for the available spaces.
31. This option will require a change to the online permit system, to allow for all households permit holders to apply for visitor permits, to ensure all residents of HMO's are able to have visitors not just the first permit holder. The amendment to the Order will not be able to made until the systems has been upgraded to allow more access to visitor permits.
32. **Option B – Take no further Action (not recommended).** This will leave the multiple occupancy and discounted multiple occupancy permits in circulation and leave the Council in the same situation that it was at the beginning of this process. This will lead to continued increase in applications for the permits and as one permit is available for eligible residents, it is likely to mean that the Resident parking areas are going to be oversubscribed, leaving a lot of permit holders no availability to park.

## Organisational Impact and Implications

33. The report has the following organisational impact and implications.

- **Financial**, If the recommended option is approved, removing the HMO permit would reduce the council's parking permit revenue by £6,749.15, due to the cost difference between Household and HMO permits and the number of permits issued per property.
- **Human Resources (HR)**, None. The work to amend the Traffic Regulation Order (TRO) and communicate the change with residents will be undertaken by existing CYC, as part of their agreed service level.
- **Legal**, The Council regulates parking by means of TROs made under the Road Traffic Regulation Act 1984 which can prohibit, restrict, or regulate the use of a road, or any part of the width of a road, by vehicular traffic. In making decisions on TROs, the Council must consider the criteria within Section 122 of the Road Traffic Regulation Act 1984 and, in particular, the duty to make decisions in accordance with s.122 of that Act so far as practicable having regard to the matters in s.122(2) to "secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians ) and the provision of suitable and adequate parking facilities on and off the highway". The matters set out in s.122(2) are:
  - a) the desirability of securing and maintaining reasonable access to premises;
  - b) the effect on the amenities of any locality affected and 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 local authority to be relevant.

The recommended option will amend the York Parking, Stopping & Waiting Order 2014.

The statutory consultation process for TROs required public advertisement through the placing of public notices within the local press and on-street. Formal notification of the public advertisement is given to key stakeholders including local Ward Members, Town and Parish Councils, Police and other affected parties.

The Council, as Highway Authority, is required to consider any objections received within the statutory advertisement period of 21 days, the objections received have been considered within this report.

The Council has discretion to amend its original proposal if considered desirable, whether or not, in the light of any objections or comments received, as a result of such statutory consultation. If any objections received are accepted, in part or whole, and/or a decision is made to modify the original proposals, if such a modification is considered to be substantial, then steps must be taken for those affected by the proposed modifications to be further consulted.

The recommendation in this report is for the decision maker to consider the responses to the statutory consultation and approve the amendment to the TRO.

Case law has confirmed that the Traffic Regulation Act 1984 cannot be used to raise revenue, but that charges can be set to reflect the costs of administering the schemes and the authority's parking policies.

- **Procurement**, None.
- **Health and Wellbeing**, None.
- **Environment and Climate action**, None.
- **Affordability**, None.
- **Equalities and Human Rights**, The Council recognises its Public Sector Equality Duty under Section 149 of the Equality Act 2010 (to have due regard to the need to eliminate discrimination, harassment, victimisation and any other prohibited conduct; advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and foster good relations

between persons who share a relevant protected characteristic and persons who do not share it in the exercise of a public authority's functions). The impact of the recommendation on protected characteristics has been considered as follows:

- Age – Neutral, the recommended option will have an impact, as residents of HMO properties are generally young adults, but due to the lower cost of the first permit it will have a positive impact on some resident but a negative impact on residents of additional permits as the cost increases;
- Disability – Neutral;
- Gender – Neutral;
- Gender reassignment – Neutral;
- Marriage and civil partnership– Neutral;
- Pregnancy and maternity - Neutral;
- Race – Neutral;
- Religion and belief – Neutral;
- Sexual orientation – Neutral;
- Other socio-economic groups including :
  - Carer - Neutral;
  - Low income groups – Neutral, the recommended option will have an impact, as residents of HMO properties are low income groups, but due to the lower cost of the first permit it will have a positive impact on some resident but a negative impact on residents of additional permits as the cost increases.;
  - Veterans, Armed Forces Community– Neutral

It is recognised that individual traffic regulation order requests may impact protected characteristics in different ways according to the specific nature of the traffic regulation order being considered.

- **Data Protection and Privacy**, None.
- **Communications**, None.
- **Economy**, None.

## Risks and Mitigations

34. There are no known risks.

## Wards Impacted

35. The affected wards are as follows:

- Hull Road
- Guildhall
- Fishergate
- Clifton
- Heworth
- Micklegate
- Osbaldwick and Derwent
- Fulford & Heslington

## Contact details

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

### Author

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<b>Report approved:</b>	Yes/No
<b>Date:</b>	05/12/2025

### Co-author

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<b>Report approved:</b>	Yes
<b>Date:</b>	05/12/2025

## Background papers

<https://democracy.york.gov.uk/documents/s179305/EMDS%20HMO%20parking%20permit%20changes.pdf>

## Annexes

All annexes to the Decision Report must be listed.

- Annex A: Equalities Impact Assessment (EIA)
- Annex B: Data Protection Impact Assessment DPIA)

**Abbreviations used in this report**

List abbreviations used





Customer Address

Environment, Transport &amp; Planning

West Offices  
Station Rise  
York  
YO1 6GA

Email: @york.gov.uk

Date: 23<sup>rd</sup> May 2025

Dear Resident

### Revocation of the House of Multiple Occupancy Parking Permit

The Executive Member for Transport at the decision session on 12<sup>th</sup> November made the decision to undertake the Statutory Consultation for the proposed revocation of the House of Multiple Occupancy Parking Permit.

It is proposed to revoke the House of Multiple Occupancy Permit from the available permits within the Council Residents Parking Scheme. If the proposal is made, the option of House in Multi Occupancy Permit will not be available when you come to do your renewal, you will need to make a new application for a household permit. You can apply before expiry of your current permit and post-date the start date for continuity of eligibility. The cost of the household permit will depend on number of household permits already issued at the property and the emissions of the vehicle. The cost of which are below and further information on the available permits can be found on the Council website (<https://www.york.gov.uk/ResPark>);

Permit Type	Discounted rate	Standard rate	Premium rate
Household	£92.00	£115.00	£173.00
Additional (1 <sup>st</sup> )	£211.20	£264.00	£374.00
Additional (2 <sup>nd</sup> )	£440.00	£550.00	£748.00

Should you require any further information in regard to this item then please contact Darren Hobson, email [highway.regulation@york.gov.uk](mailto:highway.regulation@york.gov.uk).

I do hope you are able to support the proposal but should you wish to object then please write, giving their grounds for objection, to the Director of Environment, Transport and Planning or Director of City Development at the address shown on the Notice', to arrive not later than the date specified on the Notice.

Yours faithfully

*D. Hobson*

Darren Hobson  
Traffic Management Team Leader

**CITY OF YORK COUNCIL**  
**NOTICE OF PROPOSALS**  
**THE YORK PARKING, STOPPING AND WAITING (AMENDMENT) (NO 14/64)**  
**TRAFFIC ORDER 2025**

**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:**

Revocation of the Multiple Occupancy Permit and the Multiple Occupancy Discount Permit from the list of available permits types within the Residents Parking Scheme.

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 13<sup>th</sup> June 2025.

Dated: 23<sup>rd</sup> May 2025

Director of Environment, Transport & Planning  
Network Management, West Offices, Station Rise, York, YO1 6GA  
Email: [highway.regulation@york.gov.uk](mailto:highway.regulation@york.gov.uk)

I am currently one of the residents in York. We have got home today and found we have several letters stating it has been proposed to revoke our House in Multiple Occupancy permit from the available permits. Could I get some more information on this as we are a bit confused as to whether or not our permanent permits are going to be revoked or only our visitor passes. If our permanent permits are being revoked, could you explain as to why please, as we are residents on this street and we do pay for this privilege.

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We are contacting you in regard to the letter received this week advising us of the intention to revoke parking permits for HMO residents. This was the first that either us or our tenants had heard about this proposal although the letter quotes the fact this decision had been made on 12th November and we would like to know the reasoning behind this.

However, as this has given little time to question your decision we would therefore like to raise our strong objections to this plan for the following reasons:

- 1) This discriminates against those who, for whatever reason, are unable to afford to buy or rent their own property so have chosen to rent a room in a shared property. These occupants may need their own transport for work or study.
- 2) As the name suggests the house is occupied by multiple people who are not considered to be a single household so how can they be charged for parking at the 'household' rates?
- 3) If, as in our case, we have up to six people in the property why should it be the case that some people are charged up to 4 times more for their permit than the first person to pay for one?
- 4) Who decides who is eligible for each level of payment? If, as is often the case in an HMO, the occupants are not all in regular discussion with each other and if one person 'gets in first' leaving others to pay more - how can this be considered fair?
- 5) Unlike a single household there is not the option to cut down on cars and 'share' in order to reduce the cost as people have different schedules.
- 6) If the property was rented out as separate individual flats the Council would only get the main household rate for each property so again I cannot understand the logic of deciding to charge at these differing/higher rates per car especially as we, unlike student accommodation, pay full council tax.
- 7) It has been pointed out to us that this could deter future tenants applying to live in the property if we cannot guarantee the level of cost for parking.
- 8) The whole ethos of our HMO is that it is not for students but to provide low cost accommodation for professional people moving to York. This enables them to afford to live in the City, this extra cost could make living in York unattractive and unaffordable. This would be a shame as there is already limited availability of this type of dwelling on offer for working people as more seems to be provided for students.

We hope that you will carefully consider our points and objections and decide that this is not the best way forward in this instance or work out a fairer way to charge tenants in HMOs.

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I am writing to formally express my concern regarding the recent decision to remove the option of HMO parking permits in the R70 area . As a resident, this change will significantly impact my ability to park near my home and will create unnecessary inconvenience. The removal of these permits will lead to unfair treatment for all HMO residents, higher costs and for some HMO resident's parking permits being too expensive. Many residents, including myself, rely on these permits to ensure fair access to parking spaces, and this decision disproportionately affects those living in HMOs.

I kindly request that the council reconsider this decision and explore alternative solutions that accommodate HMO residents while addressing any concerns that led to the removal of the permits. I would appreciate a response outlining the reasoning behind this change and any potential steps to mitigate its impact.

Thank you for your time and consideration. I look forward to your response.

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I am a current resident in York. I am to understand letters have been sent regarding the revocation of the Multiple Occupancy Permits.

May I ask if this decision has been finalised yet? And if this includes out permanent permits or the temporary permits?

If the decision is made to revoke the permanent Multiple Occasionally Permit, would our household be eligible for multiple Household Permits?

As our household is multiple occupancy, rather than a household with family connections, will this affect if we are able to apply for the Household Permits?

Could you inform me of the reasoning behind this decision so I am able to have a better understanding for the situation, and how we can best move forward with this information?

---

I've been calling the council twice a week regarding a letter which was sent out to myself on the 23rd May 2025.

I've got to respond by 13 June 2025 as a final date.. so tomorrow!

To note I'm extremely dyslexic and so prefer to deal with the council over the phone which I'm aware all calls are recorded!. I've left's messages with customer services...as they both know me now and recognise my voice now!.

It's simply just, not good enough!.

Not once has my repeated messages and calls been responded to, this has left me questioning whether the council don't want to deal the residents of york and railroad over people regardless.

I'm furious.. as the council system yet again is failing to deal with anyone in this team of highways.

It is proposed by the council to revoke all HMO equal rights of payments from its lowest paid employees and put them on a sliding scale of first come, first served low to high of permit parking .. which I think is appalling and inappropriate!. I have 10 tenants in my home, ALL non students and all working within york or surrounding areas of a 15mile area!, some have been residents for over 15years here!!!.

They will NOT BE ABLE TO AFFORD THE PARKING COSTS OF ANYMORE THAN £200 or more.. thus forcing them to move out of their home/my business so they can park their cars to get to work and back!!!. This is not good for my business or their lives!.

Further more, I have 10 tenants so how can they get permits... ?? When only three can???

Also I have a home in the same house/building/door entrance/ bills etc all in the same home as my HMO tenants too..as a york resident for over 20years plus here.. I have a family of 5, with 4 cars.. how the heck am I supposed to afford parking and my family keeping our Cars at home here too, so we can get to work and back etc..??

The whole of my building parking is yet again another shambles...!.

I'm so sick of YORK CITY COUNCILS DISARRAY OF TRYING TO PUSH OUT ITS LOCAL RESIDENTS AND DISTORY ITS SMALL BUSINESS.

At the moment we have:

1 £98 RESIDENTS PERMIT,

14 HMO PERMITS of approx paying £200 for each permit..(my family work car and tenants go through this equally).

Previously Head of Parking has had to deal with me and my property on a totally special case as I don't fit into any of YORK CITY COUNCILS "new computer systems, what so ever.. and i can't ever do because of the diversity of my property either, i just don't fit the mould of the council's system, FULL STOP!"

The last time the council tried to change its systems with parking I got over 40 PCN's of which Head of Parking completely apologised and had them removed with full apologies to me.. and that this would never happen again... 1yr later and here we are again being totally harassed and threatened again by the CITY OF YORK COUNCIL HIGHWAYS DEPARTMENT YET AGAIN!.

This is beyond disgusting and unacceptable behaviour of the council to put this on us.. we have car bills and costs through work we're tied into which we can't get out of with our cars apart for resign with employment..

We're furious, beyond words and belief!!.

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