

Notice of a public meeting of

Place Scrutiny Committee

- To:** Councillors D Myers (Chair), Clarke, Fenton, Healey (Vice-Chair), Hook, Perrett, K Taylor, Vassie and Whitcroft
- Date:** Tuesday, 16 June 2026
- Time:** 5.30 pm
- Venue:** West Offices - Station Rise, York YO1 6GA

AGENDA

- 1. Apologies for Absence**
To receive and note apologies for absence.
- 2. Declarations of Interest** (Pages 5 - 6)
At this point in the meeting, Members and co-opted members are 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.
- 3. Minutes** (Pages 7 - 32)
To approve and sign the minutes of the meeting held on 24 March 2026 and 19 May 2026.

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 are set as 2 working days before the meeting, in order to facilitate the management of public participation at our meetings. The deadline for registering at this meeting is 5:00pm on Friday 12 June 2026.

To register to speak please visit www.york.gov.uk/AttendCouncilMeetings to fill in an online registration form. If you have any questions about the registration form or the meeting, please contact Democratic Services. Contact details can be found at the foot of this agenda.

Webcasting of Public Meetings

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5. Car Parking Charges Review (Pages 33 - 234)

This report invites Place Scrutiny Committee to review the independent review of car parking charges produced by Arup. Feedback from the Committee will inform an Executive decision later in 2026 – to consider whether the car parking charges in local community areas should be amended.

6. Recycling Review (Pages 235 - 260)

Following Executives approval in March 2026 to undertake public engagement with residents on a recycling review, this report outlines the results and feedback from the consultation that was live between 23rd March to 1st May 2026.

7. Work Plan (Pages 261 - 268)

To consider the Committee's work plan for the 2026-27 municipal year.

8. Urgent Business

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

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 (01904) 551550

Declarations of Interest – guidance for Members

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

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

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

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

City of York Council

Committee Minutes

Meeting	Place Scrutiny Committee
Date	24 March 2026
Present	Councillors D Myers (Chair), Healey (Vice-Chair), Fenton, Hook, Clarke, K Taylor, Wells, Whitcroft and Widdowson (Substitute)
In Attendance	Councillor Ravillious – Executive Member for Transport Tom Horner – Head of Transport Policy and Travel Behaviour Joshua Singer – Head of Transport Projects
Apologies	Councillor Vassie

26. Apologies for Absence (5:33pm)

The Committee noted apologies from Cllr Vassie who was substituted by Cllr Widdowson.

Cllr Clarke was welcomed as a member of the committee, replacing Cllr Baxter.

27. Declarations of Interest (5:33pm)

Members were asked to declare any personal interests not included on the Register of Interests, any prejudicial interests or any disclosable pecuniary interests which they may have in respect of business on the agenda.

Cllr Wells confirmed that she had a non-prejudicial interest as she is a blue badge holder.

Cllr Healey confirmed that he had a non-prejudicial interest as he is a resident of Micklegate ward.

28. Public Participation (5:34pm)

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

Flick Williams spoke on item 5, discussing the implications of the Rougier Route for disabled people. She suggested the report did not contain adequate data to enable members to carry out their scrutiny function, challenging the premise that this scheme would reduce journey times and suggesting assumptions had been made by officers. She cited case law that stated hackney carriages to be public transport, and suggested people reliant on taxis often needed to switch between hackney carriages and private hire cabs purely based on availability. She noted that while the report focused on blue badge holders' parking rights, it did not acknowledge their right to access the foot streets by taxi. She highlighted the continued absence of an Equalities Impact Assessment, which should be created at the start of a proposal and maintained as a living document. She concluded by urging members to strongly recommend exemptions for taxis and blue badge holders, in order to avoid potential legal challenges to this proposal.

Roger French spoke on item 5 in support of the proposal, on behalf of York Bus Forum (YBF). He stated that the initiative was a crucial step toward creating a more reliable, inclusive, and sustainable transport system for the city's growing population and visitors, who were currently delayed by traffic congestion. He stated that YBF believed this congestion to be primarily due to an absence of enforcement measures, and the volume of ordinary cars negatively impacted the bus services that the Rougier Route was intended to benefit. He said the Rougier Route should be implemented as part of a more comprehensive strategy across the city centre to alleviate traffic congestion, and doing nothing was not an option. He fully endorsed the Rougier Route and committed the YBF to working alongside the council to reduce congestion.

John Iredale spoke on item 5, as chair of the local residents association, specifically regarding the effect the proposed changes would have on the residents of Bishophill. He noted that a recent meeting of the residents association had highlighted concerns such as the possibility of creating a "rat run" along Victor Street (especially for taxis leaving Bishophill); concerns about exit and entry into Bishophill if the Victoria Bar were closed, suggesting this would cause a major problem. He noted that the residents association welcomed the amended scheme's numberplate recognition, and that overall people felt this would improve public transport.

Robyn Jankel spoke on item 5 on behalf of the York Cycle Campaign (YCC), supporting the route. She asked the committee to recommend the scheme proceed without dilution. She advised that YCC supported a full-time bus gate for simplicity and safety reasons. Regarding exemptions, she urged the council to reserve the bus gate for buses, cycles and emergency vehicles, as allowing more traffic through the gate would dilute the scheme,

discouraging residents from switching to bus or active travel. She supported immediate introduction of a 20mph speed limit as part of the trial for the core area of the scheme and suggested that the minor inconvenience to drivers represented a significant increase to the safety of active travel users.

Anthony May spoke on item 5 in strong support of the proposal, on behalf of York Civic Trust. His only criticism was that he did not understand why the 20mph speed limit was now a longer term project. He supported the inclusion of hackney carriages but expressed concern regarding private hire vehicles. He agreed regarding blue badge holders where there were reasonable adjustments. He stated that he hoped the committee would support the scheme. Professor May also made a point regarding item 6 on the Local Transport Strategy – which referred to the mayor's Local Transport Policy. He said he worried this was not reflective of the Council's priorities, especially with regard to movement and place, suggesting the committee review the Local Transport Policy as it was being developed.

Andy D'Agorne spoke on item 5 on behalf of York Green Party, he supported the scheme but posed some specific points. He suggested applying the 20mph limit as a part of the trial, regardless of longer term. He stated that a short section of Tanner Row should remain two-way, so as not to send cars all around the loop, or across in front of the Grand Hotel. He agreed regarding proposals for hackney carriages. He felt there was a strong case for 7am-7pm hours of operation, since this would facilitate evening access for hospital and the nighttime economy. If 24/7 hours of operation were adopted, this would present issues with the Spurriergate barriers or Coney Street could become an alternative route. In summary he stated the scheme was a welcome measure for bus services in the city.

Janice Gray spoke on item 5, discussing the timing of the questionnaire; suggesting that the consultation should not have been put out in November/December. She felt that there had been more hold ups due to the four-way traffic lights, and that Rougier street was often otherwise empty. She mentioned she had suggested reopening Micklegate to two-way traffic, though she conceded this was unlikely to happen. She conceded that the scheme would likely mean more traffic using Nunnery Lane and Skeldergate, and didn't have any strong views on this.

Arshad Mahmood spoke on item 5, as Chair of the York City Taxi Association. He noted that many residents relied on taxis every day, and stated that the YCTA supported the council's aims to improve bus reliability and reduce congestion. However, he suggested that the council risked creating new problems while solving others. He advised that closing Rougier Street would divert around 7000 journeys a day, leading to more

congestion elsewhere and longer journey times. This would impact taxi passengers with a fare rise of £5-6 per trip from St Saviourgate to station, as well as increased journey time. He stressed that his vehicles were not just traffic but rather a key part of public transport system for people who can't use buses. He noted that many YCTA vehicles were electric or hybrid. He referred to the proven model in Leeds – which allowed hackney carriages without compromising bus performance. He suggested that this protected accessibility, prevented delays and fare increases whilst still achieving wider transport goals. Many people support this scheme but only a minority had said they would switch to buses.

29. Minutes (6:00pm)

Resolved: Members noted that the final sentence of paragraph 24 in the 26 January 2026 minutes contained missing words and this needed correcting for the record.

Once this was complete, the minutes would be signed as a correct record of the meeting.

30. Rougier Route; Improving Bus Reliability in York City Centre (6:02pm)

The report was presented by the Head of Active and Sustainable Transport, assisted by the Executive Member for Transport. The report followed a consultation on the proposals. The committee was asked to provide views on the report presented, which included potential exemptions, ways of addressing the issues highlighted by Bishophill and Micklegate residents and businesses and that's to enable our views as scrutiny members to inform the recommendation that is made to executive.

The Head of Active and Sustainable Transport thanked public participants for their comments on this matter. He explained that the proposals were developed following the Bus Service Improvement Plan funding allocation to improve bus priority through York City Centre. He noted that the extended public consultation, undertaken between 19 Nov 2025 and 12 Jan 2026 had prompted useful, identifying five key considerations in terms of taking the project forward:

1. Hackney carriages: Officers had met with Hackney carriage providers twice in the past year, established the impact of not exempting hackney carriages through the bus gate.

2. Blue badge holders: Officers spoke with York Access Forum twice in the past year and got a strong steer that they would like to see blue badge holders allowed through the bus gate. Officers also engaged with other disabled groups as part of the consultation, hearing about how bus reliability affected people where significant delays occurred – to the point that the uncertainty this generated dissuaded some residents from travelling at all.
3. Private hire taxis: Officers spoke with private hire taxi providers twice in the past year and understood there were particular implications for SEND contracts operated in partnership with CYC, in terms of potential extended journey times.
4. Bishophill Resident and local Business Access - Victor Street and Victoria Bar: Officers organised a number of drop-in events in this area. The critical issue was how to enable resident access through Victoria Bar, so officers revised proposals to retain the residents-only exemption utilising Automatic Number Plate Recognition (ANPR).
5. Micklegate Resident and local Business Access – Fetter Lane / Bishophill Junior: Proposals without any sort of change or exemption would potentially increase the number of journeys across the front of the rail station and the number of miles travelled, so officers sought to revise the design in a way that brought a local ANPR gate on Fetter Lane, allowing people in the Micklegate area to go south into Bishophill with a proposed permit-based scheme based on Residents Parking areas. Use of taxis and blue badges in the area would further reduce additional trips around the rail station and Nunnery lane area and allow better access to local residents.

He further explained that officers had included the option of 20mph on the corridor. This had been pushed back to a later date, since without more work on the city centre strategy, the city centre area itself would need to be signed off as 30mph through to the next gate corner, which was not something officers wished to consider. Their ultimate intention was to look holistically across the city centre, at how it dovetailed with the corridor, and specifically to focus on the proposed one-way sections on Tanner Road, Toft Green and Micklegate, going forward.

If progressing this scheme, he emphasised that the proposal was to bring it in on an 18-month experimental trial basis. In order to make this cost effective there was a need to try it out in advance to see the impact on traffic, etc. To this end, officers had produced snapshot data sets and an updated strategy model, to ascertain whether this gridlocked anywhere; since no problems were observed, the proposal had been advanced to the next stage.

He explained that the next step was to trial the proposed exemptions, with camera monitoring to understand where traffic was now going. Tweaks could be made while the trial was being undertaken. With the housing growth in the city, if the council cannot move more trips to public and sustainable transport, there will be a risk of more congestion and the main bus corridor in the city therefore needed to be a priority.

On the point of lowering journey times by three minutes, the Head of Active and Sustainable Transport Transdev have had to add extra six minutes to journey times since 2019. This sort of reduction will avoid providers planning for the worst case scenario and therefore greatly aid timetabling, working with the bus operators to monitor savings.

The committee noted that a of the concerns raised from an equalities perspective remained; notably around access if no exemption was granted to people with a blue badge. The Head of Active and Sustainable Transport responded that there would be certain starting locations where (without exemptions in place) this scheme would require travellers to take a diverted, and longer, journey, but nowhere would ultimately be off-limits or inaccessible.

Concern was expressed about Blue Badges being ascribed to a person and not to a vehicle. The Head of Active and Sustainable Transport confirmed that Blue Badges were allocated to an individual. He explained that other local authorities with similar schemes manage exemptions for local access across multiple vehicles, e.g. Oxford has a system to apply for exemption, applicable when residents are changing rental cars.

Members asked where did the £40K costs come from? The officer responded that this was an indicative cost for a member of staff to administer the scheme. A new process would need to be designed and administered if there was to be an exemption.

Members asked if it was possible to implement a similar system for ANPR into the city centre? The Head of Active and Sustainable Travel agreed there was certainly an opportunity for this to come together with the other ANPR scheme and committed to work with the relevant team to explore this.

Members expressed concern at the lack of specifics in the modelling, asking about the results of work done to assess the effects of diverted traffic onto bottlenecks (such as the Queen Street/Nunnery Lane/Blossom Street junction) with regard to all buses, not just those passing through Rougier Street. Taxi drivers had already evidenced potential journey time and fare increases, and this same congestion would impact buses.

The Head of Active and Sustainable Transport stated that modelling suggested the primary alternate route would be Nunnery lane, Bisgopgate Street, Skeldergate Bridge. The station loop would help take a lot of bus routes off Nunnery Lane that currently run down there to turn – for example East Yorkshire and University services – but the right balance would need to be struck in rerouting. Strategic modelling had identified an indicative 90 seconds increase in journey time between Tower Street and Blossom Street, but until the trial, officers would not know for certain. He anticipated a shift away from vehicles to more buses and active travel but wouldn't know the level of this until the trial.

Members commented on road safety aspects of the scheme, noting that while this would improve the situation around Micklegate, the increased traffic being diverted could have a detrimental effect on road safety around the Bishopthorpe Road/Scarcroft Road area.

The Head of Active and Sustainable Transport explained that any casualty data here would be part of monitoring process – officers received regular updates from North Yorkshire Police.

Committee members suggested proposals could be further refined, raising concern over the lack of detail in the report and suggesting that any data identified by the modelling should have been presented to pre-decision scrutiny. Concern was also expressed regarding the £40K cost increase being purely indicative, as this amount did not seem necessary on an ongoing basis, following the initial setup of the scheme and an indicative figure should not be used as a material argument against the Blue Badge exemption.

The chair clarified that this was not in fact being presented for pre-decision scrutiny, and that more information would have been included, had been intended as such. The Executive Member for Transport confirmed that the original intention had been to present for pre-decision, however it was extremely complex and questions still needed to be answered. Nevertheless the team felt it would be beneficial to canvass the committee's feedback at this stage.

Members expressed concern that the Local Transport Plan report quoted a figure of 79% public support for increasing public transport use but this consultation gave a lower figure and less clear consensus (58% positive). Members asked officers which of these surveys, presented to the committee, mattered more. The Head of Active and Sustainable Transport advised that it was natural a higher positive response would be given at an earlier stage in the scheme, with an expected drop-off, especially from

people in the Bishophill area once the scheme was directly impacting them. Given the controversial nature of implementing a bus gate, he said it was encouraging that 58% still intended use more buses, and he would have expected a more negative response to such a significant change. He suggested these figures were encouraging and more unified than, for example, a near 50:50 division of opinion. He conceded that buses would still need to be reliably running for this to be an option.

Members asked if the significant change would be worth the ensuing disruption – would the bus companies make any solid commitments to providing more for the city in response for this priority treatment. The Head of Active and Sustainable Transport answered that while so such assurances had been provided in writing yet, should the trial be successful as expected, it was anticipated that the bus companies would start investing with such commitments as increased frequencies, single to double decker vehicle upgrades, smaller to full single vehicle upgrades and the instatement of new stops at the rail station for some operators. The Executive Member for Transport agreed that while nothing had been put in writing by the companies yet, they were seeing the potential. East Yorkshire had recently introduced a successful Sunday service from Bishopthorpe and were now planning to introduce a weekday service. If the scheme was successful, she fully anticipated the bus companies taking advantage of this opportunity.

Members asked whether this additional service might be a result of lobbying from the local member of parliament. The Executive Member for Transport agreed that this was one element, but residents had been demanding this and bus companies respond to demand.

The committee recognised that bus reliability was a key driver of the scheme, asking whether there might be a knock-on impact on reliability of other extremely popular routes outside the area of the scheme such as the number 1 and 5 services run by First. They queried why this information had not been presented if officers had undertaken analysis and modelling on it. The Head of Active and Sustainable Transport stated that this analysis had not yet been undertaken, although officers spoke regularly to all operators including First. He advised that the modelling wasn't showing an increase on Lendal Bridge, rather the Nunnery Lane corridor was getting the majority of the extra impact and officers were hopeful that this was due to less traffic going through Rougier Street. They were confident that amending signal timings would make that network more efficient and the front of the rail station would have significantly improved operation as part of the station gateway works. The Queen Street/Blossom Street junction was an area to keep an eye on as members noted, with extra traffic

passing through and there may be opportunities to amend signal timings here too.

The committee asked whether the modelling gave an indication of what the increase in patronage would be. The Head of Active and Sustainable Transport advised that officers had not modelled in detail with regard to patronage, and the modelling that had been undertaken was more focused on traffic redistribution. He suggested that the uplift in patronage would come from a few factors and it was hard to aggregate exactly how much this project would contribute in isolation. Other things were coming this year, such as the £3 fare cap. The short answer is that officers didn't know, but they would work with operators to see.

The committee asked for clarification how the exemptions would work, considering people would have friends, guests, care workers and some people may change cars regularly (eg. Users of hire cars). The Head of Active and Sustainable Transport cited the of the Residents' Parking scheme visitor permits in the two zones would be tied into the same system electronically. There may possibly be additional exemptions required for businesses and other special requirements, and there was still work to be done. Officers would work with hotels and satnav providers in order to establish an understanding of travel to the area and to map Traffic Regulation Orders. He assured members that there were alternative routes to everywhere people might need to go, and the only sections proposed as part of the bus gate were the short section on Micklegate in both directions between George Hudson Street, Micklegate Junction and the Skeldergate/Micklegate Junction and George Hudson Street southbound. Members acknowledged this but requested further detail going forwards.

Members asked where the checkpoints were throughout the 18 months, should further amendments be required. The Head of Active and Sustainable Transport confirmed that the first review point would be at the six-month point. The scheme could be fully implemented sooner than the scheduled 18-month period if everything was going perfectly.

Members asked about ANPR and taxi access through Victoria Bar and Victor Street, referring to public speakers concerns about taxis using this route as a "rat run" and asking officers to clarify how those legitimately picking people up and those that that are not could be differentiated. The Head of Active and Sustainable Transport responded that he would envisage Victoria Bar would remain residents only, and that taxis would be required to come via other routes. He suggested there could be exemptions for taxis and blue badges on the Micklegate bus gate but the Fetter Lane/Victoria bar one would be residents only.

Members asked officers to define the cost on day one as opposed to for full implementation. The Head of Active and Sustainable Transport stated that the preferred option would be to implement on a skeleton basis to allow for later changes – utilising bolt-down kerbs and planters to delineate the route. This would not require a substantial budget on day one but would need more budget for later changes. The current budgeting was based around this methodology.

The committee asked whether there were any legal issues regarding discrimination between the two forms of taxi concerning respective exemptions for hackney carriages or private hire. The Head of Active and Sustainable Transport advised that officers were getting legal advice to confirm this. As a precedent he could confirm that Leeds allowed hackneys and not private hire.

Members asked whether separate consultations had been undertaken; the report stated 15% of current traffic was both hackney and private hire, but officers had made a decision that hackney carriages specifically would make little impact on bus times. Why were officers separating them now if they had not done so previously?

The Executive Member for Transport answered that CYC taxi officer had confirmed there were 189 hackney carriages registered to the authority and 392 private hire taxis. In addition there were taxis coming from outside the area. Based on these numbers, if the scheme only allowed hackney cabs through it would reduce the stated 15% to approximately 5%.

Members asked how officers intended to address the fact that the closure could incentivise drivers on the east side of Skeldergate Bridge to go down Coney Street and over Lendal Bridge to avoid traffic on Nunnery Lane. It was noted that this had also been raised in Public Participation and the Executive Member for Transport responded, advising that vehicles were only permitted to drive down Coney Street outside of foot street hours – if bus gates were operated during similar hours there would be no need for such a diversion, therefore this scenario would only become relevant if bus gates were in operation 24/7. Nevertheless, members asked if this could be considered when the item proceeded to Executive.

Acknowledging that this was not being considered for pre-decision scrutiny at this stage, the vice chair asked if the impact assessment and the consultation full report could be included in papers presented to Executive, and that concerning the consultation, feedback from people directly affected also be included, rather than simply responses to the consultation.

He also noted that the consultation made no provision for respondents to reject the scheme outright, apart from a text box at the end.

The Executive Member for Transport confirmed he would liaise with Communications colleagues on the point regarding questions asked in the consultation, but all assessments and consultation results would be included in the papers presented to the Executive. What had been presented here was a summary of this information.

The committee asked for clarity on the wider context of how bus lanes in York would work; what it would mean for other routes and means of getting to a destination; what the impact would be on reasonable adjustments for Blue Badge holders getting to their destinations. Members expressed concern about looking at this scheme purely in isolation – and emphasised the importance of returning to first principles; the purpose of this scheme and what the tipping point would be in considering exemptions. They suggested setting the scheme out in a broader context, moving forward. The Head of Active and Sustainable Transport confirmed he would take this advice on board.

Based on the earlier percentage cited for the for the number of taxis in the city, members asked whether officers could provide similar statistics with regard to Blue Badge holders; the Head of Active and Sustainable Transport conceded that no data was available for this, though he would expect it to be very small. Members noted that it was important to consider the thresholds here, even if exact data was not readily available. They asked whether the report brought to Executive would have an Equalities Impact Assessment included, and how this would be produced in the absence of figures for Blue Badge holders using the Rougier Route area. The Head of Active and Sustainable Transport responded that it was impossible to distinguish the number of Blue Badge holders driving through the area from a survey, but officers would look at the impact on the end user; this would be derived from Human Rights and Equity Analysis (HREA), with questions designed to help inform that and get some data. In terms of number of users through the area – these figures would be minimal, but the impact on the end user would be based around equivalent journey time change. This would not fully be known until the trial was in place.

The committee asked that the HREA also consider private hire vehicles transporting SEND children to school as part of the analysis on journey time, noting that these children and young people could often be agitated during the journey, and delays would need to be carefully considered. The Head of Active and Sustainable Transport committed to including this.

Members noted that though officers had undertaken a great deal of work with information and modelling, significant gaps had been noted here. They asked the Executive Member if she felt this report contained sufficient information to make decision. The Executive Member for Transport reiterated that the report was not being presented on a pre-decision basis, rather the intention had been to present something to the committee to obtain a cross-party steer on what questions it required answers to, its feelings regarding principles and outstanding issues. Rather than waiting until the end of the process, she had intended to promote an ongoing, honest conversation to feed the direction of the scheme. The Chair advised that he had wanted this item to come to the Place Scrutiny Committee in any form and was pleased that this had come for discussion here.

Members asked whether the report would be return to scrutiny again in a future meeting. The Executive Member answered that this would be taken away, it was currently scheduled to come to Executive in May but depending on how long this information took to gather and whether the scrutiny committee wanted it to come back, she and officers would be more than happy to bring it back to this committee. The committee suggested they would support this returning to Place Scrutiny, provided the report presented was a close match to what the Executive eventually decide on.

The Vice-Chair asked for a timetable for this, in relation to the station frontage work and Lendal Bridge repairs. The Head of Active and Sustainable Transport stated that if this scheme were to be approved, officers would be looking to implement this project on site in autumn 2026. He would have to confer with highways colleagues with regard to the timeline of the Lendal Bridge repairs. Were the Lendal Bridge to remain closed as this scheme started, signage could be bagged, and bus gate operation postponed until the repairs were complete.

The Vice-Chair asked whether implementing ANPR on Fetter Lane as an option for Consideration 5 would mean the bollards originally proposed on St Martin's Lane would be removed from the scheme. The Head of Active and Sustainable Transport confirmed that this was correct, and the Vice Chair advised he would feed this back to residents.

The Chair asked about modelling of journeys around the ring road as an alternative for traffic currently accessing Rougier Street. The Head of Active and Sustainable Transport answered that the strategic model contained a lot of data, giving a good indication of different flows across the city. The model was strategic, covering the whole network not micro-zones. Some trips were starting to use the A64 as result of the scheme in the modelling, for example Poppleton Road to Fulford Road.

The Chair asked about CYC using private hire taxis for SEND school transport, and whether officers could undertake more detailed work to understand the number of these trips utilising this route, in order to ensure those pupils were prioritised and had their needs met. The Head of Active and Sustainable Transport responded that while he had no definite number to hand here, officers were working with education colleagues, and there were some journeys (such as Fulford to Manor School) which typically went through the area.

Cllr Taylor suggested recommending both types of taxis and Blue Badges be given exemption, since combined taxi figures in the data were minimal, and officers had advised that Blue Badge figures were also minimal. If trial, we can start with all three groups granted exclusion and if data then showed one group was problematic to the flow of buses this could be reconsidered and potentially removed from exclusion. The numbers of these vehicles were minimal and if these were not granted exclusion, it would create a lot of disruption for minimal gain. Need as much Equalities and Inclusion Assessment data as possible for presentation to Executive.

The Chair noted that the recommendation regarding EIA was covered by the HREA which officers had undertaken, but he agreed that more data needed to be presented to decision makers. Chair also suggested that the committee could word the comments regarding exceptions either as a steer or as a recommendation, and the suggestion regarding Blue Badge holders was phrased differently than the report.

The Vice-Chair suggested further clarification for the recommendations – for York licensed hackney carriages and also private hire taxis exceptions should be granted – he was unsure how those from outside York would be dealt with. Similarly with Consideration of Blue Badges, an exception could be automatically given and two separate schemes with additional cost were not required. He noted that the cost of ANPR had already been budgeted for.

Cllr Widdowson suggested there was insufficient information and data presented to undertake either exemption, and therefore for the committee to make a recommendation on them. She cited the fact that exact numbers were not available, agreeing with the sentiment but expressing reluctance to make a recommendation until proper data was available. She felt that this should either be a bus gate or a gate through which specific vehicles can pass, and without specifics on the numbers of these vehicles it was difficult to make a decision here.

Cllr Whitcroft took the previous point but stressed that what was being asked today was to make a statement of intent for the committee, with a recommendation pointing to a direction rather than a decision, and he was happy to agree with this with the understanding that this could be reevaluated during the trial.

Cllr Fenton reiterated that recommendations must be viewed in the context in how the overall network operates, with access to bus lanes, different rules for different users and in different areas, on basis of this information presented there was nothing in the report to cause him to disagree with the recommendation, he felt the information provided was insufficient to clearly endorse it.

Cllr Taylor suggested that if this scheme was intended to happen anyway, he would rather it started with the most progressive, pragmatic approach possible, rather than beginning with a more severe approach. He felt that the presented approach was more pragmatic because it allowed for amendments and fine tuning after the trial began.

Cllr Wells stated that she was not comfortable making decision at this stage. She agreed with the Vice-Chair's point regarding private hire for York Licenses, stating she would not want children and young people that use private hire cabs having to travel further. She was not sure how would we distinction could be made between external and York private hire firms. The Chair responded that while hackneys could be classed as public transport – he was unsure of the legality of discounting those not licenced in York while granting exclusion to York firms. He agreed that SEND transport contracts were really important to include, and these are private hire contracts.

Cllr Taylor stated it was worth keeping in mind that disabled residents alternated use of both forms of taxi based on availability and would experience a significant impact if one and not both were excluded. Cllr Hook added that it would not be possible to separate out Uber drivers between York and non-York registered – they now had a huge mixed fleet in the city.

The Chair noted some lack of support based on the lack of availability of information at this stage, which he acknowledged was warranted. He also noted that there was general feeling that committee members would be happy to make some recommendation or guidance note at this stage that would suggest exemption for hackney carriages, private hire taxis and Blue Badge holders to be considered.

Cllr Fenton conceded that this was going to happen anyway, given it was undergoing active consideration and he did not wish to prevent this work in order to discuss exemptions further. Aside from the practical difficulties of implementation, he acknowledged the committee were agreed on the basis on which these three groups would be considered. He just felt that it was difficult to recommend due to the paucity of data presented to the committee.

The Chair asked if this could be phrased as the committee having discussed this and highlighted these three areas as a matter of importance. The Vice-Chair suggested that if this form of words were being used, it should also apply to considerations 4 and 5, since he would not like officers to think the committee was not supportive of the earlier considerations to the exclusion of these. The Chair acknowledged this but asked if the two could be separated in the wording.

The chair proposed the wording of the recommendation and after discussion, members generally agreed to this.

To address member concerns, the Head of Active and Sustainable Transport said he was more than happy to put something together on wider context of other bus lanes and bus gates in the city.

The Vice-Chair noted that he did not need specific recommendation for considerations for 4 and 5 framing in the recommendation, since officers had advised that aspects of concern would be addressed as part of the scheme. Cllr Whitcroft agreed that drafting a recommendation on this aspect fell within the scope of what was being discussed. When comes to private car ownership and access for individual cars, this needed to be part of the wider discussion regarding private hire. It needs to be done differently way to the taxis and Blue Badge holders.

The Vice-Chair agreed to withdraw the secondary recommendation, but did wish to note this scheme would have a major impact on this part of city, and was not on this original scheme, which is why it was included in this paper.

Cllr Hook noted the need to look at the overall effect on citywide traffic and bus times, to ensure road safety problems were not exported elsewhere.

The committee then

Resolved: To provide their views on the potential exemptions and ways of addressing the issues highlighted by Bishophill and Micklegate residents and businesses:

- i. The committee asks for special consideration to be given to exemptions for private hire taxi vehicles, hackney carriage taxi vehicles and for Blue Badge holders.

Reason: To enable the views of scrutiny members to inform the recommendation to be made to Executive.

31. Local Transport Strategy Update (7:38pm)

The report was presented by the Head of Transport Policy and Travel Behaviour (Tom Horner) and the Head of Transport Projects (Joshua Singer).

Before beginning, the Head of Transport Projects highlighted one correction in point 2 of the report – which stated more inclusive cycle parking had been installed at Blake Street; this work was in fact incomplete at the time of the meeting.

He explained that this update intended to provide delivery and progress updates towards the Local Transport Strategy (LTS) and to address challenges faced by the authority, especially with regard to implementation following the creation of the York and North Yorkshire Combined Authority. He singled out progress with regard to the rollout of real-time information screens with audio description at 127 bus stops, wider progress of bus stop accessibility and securing of a £1.9million transport funding grant from the Mayoral Combined Authority, covering cycle storage, speed reduction, active travel and pedestrian crossings, all commencing this financial year.

He also discussed emerging issues – advising that officers were working alongside the Combined Authority to develop a multi-year programme to commit to more enhanced corridor projects. The Combined Authority had provided headlines to apportion this funding as active travel, bus access/punctuality, rail stations, road safety, congestion reduction and integrated corridor and play schemes. He noted that whilst the Combined Authority were producing their own Local Transport Plan, they recognised that York's LTS was already well developed and would be a key part of that plan.

He highlighted challenges, with the key areas being delivery resource – his team had not existed at the start of the LTS and this was mitigated through dedicated transport capital project function, they had recently undertaken recruitment to bolster this further. He also discussed client resource – taking concept ideas into feasibility, modelling data to form a meaningful

and impactful project. He noted that disruption was posed by the creation of the Combined Authority – previously money had been received directly from the Department for Transport, and had needed to switch to working with the Combined Authority to bid for external grants.

He then asked the committee to consider the format and frequency of future updates on the Local Transport Strategy and its implementation, given the information set out by the report and presentation.

The chair thanked him for his report and his work alongside the Combined Authority. He then requested an update on the Movement and Place plan.

The Head of Transport Projects answered that the tender for this was now live, and interested parties were bidding as part of the procurement exercise. Following the conclusion of the procurement exercise he expected to have more information as the plan emerged. He anticipated the tender process to take another three months, adding that he would confirm this with procurement colleagues.

Members acknowledged the tender approaching completion – asking how much later the plan would then come back to the scrutiny committee, what was likely to be in it, and what actions were likely to arise from it?

The Head of Transport Projects responded that this was linked to multi-year settlement with Combined Authority – he anticipated towards the back end of that four-year period the outputs of Movement and Place would be received in terms of deliverable projects.

Members asked if this meant the process therefore started now with a four-year lead time and he responded that outputs would 2027/28 to 2029/30 at which point the outcomes of the movement and place plan would be turned into deliverable projects.

The committee asked whether there were any natural capacity gains from the Combined Authority finding its feet and requiring less direct input from the local authority. The Head of Transport Projects noted that as the Combined Authority matured and its processes became better established and understood, the council would increasingly be able to adapt processes and align its resources.

Members asked whether in future a progress tracker for each project could be provided on reports – e.g. design stage, planning stage, implementation. The Head of Transport Projects acknowledged officers would definitely take this suggestion on board for demonstrating the progress of the Local Transport Strategy at the scrutiny committee and to other groups.

Members noted that while the report confirmed projects had been commissioned, it did not clearly indicate to what extent these projects had been financed or completed. Members expressed concern at the lack of detail and transparency, and asked that in future officers deliver more information on projects, details of prioritisation and explanation as to why some schemes were not progressed, rather than members needing to request these piece by piece. If the committee was provided with this detail, it would minimise individual questions to officers from the committee and therefore lessen the time taken for officers to respond to these requests.

The Head of Transport Projects agreed that officers aimed to achieve this too, and committed to evolving programme management processes in order to produce this information going forwards.

The committee asked what made an inclusive/accessible cycle parking different from regular parking. The Head of Transport Projects explained that this was mostly to do with additional space around the cycle parking building out from the kerb.

[Cllr Taylor left the meeting at 7:51pm]

Members asked when the York and North Yorkshire Combined Authority Local Transport Plan was expected to be complete. The Head of Transport Projects answered that the Combined Authority had assured officers this was “currently being developed at pace” and a significant amount of movement had been observed in recent months, but he was unable to personally commit to a specific timeline yet. The Chair clarified that the Combined Authority had stated a draft of the Local Transport Plan would be ready in May, it would be consulted on over the summer and then a final agreed Local Transport Plan would be ready this year.

The committee asked for an update on the Castle Gateway project, since planning for the removal of the carpark had now been approved; members wanted to know whether there would be any ensuing implications for travel around the city.

The Head of Transport Projects spoke on his team’s elements – noting that the City Development team were leading on this project. He stated that various options were being considered regarding alternative parking arrangements, with the key preference being for improved facilities outside the city (such as Park and Ride sites incorporating overnight parking), but they were also looking at improvements to Coppergate car park to allow additional parking provision there, accepting that some redistribution across city would ultimately be necessary.

Members again raised the issue of barriers to access; in the current year 80 were being dealt with, and extrapolating this over another 2-3 years, this would cover 240-300. Members noted there were actually something like 800-1000 barriers, so some were inevitably being left over. The committee asked how these were being prioritised? The Head of Transport Projects admitted that progress had been slower to get off the ground due to resourcing issues. His team were looking at ramping up as much as possible, progressing to the hundreds or two-hundreds in one year going forwards. He conceded there may well be over 1000 barriers in the city, and if any were left over officers would endeavour to secure additional funding and a continued programme to remove these. He reiterated that his team's intention was to tackle as many as was feasible, acknowledging that some of the sites were incredibly complex, and therefore when prioritising a balance must be sought between recognising areas that attract a level of footfall that would benefit most from removal, but also acknowledging where focusing on one complex site might mean delaying 25 more straightforward ones.

Members asked whether officers still planned to address all barriers to access and the Head of Transport Projects responded that his team would aim to do this until they reached the point that funding prohibited this and they needed to go elsewhere. He committed to removing as many as possible.

The Executive Member for Transport added that part of the approach for prioritisation was to look at continuous routes without barriers, citing an ongoing University of Westminster study in the city regarding the impact of barrier removal; this involved camera monitoring a year before and after removal of barriers, informing officers of any changes in antisocial behaviour, goods access, wheelchair access, etc. She noted that this study would help inform how, where and when barriers would be removed.

The committee asked about the real-time information on buses – and how members could follow up with officers on this issue. Examples were cited where the boards were not displaying the real-time timetables or the accessible audio button was not functioning, and officers had not responded to ward councillors' correspondence within a reasonable timeframe. The Head of Transport Projects advised that he would discuss the examples raised with the relevant team, and could demonstrate this specific progress in detail.

The committee discussed format and frequency of future updates, advising officers of their clear agreement that more information was required in the future; they set a timeline of six months for the team to report back with

additional details – eg. how barriers are selected for removal, about changes to freight, details from the University of Westminster study and how the active travel programme was being prioritised. They also noted that many members would have schemes within their ward that they deemed high priority, and it would be useful to see officers' rationale of in prioritising these.

Members asked whether Movement and Place would be at a stage to be reviewed in six months, given it was currently out for tender. The Executive Member for Transport explained that there were some elements the council would want to bring forward faster, as part of the request of the contract, such as a highway design guide which was urgently needed. She agreed it would be good to lay out where things were regarding the Movement and Place plan on returning to scrutiny, as there would be different elements at different points.

Members asked whether it would be useful to ask the Combined Authority to give the same presentation to the CYC Place Scrutiny Committee that they would give to its York and North Yorkshire Combined Authority equivalent. The Chair suggested that this was a fair request and committed to formally asking the Combined Authority about this, since it ultimately would be dealt with at YNYCA level. He agreed that it could be included at this committee with regard to the City of York area elements. The Head of Transport Projects confirmed that at the stage where the Capital Programme was approved, an executive report would be prepared and available for the committee giving the detail of more scheme by scheme programme by programme.

The committee then

Resolved: To consider the format and frequency of future updates on the Local Transport Strategy Implementation.

Reason: This will be used to inform the Executive decision-making process of the views of the Place Scrutiny Committee in relation to the Local Transport Strategy.

32. Work Plan (8:04pm)

Members considered the committee's work plan for the current municipal year.

- i. Members noted Cllr Steward's request to establish a cross-party task and finish group looking at Section 106 agreements, confirming they would respond to this in due course and this would be tabled to the next committee agenda.
- ii. The Chair confirmed that he and the Vice-Chair had looked over items in the outstanding workplan, setting out where they would like these to go. The Scrutiny Officer committed to following up on this and preparing a draft of allocations for the next meeting. It was agreed items would be added to the unallocated list and then the Chair and Vice-Chair would work on allocation within the coming year's work plan, in consultation with officers.
- iii. To ensure consistent engagement, the Chair and Vice-Chair committed to meeting with relevant Directors of Portfolio across the council prior to the next meeting, to discuss what the committee requires from them in the next 12 months and what they expect their directorates to be delivering.

Cllr D Myers, Chair

[The meeting started at 5.30 pm and finished at 8.11 pm].

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Meeting	Place Scrutiny Committee
Date	19 May 2026
Present	Councillors D Myers (Chair), Healey (Vice-Chair), Fenton, Hook, Clarke, K Taylor, Vassie, Wells and Baxter
In Attendance	Dave Atkinson – Director of Environmental and Regulatory Services Ian Hout – Head of Environmental Services Mora Scaife - Principal Neighbourhood Management Officer Cllr Kent – Executive Member for Environment and Climate Emergency
Apologies	Councillors Whitcroft

33. Apologies for Absence (17:32)

The Committee noted apologies from Cllr Whitcroft who was substituted by Cllr Baxter.

34. Declarations of Interest (17:33)

Members were asked to declare any personal interests not included on the Register of Interests, any prejudicial interests or any disclosable pecuniary interests which they may have in respect of business on the agenda. None were declared.

35. Public Participation (17:34)

It was reported that there had been one registration to speak at the meeting under the Council's Public Participation Scheme.

Flick Williams stated that pavement parking was a bane to disabled people in the city and asked that the Council use enforcement to end pavement parking. With the installation of floating bus stops she also asked that enforcement to ensure zebra crossings are observed correctly.

36. Minutes (17:37)

Resolved: That the minutes of the Place Scrutiny Committee on 26 January 2026 be signed as a correct record of the meeting.

37. Neighbourhood Caretakers Development and Update (17:37)

Officers introduced the report seeking the Committee's feedback and input into the progress of the Neighbourhood Caretakers model, 7 months after its implementation and how it could be developed further. It was confirmed that the Caretakers team had with done walkabouts in every Council ward with Ward Councillors, community groups, and public works teams to identify work that was required.

The Committee broadly welcomed the work undertaken as part of the Neighbourhood Caretakers model in the past 7 months and thanked officers involved for the work undertaken. Members raised several areas where the Committee felt improvement could be made, including around the promotion of work that had been undertaken. Members asked whether Ward Councillors could be informed of when work was completed and whether before and after photographs could be shared. Officers confirmed that both suggestions should be the case and that they would seek to ensure Ward Councillors were updated on work that was undertaken following Neighbourhood Caretaker walkabouts, so that Councillors could further promote the work that had been undertaken. Members also asked that when the Council advertised work that had been undertaken by the Neighbourhood Caretakers team, that it include information on how other residents and community groups can get involved.

Members raised challenges of undertaking walkabouts in several of the city's larger wards, particularly in rural areas. Members noted that while the walkabouts in these wards had been useful, due to the geography of the ward, the walkabouts had focused on a smaller section of the ward and not all its villages and communities. Therefore, for bigger wards Members suggested the idea of central meeting in the ward with maps to identify areas where work was required. Officers agreed with the challenges posed by larger wards in capturing all the work that was required on a walkabout and noted that they would explore the idea of a central meeting bringing together those with local knowledge to identify areas for potential work by the operations teams. Members also asked about whether the Council was exploring upgrading to a GIS mapping system. Officers noted that York map was currently used, and upgrading was under consideration with the cost of set up and running cost of any system part of that consideration.

The Committee enquired about what would happen with work that did not meet the required level for intervention this year or work that feel outside of the Neighbourhood Caretakers scope. Officers confirmed that any work that was outside of the team's scope would be passed onto other relevant teams, while work which was un scope but would not be completed this year would be included as part of future years workstreams. It was also confirmed that the wider public realm team continued with there scheduled work as the Neighbourhood Caretakers were a planned resource for specific work identified.

Resolved:

- i. To recommend that the Council ensures that the work Neighbourhood Caretakers team is shared with Ward Councillors and to explore how to further promote the ability for communities to get involved in future walkabouts;
- ii. To recommend that for future work in larger wards to explore central planning meetings in situations where it is not possible to walk around the entirety of a ward.

Reason: To contribute to the development of the Neighbourhood Caretaker model.

38. Task and Finish Group Proposal: Section 106 Agreements Process Improvements (18:22)

The Committee agreed to move ahead with a task and finish group into Section 106 Agreements Process Improvements. It was confirmed that Councillors Steward, Merrett, Orrell and Vassie would be on the task and finish group. Members noted that Veritau were undertaking an internal audit around Section 106 agreements and enquired whether the work of the task and finish group would interfere or duplicate the work of Veritau. The Council's Scrutiny Officer confirmed that they had spoken with Vertiau and that the task and finish group work would work alongside the work of Veritau, without duplicating any work. The Committee also noted previous audits and suggested the task and finish group have these made available to them. On consulting Members also suggested amending the proposal to ensure all internal and external consultees are consulted and respond to ensure all the relevant people are able to feed in.

Resolved:

- i. The Committee endorsed the proposed remit, objectives, and timeframe for a Task and Finish Group review into Section 106 Agreements Process Improvements.

Reason: To enable the Task and Finish Group to proceed with work on the agreed review, towards fulfilment of the motion agreed by Council in September 2025 on Planning Process Improvements.

39. Work Plan (18:33)

It was noted that the Committee had an additional meeting on 16 June 2026 to consider two pieces of pre decision scrutiny on the Recycling Review and Car Parking Charges Review. The Committee made note of the BID's annual wrap up and suggested the Committee might benefit from an item with the BID regarding the BID's findings. Members noted the points raised in public participation regarding pavement parking and it was noted it and the trial on fellow lines should make part of a future item on parking enforcement.

Resolved:

- i. Noted that the Committee work plan.

Reason: To ensure the Committee maintains a programme of work.

Cllr Myers, Chair

[The meeting started at 5.32 pm and finished at 6.40 pm].



Place Scrutiny Committee

16 June 2026

Independent review of City of York Council community Car Park and on-street charges, in response to petitions

Summary

1. This report invites Place Scrutiny Committee to review the independent review of car parking charges produced by Arup. This review was initiated following petitions submitted by traders and residents under the Traffic Management Act 2004 (right to challenge).
2. The independent review is designed to test whether the increase in car parking charges aligns to existing council policy, and what the impact of the increase is to the residents and businesses in different areas.
3. Feedback from Scrutiny Committee Members will inform an Executive decision later in 2026 – to consider whether the car parking charges in local community areas should be amended.

Background

Petitions and Right to Review Parking Policy

4. In June and July 2025, petitions were received about the changes in parking prices at Bishopthorpe Road, Micklegate, Heworth and The Groves - calling for an independent review of parking charges under the Statutory Guidance - Right to challenge parking policies, Traffic Management Act 2004: Network Management Duty Guidance.
5. Residents, and traders, had identified several challenges following the increased parking charges which, petitioners believed was aligned to a decrease footfall or reduction of spend in community shopping areas.
6. Petitions received by the council were:
 - Bishopthorpe Road Traders wrote to the Executive Member referencing an 8,000-signature petition.

- Micklegate Traders raised concerns and submitted a petition about changes in parking prices. There were over 375 signatories.
- Traders and residents at The Groves challenged parking charges and submitted a petition with a request for a complete TRO review. There were over 745 signatories.
- A petition from Heworth for East Parade Carpark was received with 409 signatories.

7. The petitions requested a review of parking prices under the Traffic Management Act 2004 and in accordance with the Network Management Duty Guidance (2022) specifically the section relating to the Right to Challenge Parking Policy. The Statutory Guidance can be found here:

[https://assets.publishing.service.gov.uk/media/5a7514cc40f0b6397f35d851/150305 - Guidance on Parking Reviews FINAL.pdf](https://assets.publishing.service.gov.uk/media/5a7514cc40f0b6397f35d851/150305_-_Guidance_on_Parking_Reviews_FINAL.pdf).

8. Key elements are:

The Traffic Management Act 2004 imposes an explicit duty on local authorities to manage their network so as to reduce congestion and disruption, and provides additional powers to do with parking. As a part of this Network Management Duty, local authorities need to develop parking strategies (covering on- and off-street parking) that are linked to local objectives and circumstances. Strategies need to take account of planning policies and transport powers as well as consider the needs of all road users in the area, the appropriate scale and type of provision, the balance between short and long term provision and the level of charges. However, parking strategies cannot simply be about restricting parking. They need to meet the best interests of road users, communities and businesses. Inappropriate parking rules, over-zealous enforcement and high parking charges drive people out of town centres, push up the cost of living, harm local shops and make it harder for people to park responsibly and go about their everyday lives.

9. As a result of these petitions, and in line with the statutory process described above, the City of York Council commissioned independent consultants Arup to conduct a review to determine the impact on residents and traders in the four shopping areas of the petitions.

10. Initially the council had planned to review both the impact of the car park and on-street charging in the petitioned areas (in line with the statutory guidance), and in tandem, the interventions that could mitigate

the impact whilst still meeting the policies set out in the Local Transport Strategy. However, it became clear during the process to commission an independent consultant to conduct the review, that the priority was statutory process first, and any follow-up consultation to explore interventions to prompt modal shift would need to follow, if appropriate to do so.

11. An explanation setting out how the review and process around it complies with the Traffic Management Act 2004 is in **Annex A**.
12. Proposals to mitigate the impact of car park and on-street charging increases presented by traders and residents are listed in **Annex B**. This is collated from the independent review conducted by Arup set out in the area's specific reports prepared by Arup (**Annexes C1 to C4**).
13. **Annex C** sets out the recommendations of the independent review into York's car parking charging policy and the extent to which it supports or detracts from York's strategies and policies, described below.

The review

14. Following the Executive meeting on 3 June 2025, a consultation and engagement plan was prepared to meet the statutory requirements of the Traffic Management Act right to challenge, combined with the opportunity to explore possible transport interventions in the city centre and each of the community shopping areas – aiming to mitigate any potential negative impacts arising from the increased parking charges.
15. In July 2025, petitioners requested an independent review, and an invitation to Scrutiny to review feedback and recommendations. This was taken forward through both the commissioning of Arup to conduct the independent review, and this report to Scrutiny.
16. Car parking transaction and income data is published quarterly within the council's finance Monitor report. An up-to-date revenue report is in **Annex D**.
17. The feedback from the review, together with the data, are presented for Scrutiny in this report. This will then inform the recommendations to be considered by the Executive.
18. During the commissioning process to identify and brief an independent consultant, it became apparent that a wide consultation exercise would

reduce the focus on the statutory process. As a result, the consultation plan was pared back to only focus on the petitioned areas and the requirements set out in the Traffic Management Act and associated guidance, with any further consultation taking place at a later date, should the recommendations of the independent review suggest it.

19. The consultation element of the independent review took place over seven weeks from December 2025 to February 2026. A targeted consultation initially launched for three areas: Bishopthorpe Road, Micklegate and The Groves as these areas had submitted formal Right to Challenge petitions on car park charges. The review was expanded to include Heworth in January 2026 to respond to the petition submitted by the local community here. The consultation only focuses on car park and on-street parking prices and the impact of these – at this stage it cannot bring in additional views or suggestions for other outcomes that would potentially increase footfall in these areas to mitigate any impacts.
20. A separate workshop, facilitated by York BID, involved only city centre businesses and was held as part of the budget consultation. This feedback is being used to inform the Movement and Place Plan for the city centre (known as Reimagining York) and is separate to the independent Arup review at this stage. Although many of the possible recommendations identified by city centre traders are similar to those put forward by traders and residents in Annex B.
21. The independent review by Arup is in line with the guidance on this type of statutory review and follows advice from the Director of Governance. A briefing was provided to Executive and the review was tested against the Department of Communities and Local Government (DCLG) guidance to ensure the review was compliant (**Annex A**).
22. Officers are aware in one of the petitioned areas, Bishopthorpe Road, a separate independent survey was conducted. This does not form part of the independent review conducted by Arup - although it will invariably cover similar themes.
23. The independent review was delivered by independent consultants Arup, with the scope set out below: Arup is undertaking an independent review of car parking charges in four areas of the city. Traders and residents in Bishopthorpe Road, Micklegate, Heworth and The Groves have initiated a challenge to parking charges through The Right to Challenge Parking Policies Statutory Guidance under the Traffic

Management Act 2004. This follows the Council's decision to increase charges for the local, council owned, car parking and on street parking. On completion of the review, the Council will publish the independent review and details of when it will be considered. The outcome of the decision will be published via the council website.

24. The review by its nature has inbuilt limitations. It is in response to the Traffic Management Act right to challenge and only covers the petitioned areas. It doesn't explore typical transport choices or the impact of charging on different modal use (such as cyclists or frequent bus users). It doesn't test sample size against population size or demographics. Nor does it explore recommendations outside of the transport infrastructure. As a result, it should NOT be considered a city-wide carparking review and instead be recognised as constrained to representing the feedback of mainly car-users both within the petitioned areas and visiting the petitioned areas.

The policy position

25. The independent review had to determine whether increased car park charging is aligned to the policy position.
26. In 2022, residents and businesses were consulted on 10-year strategies designed to guide city development and future decisions. The 10-year strategies were adopted by Council in December 2022 and are focused on economy, the environment (climate change) and health and wellbeing. City partners drew on the ambitions set in the 10-year strategies to co-design a vision for the city - by 2032, *York will be a vibrant, prosperous, welcoming and sustainable city, where everyone can share and take pride in its success.*

Economic Strategy 2022-2032

27. The Economic Strategy sets an ambition that York will be among the top 25% of local economies in the UK by 2032, in terms of productivity, pay and skills.
28. It recognises there is much that York can do to guide and enable decisions that fit with our city's vision. The role of infrastructure – transport networks, the built environment, education and health systems, digital networks – support York and develop the economy.

29. The greener economy objective sets out a requirement to deliver a green transport network, described as Delivering a Green Transport Network:
- Establish the use of electric vehicles as commonplace, and provide an accessible, fit for purpose superfast charging network in the City
 - Improving public and active transport to employment sites through the Local Transport Plan
 - Increase cycling and active travel to work where appropriate as modes of commuting, along with increased safe cycle parking provision
30. In tandem, the thriving workforce objective sets an ambition to focus on helping small and micro businesses to thrive.

Climate change strategy 2022-2032

31. The Climate Change Strategy set an ambition for the city to be net zero carbon by 2030. Later, in 2024, that ambition was updated to include establishing the conditions to be climate resilient by 2030. Transport emissions targets set in the climate change strategy are to reduce driven miles by 20% by 2030, increase use of public transport by 50% by 2030 and double the amount of active travel by 2030.
32. At the time of publication, emissions from transport represented 27.9% of all emissions (a total of 261,000tCO₂ e a year. Of this, 88% of emissions come from car travel or public transport, with the remaining 12% from freight.)
33. As a result, five objectives were set in the Climate change strategy to address this:
- 3.1 Reduce distances travelled by motorised vehicles. Reduce the overall need for travel by non-sustainable methods
 - 3.2 Increase take-up of active travel. Reduce overall car usage through alternative modes of transport, public transport and car sharing.
 - 3.3 Switch to electric vehicles (EV). Increase the share of vehicles on the road that are electric or hybrid
 - 3.4 Reduce freight emissions. Decrease the overall distance and fuel usage of freight vehicles

3.5 Futureproof infrastructure. Ensure our transport infrastructure can withstand extreme weather events

34. Since 2022, transport emissions as a percentage of total emissions have increased as other areas reduce, while between 2021-2024 transport emissions remained static. Transport remains the second largest contributor to York's city-wide emissions, comprising 34% of total locally derived emissions in 2023. 95% of these emissions can be attributed to car-use. This is largely consistent with the national picture; in 2023, 32% of emissions assigned to local authority areas were attributed to the transport sector. There were no significant changes in emissions transport between 2021 and 2023.

Health and Wellbeing Strategy 2022=2032

35. The Joint Health and Wellbeing Strategy sets an ambition for All York residents (young, old and future residents) to enjoy happier, healthier, longer lives, proud of their city and living in homes that meet their needs, able to actively participate in their communities, with access to the right support at the right time.
36. It recognises that York's gap in healthy life expectancy between the richest and poorest communities will have to significantly reduce, and proposes a series of ambitions and goals to achieve this
37. Key is the focus on becoming a health generating city, starting good health and wellbeing young and preventing now to avoid later harm. The Local Transport Strategy 2024-2040 recognises this with the focus on reducing car dependency and increase in active travel.
38. In the Local Transport Strategy, the Director of Public Health notes: "One of the greatest single public health interventions any city can make is to prioritise people above cars – very few other actions simultaneously benefit individual, community and planetary health."

Local Transport Strategy 2025-2040

39. The Local Transport Strategy is a key priority of the 10-Year City Plan. Following significant consultation with city partners and residents, it set the expectation that the council would work with the city to develop a

transport system that by 2032, will be inclusive and sustainable, connecting neighbourhoods and communities.

40. The Local Transport Strategy was adopted by Executive in July 2024. It sets out to transform how residents move around the city, leading to a more accessible, healthier and affordable transport network.
41. The Local Transport Strategy's strategic vision is that "*In 2030 York residents will benefit from an accessible, affordable, sustainable and resilient transport network that continues to actively improve health and support a thriving economy for decades to come*". The strategy states that this vision will be met by delivering 10 objectives:
 - support an inclusive, accessible, affordable city;
 - support delivery of the Climate Change Strategy;
 - support delivery of the Economic Strategy;
 - improve health and wellbeing through healthy place shaping;
 - enhance safety and personal security;
 - improve the local environment by reducing air pollution and noise;
 - enhance the reliability of the transport system;
 - protect the city's heritage and enhance public spaces;
 - accommodate the envisaged growth of the city in the most sustainable way; and
 - future-proof our city.
42. It was recognised that the journey to encourage a shift in travel choices is bold and ambitious. It sets us on a path that will potentially lead to some change and disruption, as it encourages residents to consider how they currently move in and around the city and join us on a journey that will improve the quality of life for all residents.

Sustainable travel interventions

43. In 2024, the council also agreed an Implementation Plan to guide delivering the policies within the Local Transport Strategy (<https://www.york.gov.uk/downloads/file/10167/local-transport-strategy-implementation-plan>).
44. To support delivery of the Local Transport Strategy, the Council has invested in bus improvements, the Station Gateway scheme and improved sustainable travel routes. For example:

- £16.5m investment in highways maintenance, including cycle routes and pathways [Highways maintenance plan dedicates £16.5m across York](#)
- York Station improvements, including bus connections and active travel routes [Progress continues on project to transform York Station area](#)
- Consultation on the Rougier Route, aiming to improve bus service times and reliability [Rougier Route consultation launches – a better way through York](#)
- Overnight parking and improved links to transport routes with Park and Ride sites [Major improvements for York's Park and Ride](#)
- Young people £1 bus fares [Young People's bus fares reach million ticket milestone](#)
- Extended hours at the Park and Ride sites [Earlier starts, later finishes for York's Park & Ride](#)

Car park charging

45. In February 2025, and following the Our Big Conversation Budget Consultation, Full Council approved the Budget for 2025/26 which set out increased charges for Council car parks and on-street parking . This was implemented in April 2025 and designed to deliver the policies described in the Local Transport Strategy, whilst supporting the economic, climate change and health and wellbeing strategies.
46. Executive made several recommendations to Full Council in February 2025 for the Budget to change charges for Council car parks and on-street parking, to reflect the public consultation on both the budget and Local Transport Strategy. These recommendations were informed by the extensive evidence base on parking charges as a tool to increase uptake of sustainable forms of transport and reduce traffic congestion. These can be summarised as follows:
 - a) To set prices so that a stay of two hours in city centre car parks was more expensive than a family day bus ticket
 - b) To designate Bishopthorpe Road Car Park a City Centre Car Park.
 - c) To increase the discount for Minster Badge Holders for parking from circa 9% to 24%
 - d) To reduce the discount for Resident permit parking for low emission vehicles from circa 50% to 16%
 - e) Aligning Contract Parking with season ticket pricing

- f) To remove the Sunday parking charge exemption applied in Priory Street and on Micklegate
 - g) To remove the half hour payment option from some locations.
47. Following resident and trader representations, Executive approved a reduction in parking charges for community shopping areas in June 2025, pending a review to consider further changes. Executive approved the following adjustments to parking charges, which began coming into effect in late June and early July 2025: At the same time, Executive approved an adjustment to the contract parking permit charges.
- a) Charges in residential and community shopping areas outside the inner ring road were reduced to £3 per hour.
 - b) On-street charges in Micklegate and Priory Street were lowered to the "outside inner ring road" rate of £3 per hour to help local businesses adjust.
 - c) The council removed Friday, Saturday, and event-day premium uplifts for community car parks and on-street areas outside the inner ring road.
 - d) The discount for Minster Badge holders was increased from 24% to 30% of the standard charge.
 - e) The discount for low emission vehicle permits was increased from 16% to 20%.
 - f) Proposed charges for dedicated motorcycle bays were scrapped.
48. In February 2026, as part of the 26/27 budget decision, Full Council approved a further increase in parking charges and noted that through the Budget Consultation some concerns were raised about the cost of car parking and potential impact of footfall on the city centre.
49. As a result, the consultation about parking charges (see below) remained open until final budget decisions were made at full Council. The different pricing structure for community areas and city centre car parking continued, noting the petitions were submitted prior to this and focused on 'community' areas
50. 'Community' areas are used to differentiate the two-tier parking charge regime, with charging either in 'community' areas or in the city centre.
51. A workshop was facilitated by York BID with city centre businesses as part of this budget consultation to better understand any impact resulting from car park charge increases and possible steps to mitigate.

Councillors have committed to continue to engage with businesses on possible mitigations to continue to encourage footfall, whilst reducing car journeys and increasing use of sustainable modes of travel.

52. In February 2026, Council approved the increases to car park charging from April 2026 as part of the 26/27 budget. Increases were limited to a c3% rise for daytime charges across city centre car parks and on-street parking. This meant a Sunday to Thursday one hour charge increased by £0.15 from £4.85 to £5.00. A Friday /Saturday charge increased by £0.20 from £5.30 to £5.50. Evening charges, community car parks, 1st Resident Parking permits and on-street charges outside the inner ring road (including Micklegate) were frozen.
53. The income and expenditure for 2025/26 from car parking is in **Annex D**.
54. Section 55 of the Road Traffic Regulation Act 1984 requires local authorities to maintain a strict account of income and expenditure from on-street and car park parking, including penalties (PCNs). Any surplus funds must be applied to specific permitted transport and environment related uses, such as parking facilities, road improvements, or public transport.
55. The council spent £17m in 2025/26 on highways and transport services and is planning to spend £20.4m in 2026/27. Car parking income provides a contribution towards this actual and planned expenditure. The relatively high levels of car parking income have allowed the council to have a higher level of spend for Highways and Transport than would otherwise be possible. If car parking income was lower the council would have had to identify savings within highways and transport schemes. For example the council would likely have had to face difficult choices to make transport cuts, such as cutting key subsidised bus services that connect isolated rural communities or not provide evening and weekend, reduced the length of roads receiving winter treatment and reduced the number of non-statutory transport schemes we carry out. An overview of the highways and transport expenditure that parking revenue has supported are in **Annex D**.
56. In its Executive Summary (**Annex C**), Arup identified that “increases in parking charges are a demand-management tool to help achieve wider polity outcomes, helping to reduce congestion and emissions, help fund and encourage the use of sustainable transport, and helping create a city centre that remains accessible and economically resilient during the transition to net zero.”

57. However, Arup also noted that “The consultation feedback shows that changes to parking are felt quickly and acutely by residents and traders, but it also underlines that there are no easy solutions that satisfy the needs of all users. In practice, decisions on parking charges sit within wider trade-offs about how the city manages movement, place and access in line with its prevailing policy.”
58. Based on the consultation feedback and when considering alignment to local policies, Arup made a series of recommendations in **Annex C**. These are in three categories covering fairness and equity, striking the right balance and securing buy-in to a long-term vision.
59. At this stage, for Scrutiny, Arup’s recommendations are presented in full. Prior to Executive decision, these will need to be assessed to further develop and assess possible options. The recommendations presented by Arup do not take into consideration the council’s available powers, relationship with York and North Yorkshire Combined Authority (and different transport duties), the capacity for delivery nor the operability of the recommendations.
60. When Executive are presented with the council’s response to this independent review, more information about deliverability will be included to inform an Executive decision. Once the decision is made, it will be several weeks, at least a month, to progress through the necessary statutory processes before the recommendation can be enacted. This could potentially be longer dependent on the approved changes.

Wider economic considerations

61. Since June 2025, consumer confidence globally and nationally—has been significantly impacted by a combination of inflation, geopolitical conflicts, and post-budget fiscal policies. While confidence saw a slight uptick in early summer 2025, it deteriorated in the latter half of the year and into early 2026, leading to reduced discretionary spending.
62. Consumer confidence has a significant impact on hospitality, retail and tourism sectors which typically do best when consumer confidence is high.
63. The monthly Business Intelligence meetings with local business representatives confirmed the below issues affected York’s local

economy at the same time as the rises in carparking charge increases. Disaggregating the impact of increased carparking charges is therefore very difficult given the overall changing and changeable economic picture:

- **Global changes:** The *Organisation for Economic Co-operation and Development*¹ reports rising trade barriers, specifically US tariff increases, have been a major driver of global economic uncertainty, increasing costs for goods which has reduced confidence. In addition, since 2022 with the conflict in Ukraine and, more recently, conflict in the Middle East, have caused volatility in oil and gas prices, leading to widespread consumer concern regarding inflation, fuel costs, and potential for a, slowed economic growth.
- **National changes:** National Insurance and Living Wage Changes (UK): Increased Employer National Insurance contributions and National Living Wage changes following the 2025 Budget raised business costs, leading to fears of reduced hiring and impacting consumer confidence regarding job security. While the Bank of England² (BoE) maintained rates at 4.25% in June 2025 to manage inflation, high borrowing costs for a prolonged period, paired with falling employment in certain sectors, have contributed to a, "bottleneck" in confidence.
- **Consumer habits:** *The Deloitte Consumer Confidence Tracker*³ reports that the cost of living—particularly in food and essential services— caused consumers to shift towards a change in spending habits such as using discounts and choosing cheaper brands, with a rise in "trading down" to cope with higher costs. By late 2025 and early 2026, discretionary spending on items such as prepared foods, and big-ticket items fell as consumers felt less well-off, despite improvements in some areas like personal finance security. Survey data from early 2026 shows a majority of consumers, particularly in the UK, feel pessimistic about the broader economy, with many planning to reduce discretionary spend in the first quarter of 2026.

¹ [Global economic outlook shifts as trade policy uncertainty weakens growth](#)

² [Bank Rate maintained at 4.25% - June 2025 | Bank of England](#)

³ [The Deloitte Consumer Tracker | Deloitte UK](#)

Local economic data

64. Working with York BID, spend and transaction data from Beauclair has been collated for the city centre. This information is published monthly against three of the petitioned areas and is available via York BID⁴ and the council's Movement and Place data⁵. It shows that overall spend is down, although average transaction data is slightly up. This is likely telling us that less people in the city are on average spending slightly more.
65. The council has complemented spend data with monthly footfall data sourced from BT Active and published this in the monthly Movement and Place data. BT Active use GSI data from mobile phones (anonymised) which is more accurate than the MRI Software cameras, with the cameras often obscured or not operational. (MRI Software is a company specialising in real-time footfall data. MRI Software is used by many local authorities allowing for comparative data: [About - MRI Software | UK](#))
66. BT Active covers the four petitioned areas of Bishopthorpe Road, The Groves, Micklegate and Heworth to provide a different perspective, together with the city centre as the main shopping and destination area for the city.
67. Through 2025 footfall declined slightly in the city centre area, in line with national trends. Footfall at Bishopthorpe Road has been falling throughout the period of data collection, since October 2024, a number of months before the introduction of increased parking charges. In Micklegate, the Groves and Heworth footfall declined slightly at the start of 2025 and has since remained broadly steady. There are also different patterns of visitors to the areas, for example, returning university students create more footfall at different times of the year.
68. The footfall data is from October 2024 and show that on average the decline in footfall has been steadily decreasing since the data was first available. This is consistent with the wider economic considerations above.
69. The aim of this data was to identify the similarities or uniqueness of each area, and whether the two-tier approach of city centre charging and outer ring charging was appropriate. This data is shared with city

⁴ www.theyorkbid.com/york-economic-data-hub/

⁵ [City Centre Movement and Place Pack – From Q2 2025/26 - Dataset - York Open Data](#)

partners, and published monthly: [City Centre Movement and Place Pack – From Q2 2025/26 - Dataset - York Open Data](#)

Sustainable travel data

70. The Council Plan performance framework has several supporting indicators that show how transport choices are changing, including an increase in Park and Ride (P&R) passenger journeys.
71. The latest data for the Transport ‘city-related’ indicators is shown below, noting the impact of different circumstances will affect data (for example, changes to the station are altering transport choices):

Indicator	Previous Years Data	Latest Years Data	DoT 3 Year	DoT 1 Year	Frequency	Data Next Available
P&R Passenger Journeys	3.78m (2024/25)	3.88m (2025/26)	↑	↑	Quarterly	2026/27 data available in June 2027
Local bus passenger journeys originating in the authority area (excluding P&R)	10.05m (2023/24)	10.16m (2024/25)	↑	↑	Quarterly	2025/26 data available in June 2026
Area Wide Traffic Levels (07:00 -19:00) (Excluding A64) from 2009/10 baseline (2.09m)	2.03m (2023/24)	2.03m (2024/25)	→	→	Annual	2025/26 data available in July 2026
Area-Wide Cycle Flow(12 hour) indexed to 2010 Baseline (9,897) (Calendar Year)	97% (2024)	103% (2025)	→	↑	Annual	2026 data available in February 2027
Index of pedestrians walking to and from the City Centre (12 hour in and out combined) from 2009 Baseline (37,278)	101% (2024)	130% (2025)	→	↑	Annual	2026 data available in February 2027
% of customers arriving at York Station by sustainable modes of transport (cycling, walking, taxi or bus - excluding cars, Lift, Motorcycle, Train)	78.7% (2024)	60.8% (2025)	→	↓	Annual	2026 data available in February 2027
Passenger journeys on local bus services per head of population - (DfT measure BUS01f)	70.6 (2023/24)	71.4 (2024/25)	→	↑	Annual	2025/26 data available in February 2027
York Station Usage Estimates (Office of Rail and Road Station Usage Report - Table 1410) (LI 4c)	9.2m (2023/24)	10.5m (2024/25)	↑	↑	Annual	2025/26 data available in February 2027
% of tenants who say car parking is not a problem in their neighbourhood	32% (2024/25)	36% (2025/26)	→	↑	Annual	2026/27 data available in February 2027
% of tenants who say car parking is a major problem in their neighbourhood	35% (2024/25)	32% (2025/26)	→	↓	Annual	2026/27 data available in February 2027
% of tenants who say car parking is a minor problem in their neighbourhood	34% (2024/25)	33% (2025/26)	→	↓	Annual	2026/27 data available in February 2027

The DoT (Direction of Travel) 3 years is calculated on the latest three data points whether they are annual or quarterly. All historic data is available via the Open Data Platform

Feedback from the independent consultation

72. Acting as an independent voice, Arup's role was to lead a consultation exercise (which ran from 17 December 2025 to 27 February 2026) and provide CYC with unbiased findings, reflecting the needs and concerns of local residents, traders, and the wider community. The survey questions are in **Annex E**. Feedback during the consultation was obtained from the following:
- An online survey
 - Drop-in sessions for members of the public and traders
73. The individual petitioned area's findings presented in the report (**Annex C1,2,3,4**) are designed to support the council consider a decision on the issue.
74. Sample sizes and engagement in the consultation varied between areas. To promote the consultation, traders were provided with communications materials to engage visitors, information was published online and promoted through social media and printed easy-read version were available.

	Micklegate	Bishopthorpe Road	Heworth	The Groves
Sample size	103 (30 traders / 73 residents)	804 (61 traders / 743 residents/visitors)	53 (6 traders / 47 residents)	56 (10 traders / 46 residents)

75. The feedback from both residents and traders is a recommendation to reduce parking charges, followed by investment in public transport. Active travel was noted as an alternative but by a minority of participants. More frequent bus services such as early morning or late evenings would support shift workers as well as offer greater flexibility for residents.
76. Traders reported a belief that the impact of increased parking charges had resulted in fewer customers who were spending less. The Movement and Place data shows varying degrees of a decline in footfall for the community areas. However, it isn't possible to disaggregate any impact resulting from increased car park charges from the wider global and national economic challenges. Although spend data is not available for the community areas, the city centre is showing fewer people and fewer transactions through 2025. There was also a concern

that operating businesses was more challenging, with car park charging influencing the businesses workforce and availability of deliveries affected.

77. Traders were asked to provide insight about spend and visits since the parking charges had increased:

	Micklegate	Bishopthorpe Road	Heworth	The Groves
More customers /greater spend	7%	2%	-	-
Fewer customers / greater spend	7%	N/A	17%	-
Fewer customers / lower spend	57%	56%	67%	40%
Don't know / unsure	13%	3%	17%	10%
No change	10%	15%	-	40%
Other	7%	23%	-	10%
Not answered	-	2%	-	-

78. Residents noted that although they use car parks relatively infrequently, the reason for using a car was practicality.
79. Residents shared when they used the car parks to help provide an indication for the demand for parking in that area, demonstrating the difference in community area parking habits. The majority of participants had reduced the frequency of their visits:

	Micklegate	Bishopthorpe Road	Heworth	The Groves
Visited carpark more than once a week	15%	18%	26%	39%
Visited carpark monthly	32%	26%	21%	9%
Visits decreased	79%	79%	70%	57%

80. Free text responses were analysed to understand resident's views on what the council could do to meet the policy position set out in the Local Transport Strategy, to reduce car journeys and improve health and wellbeing:

	Micklegate	Bishopthorpe Road	Heworth	The Groves
Lower prices generally	40%	61%	50%	43%
Cheap or free for short periods	36%	23%	29%	17%
Discounts for residents / business / customers	19%	10%	14%	37%
More frequent buses	22%	45%	44%	13%
More reliable buses	28%	14%	11%	13%
Cheaper bus fayres	28%	12%	N/A	38%

81. Proposals developed by residents and traders, based on their lived experience, have been collated during the independent consultation and are presented in **Annex B**.

Recommendations

82. Following the consultation and feedback from participants, Arup recommended potential mitigations to address the issues identified (Annex C). These mitigations are designed to retain the ambitions set out in the local policies, whilst recognising the issues raised in the consultation.
83. These proposed mitigations are in **Annex C** and are subject to funding being available, together with assessing the deliverability and feasibility of each of the recommendations. The recommendations presented by Arup do not take into consideration the council's available powers, relationship with York and North Yorkshire Combined Authority (and different transport duties), the capacity for delivery nor the operability of the recommendations.

Consultation

84. The Council listened to concerns from businesses and residents to inform the approved changes at June 2025's Executive. Representations were also made on the day.

85. Following submission of the four petitions, an independent review of parking charges was launched by the consulting firm Arup in December 2025. Arup were commissioned to conduct an independent survey, inviting residents and traders to consider how the increase in charges had affected their parking habits, to determine whether the policy intention was delivered through the increased charging. The review included a survey (both online and printed) together with focus groups.
86. Although any business or resident in the city could respond to the review, it specifically covered Bishopthorpe Road, Micklegate, Heworth and The Groves. Printed surveys and packs were delivered to trading locations in each of the petition areas.
87. The survey closed on 27 February with 1030 responses (924 residents and 108 business owners). Four workshops were held in each of the areas of the petitions to further explore the issues raised.
88. A separate workshop was held with city centre businesses (and facilitated by York BID) to better understand the impact of the budget recommendations to further increase carpark charging, as part of the 26/27 budget consultation.
89. Scrutiny are invited to review the feedback, data and recommendations – set out in the Independent Review (**Annex C, C1-4**) – to consider any additional recommendations or preferred way forward. This was at the request of the Bishopthorpe Road petitioners. Scrutiny's recommendations will be considered for presentation to Executive for consideration.

Options

90. Members are invited to note the proposals put forward by respondents to the independent review and provide feedback on the independent recommendations (**Annex C**) together with reviewing the individual area reviews (**Annex C1,2,3,4**),

Analysis

91. Feedback from scrutiny is an integral part of the consultation process to inform the Executive report due later in 2026 including whether to recommend amendments to the parking charges, ensuring representation from across the city is included.

Implications

- **Financial** - A summary of the annual (25/26) car parking income and transactions is provided in Annex D. The council monitors and reports parking revenues across the whole estate rather than for individual car parks or streets. Reducing parking charges will have an impact on the council's ability to discharge its statutory duties, financial resilience, and ability to provide a balanced budget (as more funding will need to be allocated to transport and highways from different sources or transport and highway expenditure will have to be reduced). In addition, excluding officer time, the independent review cost £120k (ie. £30k x 4 areas).
- **Human Resources (HR)** There are no HR Implications with the recommendations.
- **Equalities** This report is providing an update on the recommendations from Arup for Scrutiny review, the EIA has not been updated as there are no proposals to change the policy recommended in this report. The EquIA will be updated to support the recommendations to be presented to Executive later in 2026.
- **Legal** - The requirements of the Traffic Management Act 2004 are set out in the body of the report and Annex A sets out how the review and process around it complies with the Act. It is noted that the recommendations presented by Arup do not take into consideration the council's available powers or the position relating to transport duties due to the relationship with York and North Yorkshire Combined Authority. These elements will need to be considered, when producing recommendations for the future Executive report, to ensure compliance with the Council's statutory powers and duties.
- **Property** – No impact
- **Health and Wellbeing** - Reducing the overall number of cars on York's roads reduces traffic congestion and makes the roads safer for pedestrians and cyclists, with a positive impact on reducing air pollution and improving health and wellbeing. Enabling more people to choose to walk, use mobility aids and cycle helps to improve the health of the city's population.
- **Climate** - A council ambition, set out in the Climate Change Strategy, is to reduce driven miles and increase use of sustainable modes of travel. Increased parking charges can contribute to a reduction in driven miles and increase the use of sustainable modes of travel.

Risk Management

92. **Policy** The increase in parking charges has been introduced to support the ambitions set out in the Local Transport Strategy, and to align with the ambitions in the 10-year strategies. This means any changes will need to balance both local policy intention, together with the requirements set out in the Equalities Act, with additional transport interventions designed to support those residents most at risk.
93. **Data** Additional data has been commissioned from BT Active to better understand footfall in the four areas, and the city centre. This data conflicts with the MRI camera data and so is not comparative when looking at national trends. The lack of single source of clear and consistent data risks undermining recommendations, and as a result the council will continue working with the BID and partners to resolve.
94. **Parking charges** Further change to parking charges risks confusion, therefore it is proposed that any changes in price are clearly advertised and communicated with key stakeholders in advance. Advertising will be across targeted social media and in car parks, together with the local media as per the statutory requirement.
95. **Economic impact** There are a wide range of international issues and national policies affecting how much disposable income residents and visitors now have available to spend in the local economy (see above). Declining consumer confidence risks undermining York's many independent high streets with retail and hospitality most at risk. Carpark charging should not be seen as a deterrent to consumer spend, and the council should support local businesses by working with them to identify new ways of attracting businesses to the local offer.

Recommendations

Members are asked to consider

- 1) Providing feedback on the independent parking charges review and recommendations. Reason: to ensure Member feedback is considered as part of the development of the Executive report

Contact Details

Author:

Claire Foale
Chief Strategy Officer

Chief Officer Responsible for the report:

Garry Taylor
Director of City Development

Report

Approved

Date

Wards Affected: Petitions are from the below areas with **All** recommendations likely to cover all areas within the “community” catchment:

Bishopthorpe Road
Micklegate
The Groves
Heworth

For further information please contact the author of the report

Specialist Officers

Patrick Looker, AD Finance
Dave Atkinson, Director of Highways and Regulatory Services
Mike James, Head of Communications and Engagement
Helene Vergereau, Head of Highway Access and Development

Background papers

- Budget Executive [Agenda for Executive on Tuesday, 27 January 2026, 5.30 pm](#) item 193
- Budget Executive [Agenda for Executive on Tuesday, 21 January 2025, 4.30 pm](#) item 77
- Executive approve Economic Growth Strategy 2022-2032 and Climate Change Strategy 2022-2032 [Agenda for Executive on Tuesday, 22 November 2022, 5.30 pm \(york.gov.uk\)](#) item 46
- Executive approve the Local Transport Strategy 2024-2040 [Agenda for Executive on Thursday, 18 July 2024, 4.30 pm](#) item 16

- Local Transport Strategy Implementation Plan
www.york.gov.uk/downloads/file/10167/local-transport-strategy-implementation-plan
- Executive approve review of carparking charging [Agenda for Executive on Tuesday, 3 June 2025, 4.30 pm](#) item 108
- Latest carbon emissions report [Agenda for Decision Session - Combined Executive Member Decision Session on Tuesday, 4 November 2025, 10.00 am](#) item 44 (council) item 45 (city)

Statutory Guidance on Right to Challenge Parking Policies

[https://assets.publishing.service.gov.uk/media/5a7514cc40f0b6397f35d851/150305 - Guidance on Parking Reviews FINAL.pdf](https://assets.publishing.service.gov.uk/media/5a7514cc40f0b6397f35d851/150305_-_Guidance_on_Parking_Reviews_FINAL.pdf)

Annexes

A - Car park review – compliance to the TMA 2008

B - Resident and Traders proposals to mitigate increased car park charging

C - Arup: Executive Summary: York Right to Challenge car parking price consultation

C.1. - Arup: Micklegate: Right to Challenge car parking price consultation

C.2 - Arup: Bishopthorpe Road: Right to Challenge car parking price consultation

C.3 - Arup: Heworth: Right to Challenge car parking price consultation

C.4. -The Groves: Right to Challenge car parking price consultation

D - Carpark income and transport and highways expenditure

E – Car park review questions

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Annex A – compliance with DCLG guidance

Guidance	Our actions
<p>The local authority confirms that [the petition] is valid and determines how long the review will take, then publishes details of the petition and of the scheduled review</p>	<ul style="list-style-type: none"> ➤ We have confirmed that all petitions are valid ➤ We determined how long the review would take, published details of the petition and of the scheduled review ➤ With an additional challenge coming from Heworth, we extended the entire consultation to give everyone more time to respond ➤ Details of this extension and revised timescales were published by the Council
<p>The local authority conducts the review as scheduled, including consultation.</p>	<ul style="list-style-type: none"> ➤ The review is currently in progress as scheduled ➤ We are consulting with local businesses and residents as part of the review ➤ To help people respond to the consultation we are sharing insights about economic activity in these areas via the Council’s Open Data platform ➤ We have also produced a data pack ‘explainer’ PDF and video
<p>As part of this, the local authority uses its website to invite views from the public, local businesses and groups such as Traders Associations, Business Improvement Districts, and Community Interest Groups etc.</p>	<ul style="list-style-type: none"> ➤ An online survey is being hosted on our website ➤ As of 02/02/2026 we have received 672 responses online. By comparison to other recent surveys this seems to be a healthy response rate - particularly given that this review is not city-wide but focussed on four neighbourhoods ➤ Paper surveys and marketing collateral have been provided to a significant number of businesses and community hubs to enhance engagement. They are also in local libraries which are collecting completed surveys for residents. ➤ Easy read copies of the survey are available ➤ Press releases have been sent out about the consultation and extension generating multiple news stories. ➤ We are promoting the consultation on social media ➤ Information has been included in the council’s highest reach e-newsletters for residents and businesses ➤ In addition to our survey, respondents are also invited to submit supporting evidence via email to Arup

On completion of the review, the local authority publishes its report, including evidence, recommendations, and details of when the report will be considered.

The petitioner is specifically notified on when the report will be considered and is able to attend the meeting of councillors where their petition, and the review of the relevant traffic regulation order, is considered and voted upon.

- Please see above for the timeline of when the report will be published, reviewed at a public Scrutiny meeting and considered at a public Executive Member Decision Session.
- Petitioners and other interested individuals can attend these meetings in person or view online.
- The decision point will be made at the Executive Member Decision Session and published via the council's website thereafter.

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Annex B

Resident and Traders proposals to mitigate increased Car park charging

The below provides a non-exhaustive list of interventions that were suggested by traders and/or residents through the open responses in the consultation – listed by petition area.

They have not been assessed against local policies or potential wider implications. This means they might not be deliverable or funded, however, are shared with Scrutiny to demonstrate the types of interventions residents and traders are keen the council explores further.

Micklegate

- Reduce parking charges overall, with a focus on affordability for short-stay trips and quick visits
- Introduce a short period of free parking (e.g. 30 minutes) to incentivise shorter ‘popping by’ trips
- Introduce targeted discounts or concessions (e.g., for residents, local businesses, staff, or customers)
- Improve public transport so it is a credible alternative to driving (more reliable, more frequent, and more affordable services, including outside peak times)
- Strengthen park and ride as a core access option (capacity, frequency, and overall value for users)
- Reinvest parking revenues transparently into transport and accessibility improvements
- Enhance active travel options (safer, more convenient walking and cycling routes) to support local trips without a car
- Review wider traffic management and access arrangements to ensure the area remains accessible for people, deliveries, and local activity
- Ensure parking and transport policies consider accessibility needs (e.g., for disabled people, older residents, and families) and provide practical alternatives

Bishopthorpe

- Reduce parking charges overall, including reversing or substantially revising the April 2025 tariff increases
- Reintroduce affordable short-stay parking (e.g., free or significantly reduced first 30–60 minutes) to support quick trips and local spending
- Introduce targeted discounts or concessions (e.g., for local residents, local businesses/staff, and/or customers)
- Consider proof-of-purchase parking schemes (e.g., retailer validation) and/or resident-only short-stay concessions
- Explore more flexible pricing and payment models (e.g., pay-on-exit and options that reduce reliance on digital-only payment)
- Ensure parking policy accounts for accessibility and equity impacts, including disabled people who are not eligible for Blue Badge concessions
- Improve public transport as an alternative to car use (e.g., better bus frequency, reliability, coverage and capacity, cheaper fares, and stronger park-and-ride provision)
- Continue to invest in active travel (walking and cycling), including better connected cycle routes and increased cycle parking
- Adopt a more localised approach to parking policy for neighbourhood high streets (rather than mirroring city-centre tariffs), with proportionate short-stay pricing
- Improve consultation, transparency and use of evidence in setting tariffs

Heworth

- Reduce parking charges, particularly for short-stay visits (including reintroducing a low-cost/short-duration tariff)
- Introduce targeted concessions (e.g. a limited free period for quick errands, and/or resident and local business/customer discounts)
- Where parking charges are retained or increased, reinvest revenue transparently in local transport improvements and communicate the rationale and intended outcomes more clearly
- Ensure any parking and transport changes reflect accessibility needs (including disabled people, older residents and families) and provide realistic alternatives to car travel

- Improve public transport (particularly bus frequency, reliability and connectivity) and strengthen active travel provision (including safer routes and more secure cycle parking)
- Review wider traffic management and road safety measures to support local

The Groves

- Reduce short-stay parking charges (including consideration of a much lower tariff for the first 30 minutes to 2 hours, e.g. 1–1.5 hours, to support “nip-in” visits and local trade)
- Introduce differentiated pricing / discounts for York residents and permit holders (including residents’ permits and Minster pass holders), with respondents noting a preference for simpler access to discounts
- Provide free or cheaper parking at specific times and for specific needs (e.g. Sundays, evenings/overnight, and situations such as medical appointments), reflecting affordability and accessibility concerns
- Improve public transport as an alternative to car trips (including cheaper fares, more direct/less circuitous routes, improved coverage to key destinations, higher frequency and reliability, and a more effective Park and Ride offer with sufficient capacity)
- Address parking displacement into residential streets and perceived imbalances between permit and non permit spaces, to reduce inappropriate/unsafe parking and pressure on local streets
- Improve the accessibility of parking operations (e.g. clearer/up-to-date signage and consideration of barriers created by cashless-only payment systems for some users)
- Review wider network changes raised alongside parking charges (including concerns about road closures/through-routes and junction operation), where these were perceived to increase congestion and car mileage

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York City Council

Healthy Places - Right to Challenge Car Parking Price Consultation

Executive Summary

Reference: Final

Final | 22 May 2026



This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 313147-00

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1. Purpose and background

Ove Arup and Partners Ltd (Arup) have been commissioned by City of York Council (CYC) to undertake an independent consultation on car parking charges in four areas of the city, namely Bishopthorpe Road, Micklegate, The Groves, and Heworth. Following CYC's decision in April 2025 to increase charges for CYC-owned car parking, traders and residents in Bishopthorpe Road, Micklegate and The Groves have initiated a challenge to parking charges through The Right to Challenge Parking Policies Statutory Guidance under the Traffic Management Act 2004. Separately, traders in Heworth have raised a petition against the increases in car parking charges.

Acting independently, Arup ran a consultation exercise from 17th December 2025 to 31st March 2026 which included both online and in-person engagement. We have reviewed and consolidated feedback and provided CYC with reports which identify common issues and collate the needs and concerns of local residents, traders, and the wider community in each of the study areas.

This Executive Summary has been prepared to summarise the headline findings across the four areas of York, and to provide a set of clear recommendations for CYC as the process moves through to scrutiny and, ultimately, a decision.

2. Headline findings

In total, there were 1,016 responses to the consultation across the four study areas. This included 107 business owners and 909 residents/visitors. The headline findings from these different groups are presented below. Many of the headline findings were common across the four areas, but where any of the areas differed significantly from the average, *these figures have been provided in brackets*.

2.1 Business owners

- 56% of business owners (*67% in Heworth*) reported “fewer customers and lower spend” as a result of the increased parking charges. 15% of respondents (*40% in the Groves*) reported “no change”.
- 43% of business owners (*30% in Bishopthorpe Road, higher at all other locations*) reported that the increase in parking charges has impacted their ability to park at their business or take deliveries
- In response to an open text question asking business owners what action they would like CYC to take in response to the challenge over parking charge increases, the most popular themes were:
 - 69 respondents suggested the provision of cheaper parking;
 - 32 respondents suggested improved public transport;
 - 10 respondents suggested improved active travel infrastructure; and
 - 6 respondents expressed their support for the parking charge increases.

2.2 Residents / visitors

- 81% of respondents (*72% in the Groves*) drive to their selected location.
- Reasons for travelling by car included “no suitable alternative mode” (327 respondents), “it forms part of a multi-purpose journey” (318 respondents), “practicality” (233 respondents), “necessity” (220 respondents), “comfort” (101 respondents) and “safety” (68 respondents).
- When asked how the increase in parking charges has impacted their parking habits, respondents most frequently cited “using car parks less frequently” (444 respondents), “parking in different locations”

(302 respondents), “*changing where they travel to*” (443 respondents) and “*parking for shorter amounts of time*” (147 respondents).

- 78% of respondents (57% in the Groves) stated that their visits to the selected destination have decreased since the parking charges were increased.
- In response to an open text question around actions residents and visitors what action they would like CYC to take in response to the challenge over parking charge increases, the most popular themes were:
 - 584 respondents suggested providing cheaper parking (*the top selection in all four locations*);
 - 217 respondents suggested improving public transport;
 - 55 respondents suggested improving cycling and walking infrastructure; and
 - 57 respondents expressed support for the parking charge increases.
- Of those who suggested the provision of cheaper parking:
 - 58% (40% in Micklegate) were in favour of a blanket reduction in prices;
 - 23% (35% in Micklegate) supported cheap or free parking for short durations; and
 - 12% (37% in the Groves) suggested discounts for residents / business / customers.

3. The policy context

York’s approach to parking pricing sits within a wider policy framework that seeks to bring forward rapid decarbonisation; provide improved and more equitable transport options; and promote a thriving, inclusive economy. Collectively, the city’s strategies position parking management (including charges) as one lever among many to manage scarce road space; reduce congestion and emissions; and support city-centre vitality.

Relevant policies are:

- **Local climate change ambition:** The *York Climate Change Strategy 2022–2032* sets the city’s net zero direction. It identifies transport as a major source of emissions and requires sustained reductions through both cleaner vehicles and reduced car dependency.
- **Transport provision and mode shift:** The *York Local Transport Strategy (LTS) 2024–2040* is explicitly framed as an enabler of the Climate Change Strategy, with a stated need to achieve a 71% reduction in transport carbon emissions by 2030 delivered through a shift to more sustainable transport modes. This strategy sets a vision for an accessible, affordable, sustainable and resilient transport network that improves health and supports a thriving economy, prioritising walking, wheeling, cycling and public transport, while maintaining access for essential car journeys. Its *Implementation Plan 2024–2026* commits to a parking strategy that makes best use of limited highway space and encourages use of Park & Ride, alongside bus priority and safer active-travel routes. The *Joint Health and Wellbeing Strategy 2022–2032* reinforces this direction through its focus on prevention and creating environments that enable physical activity and reduce health inequalities.
- **Economic ambition and city-centre vitality:** The *Council Plan 2023–2027* and *York Economic Strategy 2022–2032* emphasise inclusive, sustainable growth – raising productivity and earnings while supporting net zero ambitions. The *Our City Centre Vision* highlights how footfall and vibrancy are central to a successful centre (supporting businesses, services and jobs), while also setting expectations for a city centre that is welcoming, accessible and sustainable. Within this framing, parking policy is part of a broader ‘access offer’ that must work alongside high-quality public transport and attractive public realm.

In this context, increases in parking charges are a demand-management tool to help achieve wider policy outcomes, helping to reduce congestion and emissions, help fund and encourage the use of sustainable transport, and helping create a city centre that remains accessible and economically resilient during the transition to net zero.

4. The challenge around competing priorities

York is not unique in facing challenges around car parking. The city must manage a high, and growing, demand for convenient access to local centres; physical limitations on road width and kerb space; and an expectation from residents that towns and cities should be healthier, cleaner and more people friendly. Nearly all cities in the UK are implementing a mixed strategy to address these challenges combining financial measures (e.g. congestion charging, parking charges, workplace parking charges) with physical measures (e.g. reorganising road space and prioritisation of signals to promote sustainable and active travel).

The consultation feedback shows that changes to parking are felt quickly and acutely by residents and traders, but it also underlines that there are no easy solutions that satisfy the needs of all users.

In practice, decisions on parking charges sit within wider trade-offs about how the city manages movement, place and access in line with its prevailing policy. The strategic direction of travel for York, as with many other cities, is to enable more trips by walking, wheeling, cycling and public transport, with car use being focused on journeys where there is no realistic alternative. Delivering this, implies reallocating limited road space and kerbside space; prioritising bus reliability, cycle routes and safer crossings; and defining loading and Blue Badge access, whilst recognising that such measures will reduce general parking supply and/or convenience.

Parking charges are one lever for managing a scarce resource. They can encourage greater turnover/usage of car parking spaces and help manage demand. However, parking charges cannot deliver policy outcomes on their own. Any pricing approach needs to be aligned with complementary measures, namely good public transport, safe and convenient active travel routes, clear information and proportionate enforcement, so that people have credible alternatives.

CYC must therefore balance competing priorities, for example:

- **Access vs. climate and congestion:** supporting access for shoppers, visitors and some workers while reducing traffic, emissions and delay.
- **Residents vs. visitors:** residents need reliable access to park near home (including permits, visitor bays, and space for carers/trades), and protection from overspill and displacement; visitors need convenient, legible short-stay parking close to shops and services.
- **Parking turnover vs. convenience vs. wider policy objectives:** balancing short-stay parking to support access to shops and services, while avoiding displacement into surrounding streets and recognising the Council's wider objectives to reduce car use and encourage sustainable travel. For example, low-cost short-stay parking may improve convenience but could conflict with congestion and climate goals, requiring clear trade-offs to be acknowledged.
- **Space for parking vs. space for sustainable modes:** choosing where highly constrained space is best used for bus priority, cycling, wider footways, loading and accessibility as an alternative to on-street car parking.

Overall, there is no single “right answer” on parking and solutions are very location specific. While the general trend across cities in the UK is for car parking charges to continue to increase, any change can have uneven impacts and may result in unintended consequences such as shifting demand elsewhere. The challenge is to apply the policy direction consistently, while being transparent about trade-offs and using a balanced package of measures which provide realistic transport options. In implementing change, it is important that councils remain responsive, communicate clearly and adjust and refine their approach over time in response to evidence.

5. Recommendations

This section sets out a series of recommendations that could be considered by CYC following its review of the consultation responses. These recommendations draw from suggestions made by respondents, supplemented with Arup's professional expertise and experience from working with cities across the UK and considering alignment with current local policy. No detailed recommendation is made where parking charges should be set – this must be a decision for CYC – but we do observe that the current parking charges are broadly similar to charges seen in other UK cities with similar social and economic profiles.

Our recommendations are grouped into themed subsets which reflect consultation feedback and local policy ambitions.

5.1 Recommendations subset 1: Fairness and equity

One of the key recurring themes from the consultation was around fairness and equity. The following recommendations could be implemented to ensure these principles are baked into CYC's strategy around parking charges and any future decisions.

- **Apply charges fairly and consistently** across locations and user groups, building on the Equality Impact Assessment (EqIA) already undertaken and the clear intent to deliver consistency through previous changes. Consultation feedback consistently highlighted a perceived lack of consistency between locations and confusion about how charges, concessions and controls fit together as an overall approach. It should be noted that much of this feedback was highlighting the disparity between Council-managed car parks and large 'out-of-town' retail parks with free parking such as Monks Cross. CYC have very limited influence over these locations and so any parking strategy needs to be clear on this distinction and that it applies to Council-managed car parks only. Where targeted concessions are permitted to reflect local circumstances (see recommendations subset 2), these should be applied within clear legal and policy parameters and communicated transparently, so users understand the rationale and scope of any differences to avoid perceived unequal treatment.
- **Continue to embed accessibility and equity considerations into tariff decisions**, informed by the completed EqIA, and by engagement feedback from groups such as disabled people older residents and families. Where concerns relate to aspects of the national Blue Badge scheme that fall outside CYC's direct control, the Council should support local accessibility groups in identifying evidence-based issues and, where appropriate, lobby central government for improvements. Any future more localised options to mitigate adverse impacts should be evidence-led, proportionate and practicable, recognising the legal, operational and enforcement constraints associated with tailoring tariffs to specific user groups.
- **Avoid digital exclusion** by consolidating and enhancing the existing policy approach, which has already been strengthened through the retention of non-digital payment options and the completed EqIA. Consultation feedback indicates that challenges persist, so further realistic improvements could focus on optimising what is already in place, for example clearer and more consistent signage, better communication of available non-digital options, and operational adjustments that support users who may struggle with digital systems. Additional engagement with groups representing those most at risk of digital exclusion would help ensure any future decisions remain proportionate, evidence-led and practicable.
- **Address displacement and permit/non-permit imbalance** to minimise the risk that any future changes to parking charges shift additional pressure onto residential streets or disproportionately affect particular neighbourhoods. This is a particular issue in Heworth where '1 hour no return' parking does create this kind of pressure. This should build on existing approaches such as controlled parking zones (e.g. ResPark), while explicitly recognising the trade-offs involved, including potential impacts on residents where new controls are introduced (see Recommendations subset 2 for further detail around ResPark). Ongoing monitoring and engagement with affected communities would help ensure that measures manage displacement effectively without creating unintended consequences.
- **Demonstrate a fair deal for communities** by strengthening transparency and communication around how any retained or increased parking revenue is reinvested into transport and environmental

improvements, including but not limited to accessibility-related measures (e.g. buses, park-and-ride, active travel). This should clearly articulate the rationale for reinvestment decisions, the outcomes sought, and progress against them, building on existing statutory requirements and supporting public understanding and confidence in the wider vision (see recommendations subset 3).

- **Run any future consultations proactively and fairly** by being transparent about the evidence base and decision criteria, monitoring and publishing key impacts (e.g. footfall, dwell time, displacement and equality impacts), and clearly demonstrating how feedback has informed proposals. As part of this, changes to parking charges and supporting policies should form a much more prominent and structured component of the Council’s existing annual budget consultation process, rather than the current light-touch approach. This will require CYC officers to prepare an annual parking evidence report that proactively compiles relevant data, articulates the rationale for any proposed changes, and sets out how they align with wider policy objectives. This updated process should include specific and targeted engagement with interested parties such as trader and resident groups, and be presented in a format that is easy for stakeholders to understand. The scope, timing and frequency of any additional consultation activity outside of this annual window should be proportionate, recognising that there is no statutory requirement to consult on parking charges and that more extensive consultation can have resource implications and delay decision-making.
- **Advocate for wider fairness levers outside parking charges** by clarifying the Council’s role as an enabler and partner, for example by providing evidence, coordination and formal representations to national government, while supporting local trader and business groups to lead and shape lobbying and campaigning activity on issues such as business rates and high-street viability (e.g. “Save Our High Street” style campaigns). This should also recognise the increasingly prominent role of the Mayor and the Mayoral Combined Authority as key political and strategic actors for York and North Yorkshire, with whom the Council can collaborate to amplify local priorities and strengthen the collective voice on issues affecting economic fairness and high-street resilience.

5.2 Recommendations subset 2: Striking the right balance

As described in Section 4 above, parking charges will always be contentious and striking the right balance is critical in driving ambitious policy outcomes while considering the needs of all users. The following set of recommendations are related to increasing flexibility in response to local circumstances.

- **Explore the potential for targeted charging measures that support local trade.** Examples could include (but not be limited to):
 - Providing a limited period of free parking (for example, around 30 minutes) to facilitate quick ‘drop-in’ trips for nearby residents and shoppers. Any such offer would need to be carefully calibrated so that it is long enough to benefit local businesses but not so long that it enables access to more distant parts of the city centre.
 - First hour pricing adjustments, potentially just in ‘community parking locations’ such as those forming the basis of this review. This would support short-stay visits to local businesses but discourage use for commuting or longer trips that should be in scope for park and ride services.
 - More granular charging within the first hour (e.g. 15- or 30-minute increments) to enhance perceived fairness and better support short visits. Consideration would need to be given to increased complexity and operational and enforcement challenges.
 - Introduce a flat or reduced rate for the first hour across all Council-managed car parks and on-street bays to support local businesses and short visits.

Consideration of these approaches should assess operational practicality and equity impacts, and give due consideration to the striking the right balance between promoting economic vibrancy in local centres and wider policy goals included in the Local Transport Strategy, including promoting sustainable travel.

- **Monitor and refine existing resident and permit-holder mitigation measures, alongside time-specific parking flexibilities** to ensure they continue to incentivise the right behaviours, reflect localised impacts and minimise unintended consequences. Existing provision includes:

- The York Minster Badge gives York residents discounts on parking in council car parks and on-street parking bays. It currently costs £45 for 2 years.
- The York Residents' Parking (ResPark) scheme is a permit system that prioritises on-street parking for eligible residents and their visitors within designated zones.

The Minster Badge and ResPark schemes should be considered together to ensure they operate consistently across the city and support wider policy goals. The Minster Badge (offering free evening parking until 2021 but now charged at £2) sits alongside other local arrangements such as free after-6pm parking on Bishopthorpe Road and in Heworth, and free Sunday parking on Micklegate, creating inconsistencies that can unintentionally displace visitor parking into nearby ResPark streets. A coordinated review should therefore examine how these schemes interact, including the pricing and discount structure of the Minster Badge to ensure it provides sufficient incentive for eligible residents while still supporting sustainable travel for short trips, and the geographical coverage of ResPark schemes. Options for the Minster Badge could include an overall price reduction, an increased discount and targeted enhancements in community parking locations. This should also include consideration of how Sundays operate, particularly in relation to religious services (see the following recommendation for more detail), as part of a wider strategy for equitable and consistent time-based concessions. Alongside this, ResPark arrangements should continue to be monitored and refined to ensure they reflect localised impacts, avoid displacement pressures, and remain simple and fair for residents. Any adjustments across either scheme should be evidence-led, proportionate, legally compliant and clearly communicated so that residents understand how the different elements fit together and why changes are being made.

- **Support access to religious services** following a set of core principles around consistency, fairness and avoiding unintended displacement, building on the previous recommendation. This includes addressing current inconsistencies, such as free Sunday morning parking on Micklegate, and recognising situations where places of worship benefit from informal flexibilities, for example the area around York Mosque where parking is currently free but on the waiting list to be converted to a ResPark. A clearer city-wide approach should apply needs-based flexibilities that align with service times (including major festivals and peak observance periods) through clear, published criteria and a consistent consultation and application process. Any such flexibilities should build on existing permit frameworks where possible, with defined eligibility, time limits and locations to ensure they can be implemented and enforced fairly and consistently across different faiths and areas of the city. Clear communication of how and when these arrangements apply would be essential to maintain transparency and confidence.
- **Monitor and iterate** the recommendations identified through this report using proportionate and deliverable monitoring approaches to track outcomes such as turnover, displacement and accessibility impacts. Given that data collection (particularly parking surveys) can be resource-intensive, monitoring should draw where possible on existing data sources, lighter-touch methods and time-limited evaluations. Measures should then be refined based on the evidence available and stakeholder feedback. Reporting this data, and any related decisions around parking policy should be done annually as part of the Council's existing budget consultation process (see Recommendations subset 1 for more detail).

5.3 Recommendations subset 3: Securing buy-in for a long-term vision

The third subset of recommendations is focussed on setting a clear long-term vision for transport in the city and securing buy-in from stakeholders and local communities. A key theme through the consultation responses was a lack of transparency around why parking charges need to be increased, and what CYC's plans are around investing in alternative sustainable modes. The existing Local Transport Strategy and associated Implementation Plans set out a clear direction of travel for transport investment in the city, but more clearly communicating how parking charges will contribute to these ambitions should be a priority.

- **Be more proactive around communicating the clear long-term transport vision** that sets out the intended direction for the city in line with the various key policy documents including the existing Local Transport Strategy (e.g. more walking, cycling and public transport for everyday trips), the outcomes sought (access, safety, air quality, economic vitality), and how different policies connect to that vision. All future consultation and decisions around parking charges should be framed in this wider policy context. This narrative should also be included as part of the annual budget and reporting process (see

Recommendations subset 1 for more detail), including high-level reporting of how transport-related revenues and budgets are being used to fund transport and environmental improvements in York.

- **Be transparent about the “why” and the “what next”** – explain the problems being addressed (e.g. congestion, limited space, maintenance, climate/air quality goals), what evidence is being used, and what success will look like (with measurable indicators and review points).
- **Set out a visible investment plan for sustainable alternatives**, including what will be delivered, when, where, and who benefits.
- **Optimise and enhance York’s sustainable transport offer** by strengthening the park-and-ride network as the city’s key radial spine for intercepting visitor and strategic trips, supported by reliable local bus services and high-quality active travel links. Significant progress has already been made, including the recent increase in frequency of the Number 11 bus from hourly to half-hourly, improving connections between Bishopthorpe Road, the city centre and Heworth, and this momentum should continue. Working closely with the Mayoral Combined Authority and public transport operators, the Council should pursue further incremental improvements to route coverage, service frequency, integration quality, reliability wayfinding and passenger information, ensuring that enhancements are deliverable within funding constraints and reinforce sustainable travel as an attractive, convenient choice for residents and visitors.
- **Integrate ticketing and journey planning across modes** – work with the Combined Authority to build on the success of the York Ticket and other initiatives to make it simpler to combine park and ride with buses, walking and cycling (through the LCWIP); improve real-time information and consistency of messaging across platforms and on-street signage.
- **Develop a stakeholder buy-in and engagement approach** – identify key groups (e.g. resident associations, businesses, disability groups, faith groups, universities/colleges, visitor economy), agree clear engagement principles, and use regular, existing forums (rather than one-off consultations) to help shape proposals, test emerging ideas and monitor impacts over time. Include clear feedback loops to demonstrate how stakeholder views have been considered and influenced decisions.

6. Conclusion

Overall, the independent consultation demonstrates that the perception of residents, visitors and businesses is that parking charge increases have had a significant impact. Participants in the consultation have raised strong concerns about affordability, access and the effect on local centres. The challenge for York is to balance these perceived impacts against wider policy objectives around congestion, emissions, public realm and the long-term shift towards more sustainable travel. While setting a clear recommendation for the pricing in each of the four locations in the City was not within this study’s remit, our review of the York Local Transport Strategy, and our consideration of comparable UK towns and cities that face similar parking provision challenges, suggests that the increased prices in York are broadly in line with actions taken in other comparable parts of the UK.

However, while due process was technically followed throughout by the Council, the manner and scale of the increases, including the absence of consultation at the time, and increases of charges of up to 500% in some locations, did not represent best practice. Feedback from participants in the consultation tells us that this contributed to local concerns and the subsequent challenges which have led to this independent review.

It is our strong recommendation that any future increases should be implemented more transparently and gradually, potentially through a phased approach and in consultation with the local communities impacted to obtain support, incorporate wider views on both constraints and potential concessions. The final decision on pricing strategy rests with the Council and elected members. Regardless of the final decision they reach, the current situation could be mitigated through the implementation of some of the recommendations set out in Section 5 of this report. These should now be given due consideration by the Council as part of the next steps of this process.

A common thread through many of the recommendations is for any future changes to parking charges to form a much more prominent component of the Council's existing annual budget consultation process. This should be accompanied by clear data-led reporting around the rationale and evidence for any proposed changes, a robust link through to wider policy objectives, and a reinvestment plan for any additional revenue generated by the changes. This annual reporting will improve transparency in decision-making and help to restore trust in the process.

City of York Council

Healthy Places – Right to Challenge Car Parking Price Consultation

Micklegate Survey Findings

Reference: 313147-00

Final | 26 May 2026



This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 313147-00

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1. Introduction

1.1 Purpose and background

Ove Arup and Partners Ltd (Arup) have been commissioned by City of York Council (CYC) to undertake an independent review of car parking charges in four areas of the city, namely Bishopthorpe Road, Micklegate, The Groves, and Heworth. Following the Council's decision to increase charges in April 2025 for local, council owned car parking, traders and residents in Bishopthorpe Road, Micklegate and The Groves have initiated a challenge to parking charges through The Right to Challenge Parking Policies Statutory Guidance under the Traffic Management Act 2004. Separately, traders in Heworth have raised a petition against the proposed increases in car parking charges.

Acting as an independent voice, Arup's role has been to lead a consultation exercise (which ran from 17th December 2025 to 27th February 2026) and provide CYC with unbiased findings, reflecting the needs and concerns of local residents, traders, and the wider community. This report presents the findings of the consultation for the Micklegate area (separate reports have been prepared for the other three areas mentioned). Feedback during the consultation was obtained from the following:

- An online survey
- Drop-in sessions for members of the public

The findings presented in this report will support CYC in making a decision on the issue. On completion of the review, the Council will publish the findings from the independent review and details of when it will be considered. The outcome of the decision will be published via the council website.

1.2 Report structure

- Section 2 includes the local context for the Micklegate area
- Section 3 provides details of the survey
- Section 4 presents the findings of the consultation for business owners/managers and residents/visitors
- Section 5 summarises the headline findings and a series of policy recommendations based on the survey responses

2. Local context

2.1 Introduction

This section provides an overview of the study area, highlighting the area in Micklegate affected by the parking charge increases, and details of the increases implemented.

2.2 Study area

The Micklegate study area is located just southwest of the city centre, adjacent to York station and the River Ouse. Micklegate is a historic street connecting the city’s western side (south of the river) to the centre via Ouse Bridge. The street is known for a variety of boutique shopping and dining destinations, as well as the Micklegate Run. The wider Micklegate area is also a tourism hotspot, encompassing the City Wall trail, Baile Hill and numerous hotels. Section 4.3.1 provides details of the types of businesses owned/managed by respondents to the survey.

Figure 2-1 shows the boundary of the Micklegate study area, highlighting the parking provision, including CYC-owned parking affected by the price increases.

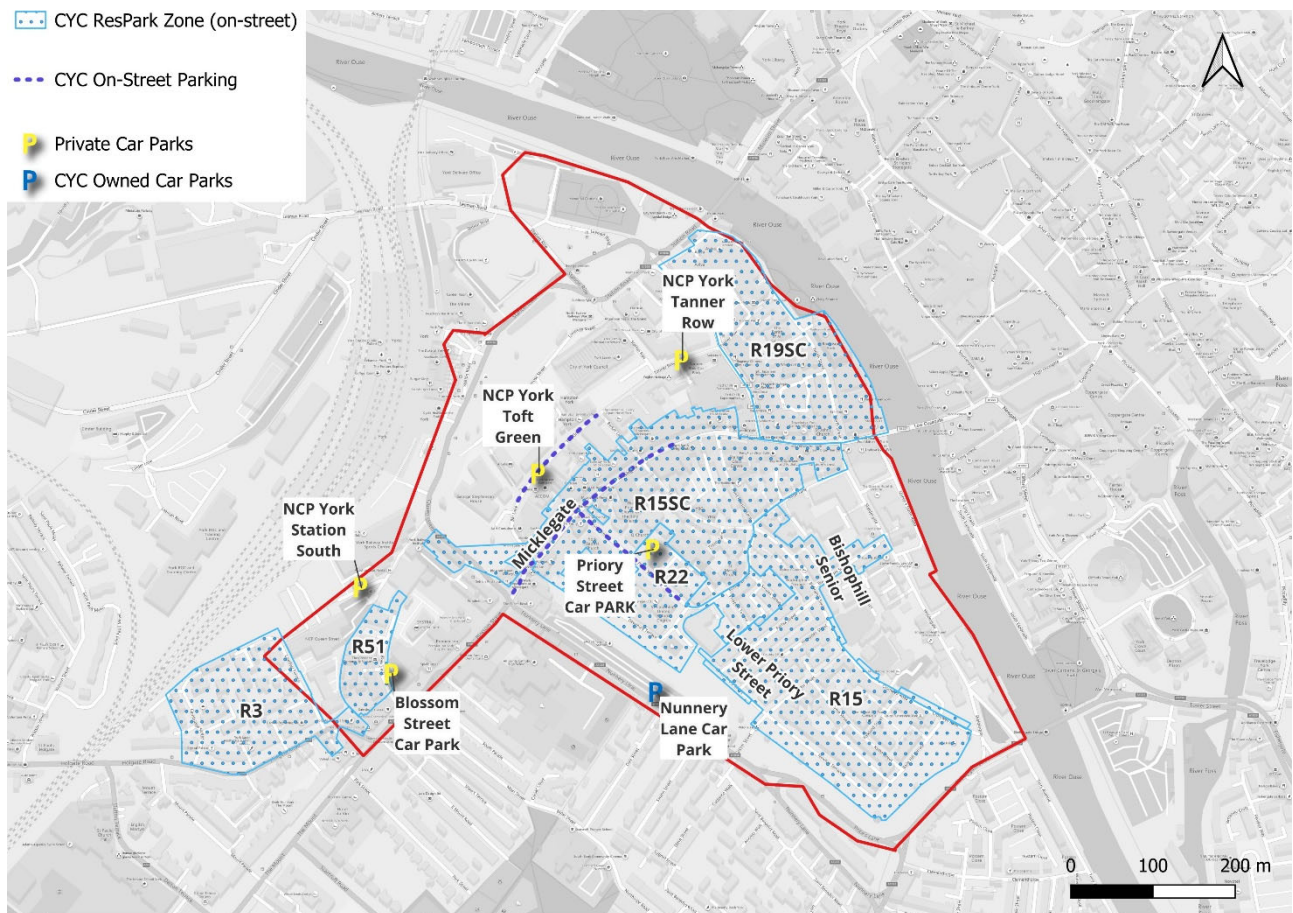


Figure 2-1 Micklegate study area

2.3 Parking provision

As shown in Figure 2-1, parking provision in the Micklegate area is comprised of a combination of on- and off-street parking. Table 2-1 below summarises the provision at these locations.

Table 2-1 Summary of parking provision in the Micklegate area

Parking location	Managed by CYC	Spaces	Further details
Nunnery Lane Car Park	Yes	167	Open 24-hours. Charges apply from 8.00am to midnight. Charges apply every day including Sundays and Bank Holidays.
Micklegate on-street parking	Yes	~29	Parking available for up to 3 hours Monday to Sunday daytime. After 18:00 parking is available at an evening rate. Parking is free on Sundays between 08:00 and 13:00.
Priory Street on-street parking	Yes	~20	Parking available for up to 3 hours Monday to Sunday daytime. After 18:00 parking is available at an evening rate. Parking is free on Sundays between 08:00 and 13:00.
Bishophill Senior on-street parking	Yes	~16	Up to 1 hour of parking available for people not a part of the residents' priority parking scheme (ResPark) between 08:00 and 20:00
Lower Priory Street on-street parking	Yes	~12	Up to 1 hour of parking available for people not a part of the residents' priority parking scheme (ResPark) between 08:00 and 20:00
R15 Bishophill	Yes	~70	Residents are entitled to unlimited parking if they possess a proof of residency permit which will allow them to purchase visitor parking permits (up to 200 per 365 days). Businesses are not entitled to visitor permits but can apply for a business permit if specific requirements are met. Up to 10 minutes of parking available for people not a part of the residents' priority parking scheme (Centre ResPark) between 08:00 and 20:00
R15SC Micklegate	Yes	~50	Residents are entitled to unlimited parking if they possess a proof of residency permit which will allow them to purchase visitor parking permits (up to 200 per 365 days). Businesses are not entitled to visitor permits but can apply for a business permit if specific requirements are met. A mixture of up to 10 minutes or up to 1 hour of parking available for people not a part of the residents' priority parking scheme (Centre ResPark) between 08:00 and 20:00
R19SC North Street	Yes	~40	Residents are entitled to unlimited parking if they possess a proof of residency permit which will allow them to purchase visitor parking permits (up to 200 per 365 days). Businesses are not entitled to visitor permits but can apply for a business permit if specific requirements are met. Up to 10 minutes of parking available for people not a part of the residents' priority parking scheme (Centre ResPark) between 08:00 and 20:00
R22 Dewsbury Terrace	Yes	~30	Residents are entitled to unlimited parking if they possess a proof of residency permit which will allow them to purchase visitor parking permits (up to 200 per 365 days). Businesses are not entitled to visitor permits but can apply for a business permit if specific requirements are met. Parking available for up to 3 hours Monday to Sunday daytime. After 18:00 parking is available at an evening rate. Parking is free on Sundays between 08:00 and 13:00.
R51 The Crescent	Yes	~10	Residents are entitled to unlimited parking if they possess a proof of residency permit which will allow them to purchase visitor parking permits (up to 200 per 365 days). Businesses are not entitled to visitor permits but can apply for a business permit if specific requirements are met. A mixture of up to 10 minutes or up to 1 hour of parking available for people not a part of the residents' priority parking scheme (Centre ResPark) between 08:00 and 20:00

Parking location	Managed by CYC	Spaces	Further details
NCP York Tanner Row	No	257	Parking available 06:00-23:59 Monday to Sunday
NCP York Station South	No	128	Open 24 hours
Blossom Street Car Park	No	28	Parking available all day Monday to Sunday

In April 2025, CYC introduced a new price framework for local, council managed car parking (see Table 2-1 and Figure 2-1 for parking affected in the Micklegate area). This resulted in increased charges for both short and long stay visits (mostly affecting daytime parking). Table 2-2 and Table 2-3 below summarise the increases for daytime (before 18:00) short stay parking up to two hours for these locations. This highlights that price increases range from a 56% to 304% in these areas. The 30 minute parking option was also removed during these price increases. A full breakdown of the price increases can be found in Appendix A.

Table 2-2 Summary of daytime short stay parking charge increases – Sunday to Thursday

Location	Duration	Pre April 2025	Post April 2025	Change
Nunnery Lane Car Park	Up to 2 hours	£6.20	£9.70	+£3.50
Micklegate and Priory Street on-street parking	Up to 2 hours	£6.20	£9.70	+£3.50
Bishophill Senior and Lower Priory Street on street parking	Up to 1 hour	£1.20	£4.85	+£3.65

Table 2-3 Summary of daytime short stay parking charge increases – Friday, Saturday, and events

Location	Duration	Pre April 2025	Post April 2025	Change
Nunnery Lane Car Park	Up to 2 hours	£6.20	£10.60	+£4.40
Micklegate and Priory Street on-street parking	Up to 2 hours	£6.20	£10.60	+£4.40
Bishophill Senior and Lower Priory Street on street parking	Up to 1 hour	£1.20	£5.30	+£4.10

3. Consultation method

3.1 Background

A survey for online and in-person distribution was created by Arup in collaboration with CYC, to gain insight into the impacts the increases in parking charges have had on local businesses, residents and visitors in four areas of the city, including Bishopthorpe Road, Micklegate, The Groves, and Heworth. This report presents the findings of the consultation for the Micklegate area (separate reports have been prepared for the other three areas mentioned).

3.2 Survey period

The survey period commenced on the 17th of December 2025 and closed on the 27th of February 2026.

3.3 Survey methods

An online survey was launched on the CYC Citizen Space platform on the 17th of December 2025 and was live until 27th of February 2026. Physical paper copies of the survey were distributed to identified businesses, community hubs and libraries within the four study areas, with these locations identified through engagement with local community groups and organisations.

Easy-read versions of this survey were also distributed to libraries and community centres within the study areas. These were produced to ensure the consultation was accessible to people with learning disabilities and others who may find standard written materials difficult to understand. The Easy Read surveys were developed by adapting the standard consultation questionnaire into an Easy Read format, using plain language, simplified sentence structures, clear layout, and supporting images, while retaining the core intent of the original questions. The design of the Easy Read version was undertaken by Easy Read UK¹ and it aligns with CYC's Accessible Communications Standards².

3.4 Survey questions

The survey consists of twelve questions and is split into two sections. The first section was answered by business owners only, and the latter by residents and visitors. Both groups answered the final question regarding York's Local Transport Strategy, and what actions they would like to see in response to the challenge over car parking charge increases.

The survey is comprised of open text and multiple-choice questions, covering topics such as changes in parking habits pre and post price increase, visits to local businesses and services and patterns of spending within defined study areas. The full set of survey questions can be found in Appendix B.

3.5 Drop-in session

Additionally, a drop-in session for business owners/managers and residents/visitors was held in the Westgate Offices foyer on the 23rd of March 2026. Attendees were able to share their views upon parking charges and suggestions to improve parking in their local area.

¹ Easy Read UK help organisations and businesses create accessible documents for people who have difficulty accessing standard written information

² City of York Council's Accessible Communication Standards can be found here: <https://www.york.gov.uk/downloads/download/231/accessible-communication-standards-easy-read>

4. Survey findings

4.1 Introduction

This section presents the findings of the survey for the Micklegate area only. Reports for the three other study areas (Bishopthorpe Road, The Groves, and Heworth) have been prepared separately but using the same structure.

A review of the survey sample is provided in Section 4.2. Findings of the survey are presented in Section 4.3 and Section 4.4 for business owners/managers and residents/visitors respectively. Section 4.5 summarises the findings of the drop-in session.

4.2 Understanding the survey sample

This section provides an overview of how many people participated in the survey, and insights into how applicable the findings are to the local population.

4.2.1 Sample size

A total of 103 people responded to the survey from the Micklegate area, 30 of which were business owners, and 73 of which were residents.

4.2.2 Survey sample characteristics

This sub-section examines how representative the sample is across Micklegate. Checking whether there are any significant differences between the survey's sampled population and the local population across the wider Yorkshire and the Humber region provides an understanding of how responses may be skewed towards certain demographic characteristics.

Table 1 compares the survey sample demographics against the wider Yorkshire and the Humber across age, gender and disability status. The key demographic variables analysed include age, gender, and disability status. The local population comparison sample was compiled using 2021 ONS census data for Yorkshire and the Humber.

For resident disability status, the survey sample seems to be broadly representative of the population of interest. The survey sample has an overrepresentation of middle and older age groups (40- 64) and a corresponding underrepresentation of the youngest. There is also an overrepresentation of male respondents to the survey.

Table 4-1 Demographic comparison between survey sample and Yorkshire and the Humber population (2021 Census)

	Micklegate Respondents	Yorkshire and the Humber
Age		
16-24	1%	11.0%
25-39	15%	19.5%
40-55	34%	20.6%
56-59	12%	5.5%
60-64	15%	6.0%
65+	12%	19.0%
Gender³		
Female	33%	50.9%

	Micklegate Respondents	Yorkshire and the Humber
Male	55%	49.1%
Disability status - Do you consider yourself disabled?⁴		
Yes	11%	18.6%
No	78%	81.4%

³ 11% of respondents answered preferred not to say

⁴ 11% of respondents answered preferred not to say

4.3 Impact to business owners/managers

This section presents the findings to questions answered by business owners/managers, which covers questions 3-5 and 12 of the survey (see Appendix B).

4.3.1 Types of businesses the respondents own/manage

Relevant Question(s)
Q3: What type of business do you own or manage?

Figure 4-1 shows the types of businesses owned/managed by the respondents. Most respondents operate within the hospitality, health and beauty, and retail industries. Businesses that make up the other category include charity and legal professions.

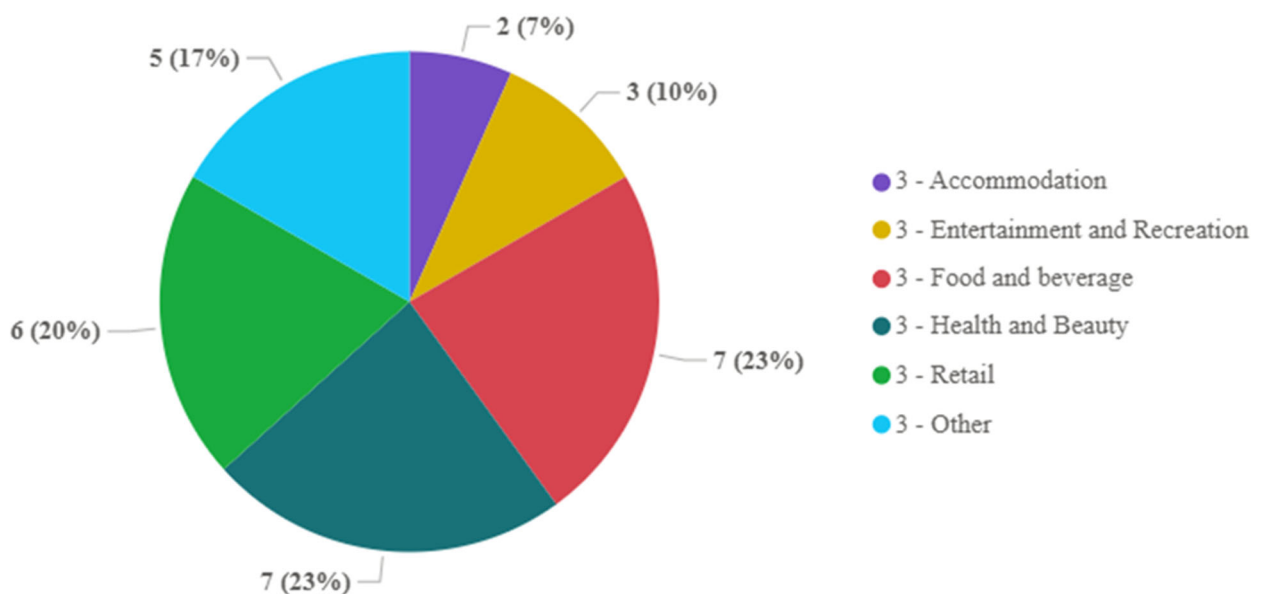


Figure 4-1 Types businesses owned/managed by respondents (Q3)

4.3.2 Impact to customer spending and visits

Relevant Question(s)
Q4: What impact have you seen from the increased parking charges directly on your business?

Question 4 provides insight into changes in customer spend and visits as a result of the parking charge increases. As shown in Figure 4-2, the majority of business owners/managers (57%) reported that there are fewer customers and lower spend since the April 2025 price increases. Of the respondents, 13% were not sure of the impact. The graph shows that few respondents selected the other categories.

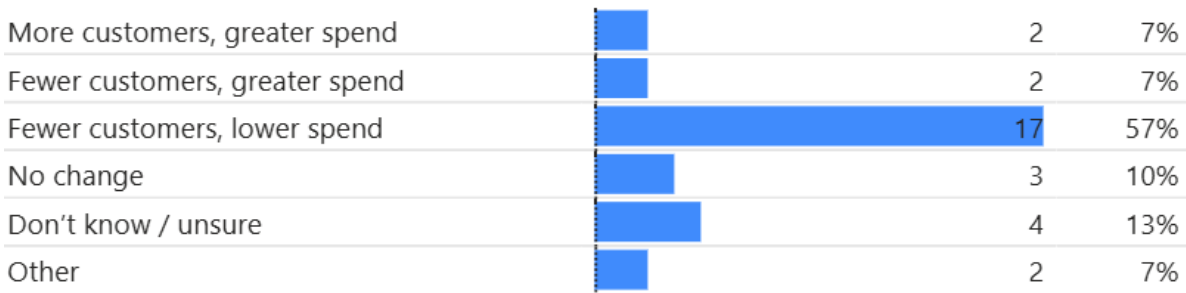


Figure 4-2 Changes in customer spending since April 2025 price increases (Q4)

4.3.3 Impact to business owners/managers

Relevant Question(s)
Q5: Has the increase in parking charges impacted your ability to park at your business or take deliveries?

Question 5 aimed to establish whether the increase in parking charges has had an impact on business owners/managers being able to park or receive deliveries. As shown in Figure 4-3, 59% of business owners/managers reported that there has been an impact, whilst 34% reported no change.

Some business owners that reported an impact also highlighted issues for both customers and staff. Example responses are provided below.

“The increase in parking charges (and removal of parking meters) have been devastating to our business. The previous half hour (50p) and one hour (£1) rates enabled our customers to drop off or collect from our shop [...] Those that do still drive to the shop are often angry at the punitive cost and time and complication of using the telephone parking. The end result is that many of regular customers no longer come into town to shop.”

“Yes we no longer can afford to park at our business and the increase for staff to park has been catastrophic most especially in the present environment where it is particularly difficult to source staff. No public transport exists to bring staff home during our opening hours.”

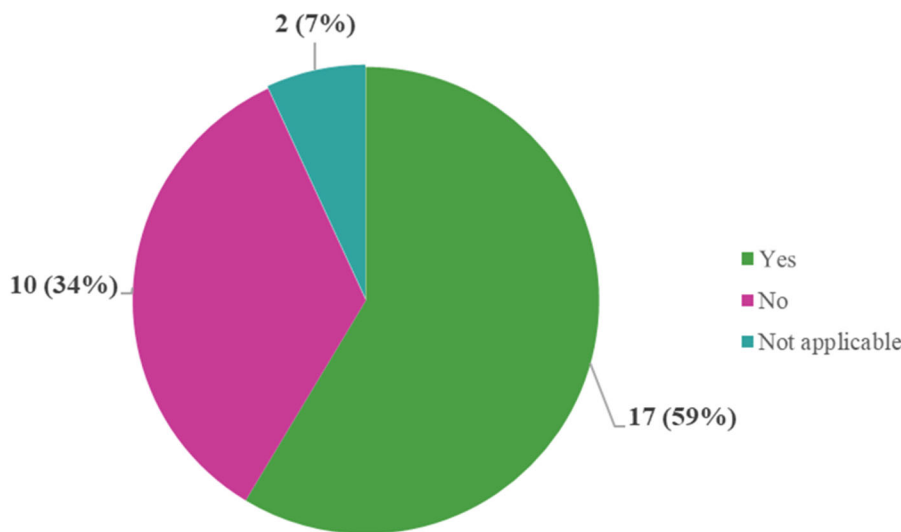


Figure 4-3 The impact of April 25 parking charge increases in being able to park or take deliveries (Q5)

4.3.4 Actions suggested by respondents when considering York’s Local Transport Strategy

Relevant Question(s)
Q12: [...] Thinking about the Strategy, what actions do you think the council could take in response to the challenge over car parking charge increases?

Question 12 aims to understand the actions respondents would like to see the Council take in response to the challenge over car parking increases, whilst considering York’s Local Transport Strategy. Figure 4-4 details the distribution of business owner’s responses according to reoccurring key themes. This reveals that an overall majority of business owners would like to see a reduction to parking charges, with an improvement to public transport as the next preferred option.

On the topic of reduced parking charges, business owners explained how cheaper short stay parking benefitted their businesses and use by local people:

“Reduce the fees. These are residents who use these parking spaces where they’re ‘popping by’ in their cars on route to other places. To get the bus it would mean driving pass the car park already on a journey to go home and get two buses. These locations aren’t central and are not on every busy route”

On the topic of improved public transport, business owners noted that they would like to see more bus services offered throughout the late evening and into the early mornings in order for customers and staff to have greater flexibility when visiting / travelling to work. There was also a repeated comment for the number eleven bus service* to be more frequent and extend hours, with the price of bus services lowered / subsidised. Some relevant responses are provided below.

“To invest in public transport that is reliable and effective not just at rush hour, but all day and evening.”

“More bus services number 11 doesn’t run late on nights. Cheaper buses currently cheaper for me to park for what I need. If you opened up some of the closed roads could potentially help on traffic with cars. Bus services to run on time. A lot of my clients are late due to buses not running on time.”

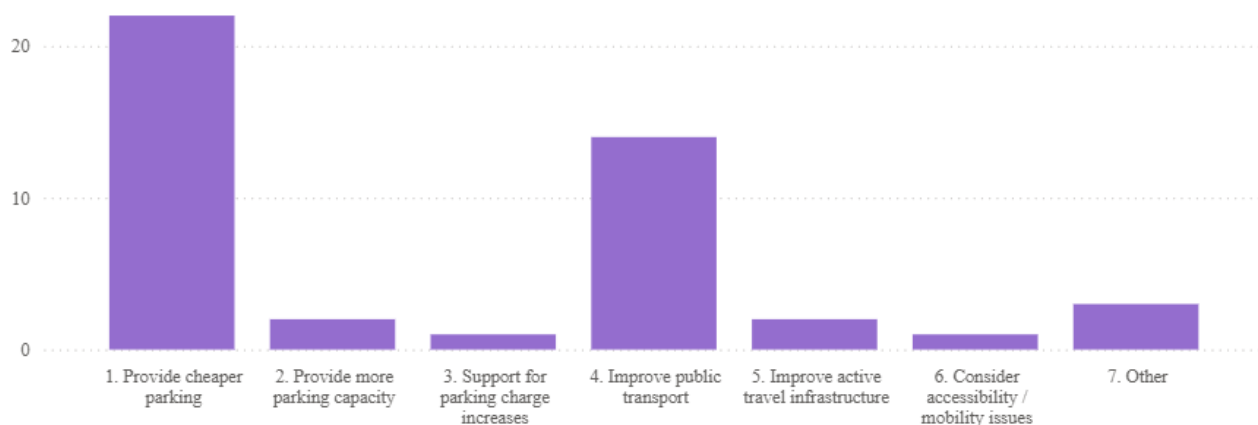


Figure 4-4 Business owner key themes when considering York’s Transport Strategy (Q12)

* The number 11 bus is routed through multiple study areas (Heworth, Micklegate and Bishopthorpe Road) with the greatest proportion of the journey taking place along Bishopthorpe Road. Information on the number 11 bus service can be found here: <https://www.firstbus.co.uk/uploads/maps/11%20York%20Map%20%28A5%29.pdf>

4.4 Impact to residents/visitors

This section presents the findings to questions answered by residents/visitors, which covers questions 6-12 of the survey (see Appendix B).

4.4.1 Parking demand

Relevant Question(s)

Q6: Do you drive to and park at the location you selected, and how often do you make this journey?

Question 6 aims to provide an indication of the demand for parking in the area. As shown in Figure 4-5, the majority of respondents park their car to access Micklegate around once a month (32%). Remaining responses are split fairly evenly across the other categories.

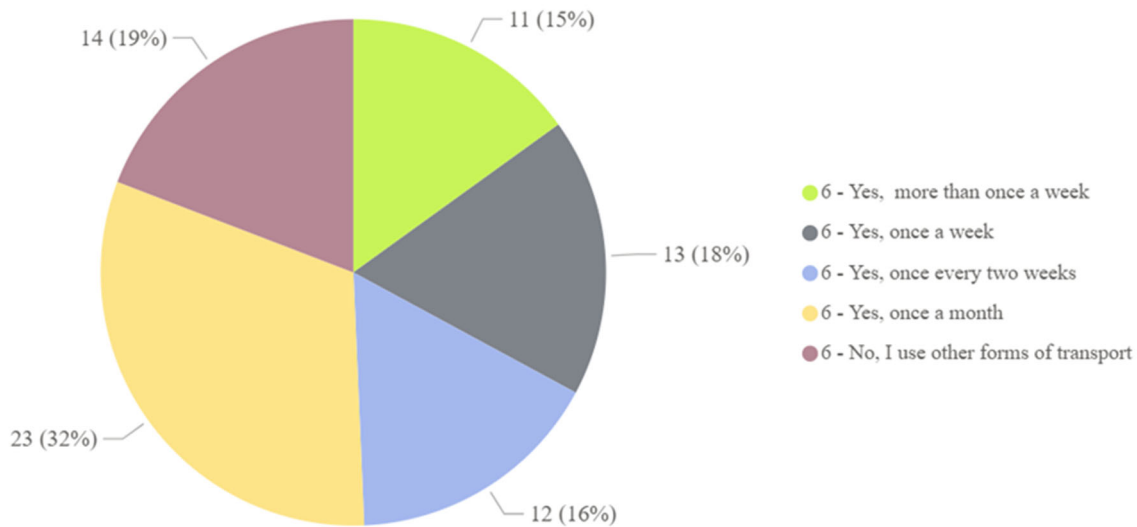


Figure 4-5 Trip frequency of residents driving to and parking in Micklegate (Q6)

4.4.2 Reasons for travelling by car

Relevant Question(s)

Q7: If you drive to your selected area, why do you travel by car instead of other modes e.g. public transport, walking? Select all that apply.

Question 7 aims to gain insight into the reasons residents choose to travel by car. Respondents could select all impacts that apply. As shown in Figure 4-6, the most commonly selected reasons for travelling by car reported include ‘necessity’, ‘practicality’, ‘it forms part of a multi-purpose journey’, and ‘no suitable alternative transport modes available’. It also highlights that only a small number of the respondents travel to Micklegate by alternative modes.

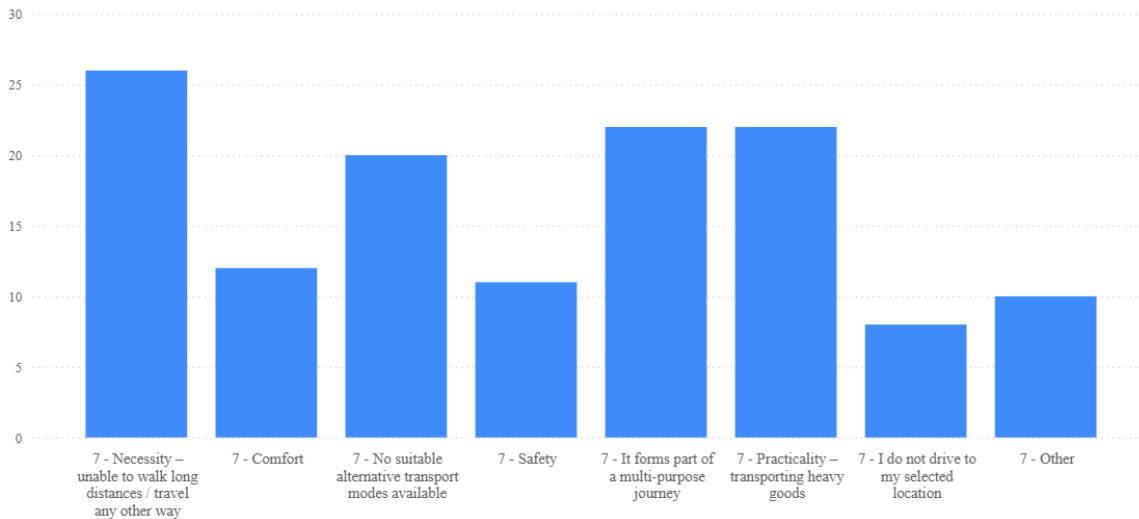


Figure 4-6 Residents reason for travelling via car (Q7)

4.4.3 Impact on travel to the area

Relevant Question(s)

Q9: How has the increase in parking charges (April 2025) affected your parking habits in your selected area? Select all that apply.

Q11: What impact have you seen from the increased charges in terms of your visits to local businesses

Question 9 assessed the impact of the April 2025 price increase upon residents’ parking habits within Micklegate. Respondents could select all impacts that apply. As shown in Figure 4-7, the majority of respondents have reported that there has been some form of impact on their parking habits (concerning frequency, location, and duration). The most common impacts reported by the residents include ‘I use car parks less frequently’, ‘I have changed where I travel to (travel to a further destination from my home)’, and ‘I park in different locations (e.g. residential streets)’. Five respondents reported that they now use other modes of transport.

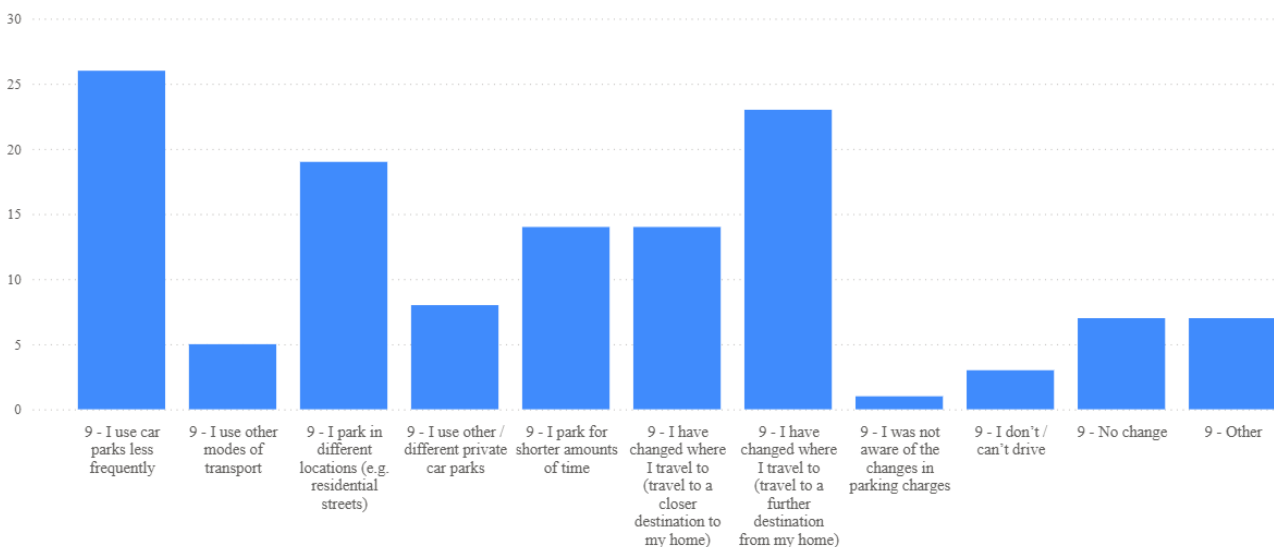


Figure 4-7 Resident parking habit changes since the April 25 price increases (Q9)

Residents were also asked to feedback on the frequencies of these trips as part of question 11. As shown in Figure 4-8, 79% of respondents reported a decrease in trips to Micklegate, followed by 10% reporting their trips had stayed the same and 3% reporting trips have increased.

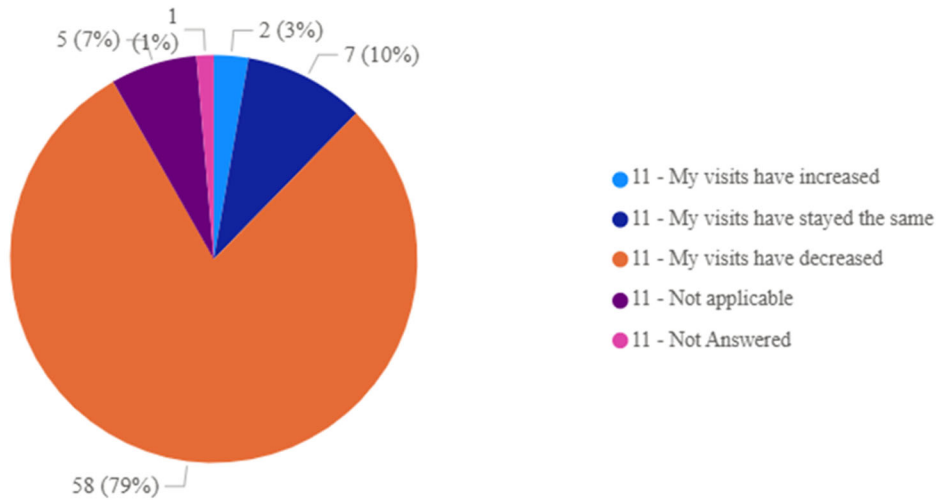


Figure 4-8 Trip frequency post April 25 price increases (Q11)

4.4.4 Parking requirements

Relevant Question(s)

Q8: What type of parking space do you usually park in when visiting your selected area?

Q10: How far away from the area you selected are you willing to park in order to have cheaper or free parking?

Question 8 aims to understand the types of parking spaces residents are accessing when visiting the Micklegate area. As shown in Figure 4-9, most of the parking accessed by the respondents is on-street regular parking (no permit required) at 51%. Regular parking within a car park is the next most accessed at 26%. Of the respondents, 8% selected ‘other’, which is comprised of users that do not drive, take public transport or use cycle parking.

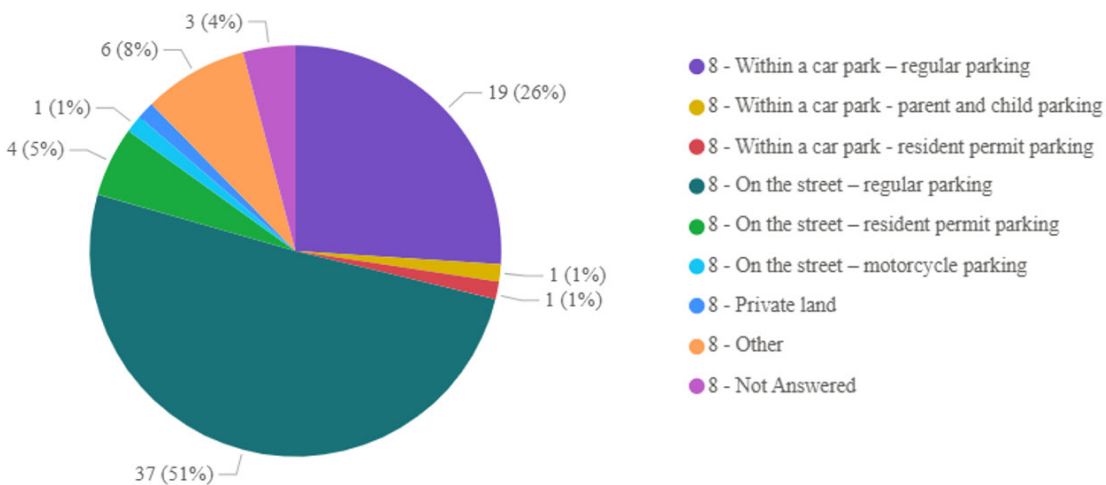


Figure 4-9 Type of parking space accessed by residents in Micklegate (Q8)

Question 10 addresses residents’ willingness to travel from their chosen destination in order to access cheaper or free parking. As shown in Figure 4-10, 26% of respondents reported they would be willing to travel below 400m (under 5 minutes), subsequently followed by 18% willing to travel 400m (5 minutes), and 14% over 15 minutes. The figure also highlights that 12% of respondents are willing to travel below 800m (under 10 minutes), and 12% are willing to travel 800m (10 minutes). Relatively few respondents are willing to travel for up to 15 minutes to access cheaper or free parking.

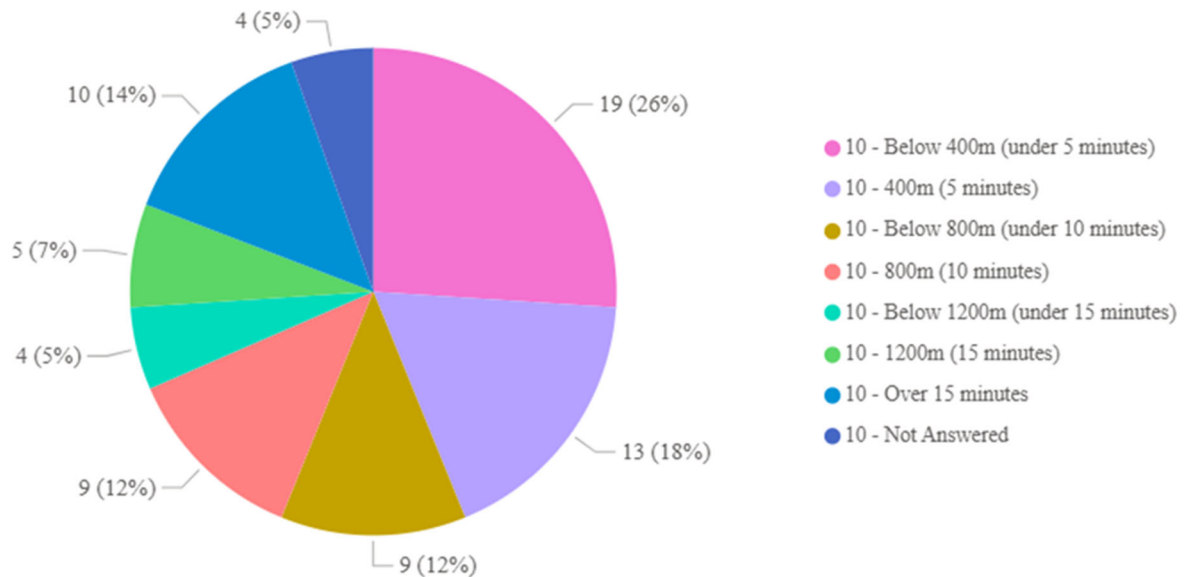


Figure 4-10 Distance residents are willing to travel from their destination for cheaper or free parking (Q10)

4.4.5 Actions suggested by respondents when considering York’s Local Transport Strategy

Relevant Question(s)

Q12: [...] Thinking about the Strategy, what actions do you think the council could take in response to the challenge over car parking charge increases?

Question 12 is an open text question which aims to understand the actions respondents would like to see the Council take in response to the challenge over car parking increases, whilst considering York’s Local Transport Strategy. Figure 4-11 shows the distribution of residents’ responses according to recurring themes based on thematic analysis of the open responses. The most common theme identified from responses was ‘1: reduce parking charges’, with ‘4: improve public transport’, and ‘5: improve active travel infrastructure’ also being raised by multiple respondents. A smaller number of respondents were also supportive of further increases to parking charges.

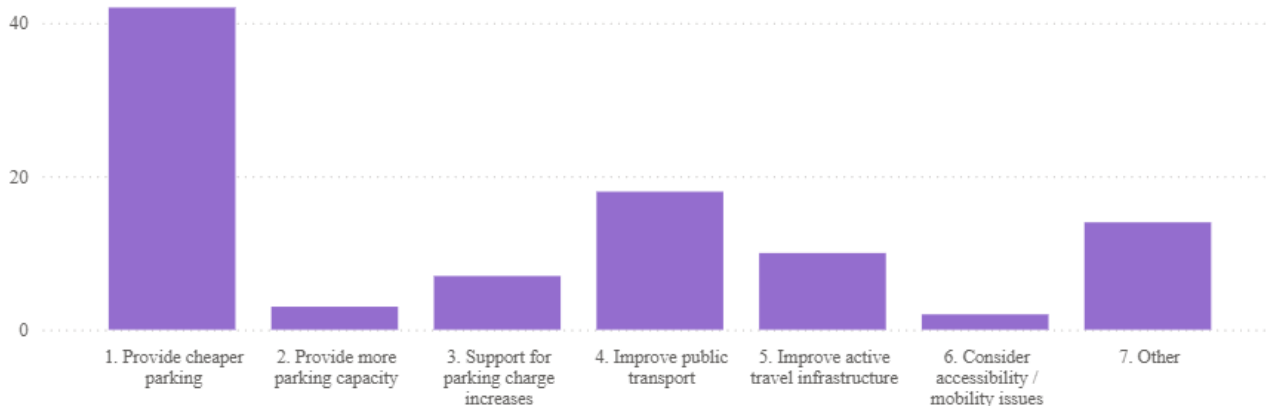


Figure 4-11 Residents key themes when considering York’s Transport Strategy (Q12)

Figure 4-12 shows how respondents expanded further on theme 1 (reduce parking charges), including the breakdown of responses by a number of sub-themes. Of these respondents, 40% reported that they support a blanket reduction in prices, and a further 36% called for fees to be free for short durations or reduced.

Residents also explained in more depth how increasing parking charges has impacted their parking habits and daily routines. Two example responses which expand on this theme are provided below.

“I visit my hairdresser every 6 weeks and I’m considering moving to a hairdresser out of the city. The cost of parking is roughly now £15 for the time required for my hair appointment (colour and haircut) and this feels like a 10% increase on my hair service.... I used to pay around £5 for parking before.”

“Even though I use Park and Ride I can see that in Micklegate there is less business. Many people just call in for coffee or sandwiches and are not prepared to either pay too much or have a limited time. They will simply go somewhere else. It just spoils the busy feeling about the place. I live in a York postcode, hence my use of Park and Ride, but many of my relatives live in York, which makes it not convenient to do as I do.”

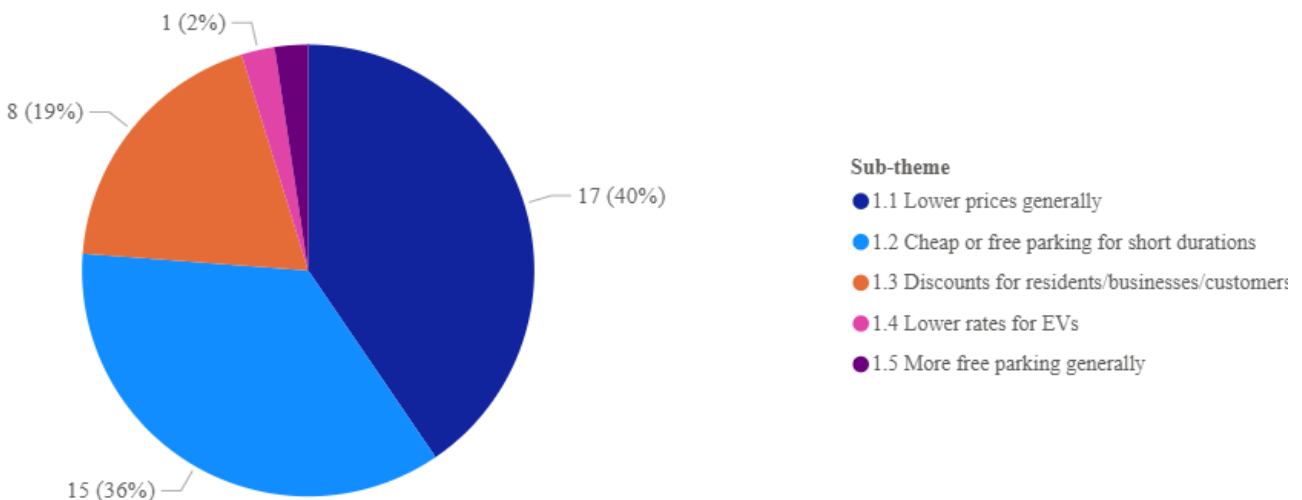


Figure 4-12 Sub themes of theme 1: reduce parking charges (Q12)

As shown in Figure 4-11, improving public transport (theme 4) is also another key theme identified. Figure 4-13 highlights the specific ways in which they would like to see public transport services improve, with three sub-themes each receiving similar response levels – improved reliability / punctuality, cheaper fares and enhanced frequencies. Residents also explained in more depth their rationale for public transport not being a viable alternative for them.

“Buses prices should be staggered, e.g. not £3 for a flat rate as that penalises small/short journeys. It should maybe be £1 for a mile or less, £2 for 2 miles or less and £3 for everything else.”

“Public transit is not fit for purpose for a lot of the York population. Buses do not have capacity for people with disabilities, young families, or large amounts of shopping. Due to the routes CYC have blocked off for cars, the routes through the city are minimal, causing traffic chaos which affects public transit dramatically and makes it an unreliable resource if you need to get anywhere promptly.”

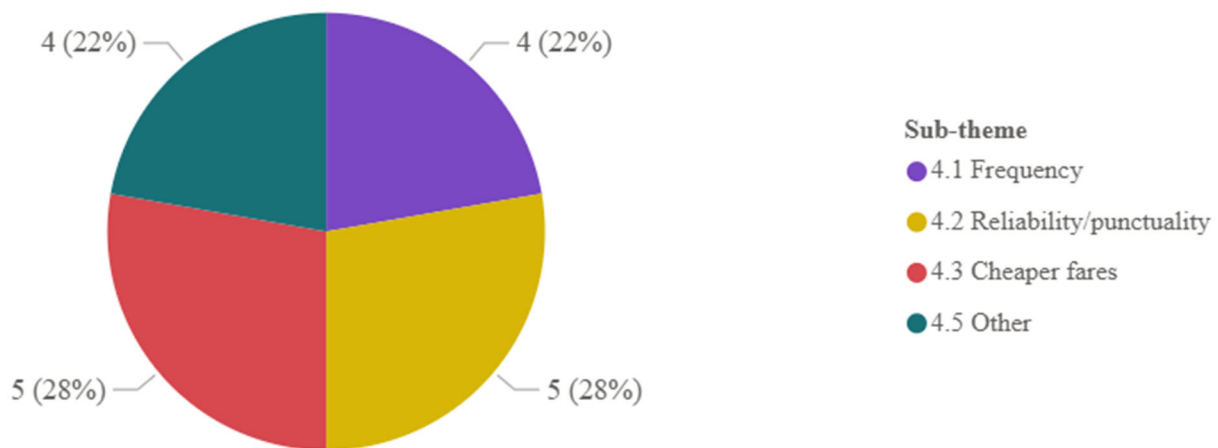


Figure 4-13 Sub themes of theme 3: improve public transport (Q12)

4.5 Summary of drop-in session findings

A drop-in session for residents and business owners in the Micklegate study area was held on Monday the 23rd of March from 16:30-19:00 in the foyer of West Offices in York.

One attendee joined, who raised an issue relating to accessibility of the survey for the learning-disabled community and anyone not able to respond to the standard version of the survey.

5. Summary

5.1 Responses from business owners

5.1.1 Impact of parking charge increase

Over half of business owners reported fewer customers and reduced spending since the parking charge increases. Many highlighted difficulties with customer access, staff parking, and receiving deliveries, with 59% reporting operational challenges. Independent businesses, particularly hospitality, health and beauty, and retail, expressed concern about declining footfall and customers choosing to shop elsewhere, such as Monks Cross or Clifton Moor, where parking is free or cheaper. Businesses also emphasised that short-stay parking is essential for their trade, and that higher charges discourage spontaneous visits.

5.1.2 Policy suggestions

Most business respondents called for reduced parking charges, especially for short-stay visits, and several advocated for discounted rates for York residents, local businesses, and their customers. Public transport improvements were also a recurring theme, with respondents highlighting the need for more frequent, reliable, and affordable bus services. The number 11 bus service was mentioned repeatedly as requiring enhancement. While some supported broader transport changes, only a small minority endorsed the current parking charge strategy.

5.1.3 Selected quotes

“Lower charges for short stays e.g. 30 mins to 1 hour, used all the time by local people like it used to be on Micklegate, customers can make purchases have a drink bite to eat haircut beauty treatments”

“I’d like to see the 2-hour bargain price reinstated in all these areas. Even if it was made purely for local people that would be great although I think just a simple good price for 2 hours and then it steps up would massively help in all these areas.”

“Shorter parking time availability for Micklegate i.e. 30 minutes for a nominal price to encourage local business usage is essential”

“Most important: park and ride should be free: at the moment it is ridiculously expensive. It should also operate every day and overnight otherwise it completely defeats the intention. If everyone can pop in and out quickly both day and in the evening then it works. Last week there were long queues for buses which is also unacceptable”

“I can’t repeat enough times, more park and ride buses and when an event is on during a weekend, the same buses on a Sunday as the same as a Saturday!”

“More bus services number 11 doesn’t run late on nights. Cheaper buses currently cheaper for me to park for what I need. If you opened up some of the closed roads could potentially help on traffic with cars. Bus services to run on time. A lot of my clients are late due to buses not running on time”

5.2 Responses from residents / visitors

5.2.1 Impact of parking charge increase

Residents reported significant changes in their parking habits, including reduced use of car parks, parking in different locations, and making fewer trips to Micklegate – 79% said they now visit less often. Many rely on car travel for practicality, accessibility, or mobility reasons, and expressed willingness to walk short distances if cheaper parking were available. Accessibility concerns were prominent, with respondents stressing that not everyone can switch to buses or cycling, particularly older people, disabled residents, and families with young children.

5.2.2 Policy suggestions

Residents most frequently called for reduced parking charges, with cheaper or free short-stay options emerging as the single most dominant theme. Nearly 60% of all respondents prioritised cheaper parking overall. Sub-themes included lower general prices and discounted rates for residents and local businesses. Public transport improvements were the next most common request, with respondents emphasising the need for better frequency, reliability, and affordability. Active travel improvements were mentioned but remained a niche priority, raised by fewer than 5% of respondents. Many residents also stressed that parking revenue should be reinvested into transport improvements and raised concerns about road closures, traffic management, and perceived inconsistencies in how Micklegate is treated compared with other areas.

5.2.3 Selected quotes

“Inconsistent approach to parking charges. Discriminatory to the area compared to other similar areas preventing me supporting local city centre businesses who help attract the tourism that support the city and wider communities”

“Bring back reduced parking rates for Micklegate this was handy for quick visits into the city. I no longer visit the city prefer to visit other cities with lower parking charges.”

“Investing in Public Transport:

The revenue generated from these parking charges must be transparently reinvested into the Bus Service Improvement Plan. For residents to give up their cars, we need more frequent, reliable, and affordable bus routes that serve all areas of the city, not just the main arteries.”

“Improve public transport to encourage modal shifts. Improve walking and cycling facilities to encourage those routes. For example - you need to be a pretty confident cyclist to cycle down Holgate Road from (say) the Fox Inn, onto Blossom Street and then onto Micklegate. This should be a 5-minute safe journey and it's really not appealing to general utility cyclists.”

5.3 Summary of policy suggestions

This section provides a non-exhaustive list of policy interventions that were suggested through the open responses to Question 12. These do not reflect the views of Arup, and will be further developed into a set of actionable recommendations in the Executive Summary report across all four areas.

- Reduce parking charges overall, with a focus on affordability for short-stay trips and quick visits
- Introduce a short period of free parking (e.g. 30 minutes) to incentivise shorter ‘popping by’ trips
- Introduce targeted discounts or concessions (e.g., for residents, local businesses, staff, or customers)
- Improve public transport so it is a credible alternative to driving (more reliable, more frequent, and more affordable services, including outside peak times)
- Strengthen park and ride as a core access option (capacity, frequency, and overall value for users)
- Reinvest parking revenues transparently into transport and accessibility improvements
- Enhance active travel options (safer, more convenient walking and cycling routes) to support local trips without a car
- Review wider traffic management and access arrangements to ensure the area remains accessible for people, deliveries, and local activity
- Ensure parking and transport policies consider accessibility needs (e.g., for disabled people, older residents, and families) and provide practical alternatives

Appendix A

Micklegate Parking Charges (pre and post April 2025)

A.1 Micklegate on-street parking charges – January 2025

On-street parking on Micklegate

Charges to park on Micklegate are:

Length of stay	Charges	Minster Badge Holder
Up to 30 minutes	60p	60p
Up to 1 hour	£1.20	£1.20
1 to 2 hours	£6.20	£6.20
2 to 3 hours	£9.30	£9.30
Evening parking	£4.00	£1.00

Parking for over 2 hours is only allowed after 3.00pm.

The 30 minutes, 1 hour and 2 hour charges apply every day from 8.00am to 6.00pm, except Sundays when the charges only apply from 1.00pm to 6.00pm.

Evening charges apply from 6.00pm until midnight.

A.2 Micklegate on-street parking charges – April 2025

Micklegate (free Sunday 8.00am till 1.00pm)

808715

On-street parking charges:

Length of stay	Sunday to Thursday	Friday, Saturday and events	Minster Badge Holder Sunday to Thursday	Minster Badge Holder Friday, Saturday and events
Up to 1 hour	£4.85	£5.30	£3.70	£4.10
1 to 2 hours	£9.70	£10.60	£7.50	£8.20
2 to 3 hours	£11.20	£13.50	£8.60	£10.40
Evening parking	£4.00	£4.80	£2.00	£2.40

Parking for over 2 hours is only allowed after 3.00pm.

1 and 2 hour charges apply every day from 8.00am to 6.00pm.

Evening charges apply to all the above streets from 6.00pm until 11.59pm.

A.3 Nunnery Lane Car Park charges – January 2025

Open 24 hours. Charges apply from 8.00am to midnight. Charges apply every day including Sundays and Bank Holidays.

No maximum stay.

Length of stay	Pay and display	Minster Badge holder
Up to 1 hour	£3.10	£2.40
Up to 2 hours	£6.20	£4.80
Up to 3 hours	£9.30	£7.20
Up to 4 hours	£12.40	£9.60
Up to 5 hours	£15.50	£12.00
Over 5 hours	£20.00	£20.00
Evening parking - 6.00pm to 8.00am	£4.00	£1.00

A.4 Nunnery Lane Car Park charges – April 2025

Open 24 hours. Charges apply from 8.00am to midnight. Charges apply every day including Sundays and Bank Holidays.

No maximum stay.

Length of stay	Sunday to Thursday	Friday, Saturday and events	Minster Badge Holder Sunday to Thursday	Minster Badge Holder Friday, Saturday and events
Up to 1 hour	£4.85	£5.30	£3.70	£4.10
Up to 2 hours	£9.70	£10.60	£7.50	£8.20
Up to 3 hours	£11.20	£13.50	£8.60	£10.40
Up to 4 hours	£14.90	£17.50	£11.50	£13.50
Up to 5 hours	£15.50	£21.50	£14.30	£16.50
Over 5 hours	£22.50	£25.00	£17.30	£19.20
Evening parking - 6.00pm to 8.00am	£4.00	£4.80	£2.00	£2.00

A.5 Bishophill Senior and Lower Priory Street Charges January 2025

ResPark on-street parking areas:

Parking location	Pay By Phone location code
Bishophill Senior	808719
Lower Priory Street	808728

All the ResPark pay and display bays allow parking for 1 hour only.

The charges apply every day from 8.00am to 8.00pm apart from Lead Mill Lane where they do not apply on Sundays.

- 1 hour: £1.20

A.6 Bishophill Senior and Lower Priory Street Charges April 2025

ResPark on-street parking areas:

Parking location	Pay By Phone location code
Bishophill Senior	808719
Lower Priory Street	808728

Length of stay	Sunday to Thursday	Friday, Saturday and events	Minster Badge Holder Sunday to Thursday	Minster Badge Holder Friday, Saturday and events
Up to 1 hour	£4.85	£5.30	£3.70	£4.10
1 to 2 hours	£9.70	£10.60	£7.20	£8.20
2 to 3 hours	£11.20	£13.50	£8.60	£10.40
Evening parking	£4.00	£4.80	£2.00	£2.40

All the ResPark 'pay by phone' bays allow parking for 1 hour only.

The charges apply every day from 8.00am to 8.00pm. Parking on Lead Mill Lane is free on Sundays,

Appendix B

B.1 Right to Challenge Car Parking Price Consultation Survey

ARUP

**Right to Challenge Car
Parking Price Consultation –
Bishopthorpe Road, Micklegate,
The Groves and Heworth**

Right to Challenge Car Parking Price Consultation – Bishopthorpe Road, Micklegate, The Groves and Heworth

This consultation closes on Friday 27th February 2026

Arup is undertaking an independent review of car parking charges in four areas of the city.

Traders and residents in Bishopthorpe Road, Micklegate and The Groves have initiated a challenge to parking charges through The Right to Challenge Parking Policies Statutory Guidance under the Traffic Management Act 2004.

Separately, traders in Heworth have raised a petition against the proposed increases in car parking charges. This follows the Council's decision to increase charges for the local, council owned, car parking. On completion of the review, the Council will publish the findings from independent review and details of when it will be considered. The outcome of the decision will be published via the council website.

Please return completed copies of your survey to one of the following locations:

- Dringhouses Library
56 Tadcaster Road, Dringhouses, York, YO24 1LR
- York Explore Library and Archive
Library Square, Museum Street, York, YO1 7DS
- Bishopthorpe Library
Main Street, Bishopthorpe, York, YO23 2RB
- Tang Hall Explore Café The Centre @
Burnholme, Mossdale Avenue, York YO31 0HA

Alternatively, you can return your survey by Freepost. Details of the Freepost option are included on page 5 of this document.

Why we want to hear from you

Your feedback will help ensure the independent review of car parking charges reflects the needs and concerns of local residents, traders and the wider community.

Privacy Notice

Full City of York Council Privacy Notice

Please read our full privacy notice:

www.york.gov.uk/privacy

This Privacy Notice was created or updated in December 2024.



What information are you collecting?

We are collecting your information, such as:

- your name
- your contact details
- protected characteristics such as disability, gender, ethnicity, age etc.
- your responses opinions and thoughts

Full City of York Council Privacy Notice

Where required, we will seek your consent to take photos, video or audio recordings. You can find out how we may use these at:

www.york.gov.uk/privacy/communications



How is my information being collected?

We get information directly from you when you take part. This may be through a survey, attending events or focus groups.

Completing the survey - online

When we use Citizen Space to process responses, you can find out how they use your information here:

Delib's CitizenSpace (digital citizen engagement platform). You can find out how they use information in the Delib Privacy Notice.



Completing the survey - paper forms

If you have completed a paper survey, once you complete and return it to us, we will transfer the information you have given us onto the council's secure network and then destroy the paper copy confidentially.

How will my comments help you?

We want to hear directly from people across the city about what needs to change and how we can work together to build a fairer York for everyone. We may use your information to create reports that are anonymised and cannot be linked back to you or other individuals.

This may include:

- statistical analysis
- statutory returns
- audit framework
- see how the council and its partners are supporting individuals
- help design better services
- inform funding decisions

How do I withdraw my consent if I change my mind?

We are using the information you give us in the survey with your consent. You can withdraw your consent at any time by contacting: communications@york.gov.uk

How long will you keep my information?

We will only keep your information for as long as it is needed then it will be securely and confidentially deleted or disposed of.

You can find more details about how long the council keeps records here:

www.york.gov.uk/CouncilRetentionSchedule

Your rights

To find out about your rights please see:

www.york.gov.uk/privacy



Contact us

If you have any questions about this privacy notice.

Want to exercise your rights.

Have a complaint about how your information has been used.

t: 01904 554145

e: information.governance@york.gov.uk


Or write to:

Data Protection Officer,
City of York Council,
West Offices, Station Rise,
York, YO1 6GA

Please tick the box to confirm you have read and understood the Privacy Notice and give your consent to your information being used as described within it.

Please note, if you do not give your consent then you are unable to continue.

Ways to complete and return your questionnaire

1	Complete the survey online	You can access the online questionnaire by using the QR code opposite or by typing the following link: https://ourbigconversation.york.gov.uk/business-intelligence/yorkcarparking/	
2	Scan and email	Complete, scan and email your response to: YorkCarParking@arup.com	
3	Visit us	Drop into any of the libraries listed on page 2 or West Offices where we can assist you to complete Online.	
4	Get help over the phone	Call customer Service on 01904 551550 and leave your number and we will call you back.	
5	Drop off	Hand in the completed form at any of the libraries listed above on page 2.	
6	Paid return envelope	Call our Customer Services team on 01904 551550 to request a freepost return envelope.	
7	Return by freepost	York Car Parking Consultation Freepost RTEG-TYYU-KLTZ (to be updated by CYC BI team) CYC, West Offices, Station Rise, York YO1 6GA	
8	Video Relay Service (BSL)	Use our BSL Video Relay Service, details are provided below.	

Alternative formats statement

If you require any reasonable adjustments or this document in another format (e.g. large print, braille, Audio, BSL or Easy Read) please:

Email us: cycaccessteam@york.gov.uk

Call us: 01904 551550 and customer services will pass your request onto the Access Team

Use our BSL Video Relay Service:

www.york.gov.uk/BSLInterpretingService

Select 'Switchboard' from the menu.



Questions

**1. Which area are you answering the questions from?
Please select only ONE location**

Bishopthorpe Road	
Micklegate	
The Groves	
Heworth	

**2. Are you a business owner or manager in York?
(Select one)**

Yes	
No	

If you answered **YES**, please answer questions 3 – 5. If you answered **NO**, please continue to question 6.

Business Ownership and Parking in York

3. What type of business do you own or manage?

Retail		Food and beverage	
Entertainment and Recreation		Accommodation	
Financial Services		Health and Beauty	
Other:			

**4. What impact have you seen from the increased parking charges directly on your business? (Select one)
Please provide evidence of this impact, you can email us at
YorkCarParking@arup.com. Please include your response to this question in the email.**

More customers, greater spend		More customers, lower spend	
Fewer customers, greater spend		Fewer customers, lower spend	
No change		Don't know / unsure	
Other:			

5. Has the increase in parking charges impacted your ability to park at your business or take deliveries?

--

If you are a business owner, please proceed to Question 12.

6. Do you drive to and park at the location you selected, and how often do you make this journey?

Yes, more than once a week	
Yes, once a week	
Yes, once every two weeks	
Yes, once a month	
No, I use other forms of transport	

8. What type of parking space do you usually park in when visiting your selected area?

Within a car park – regular parking	
Within a car park - accessible parking (blue badge)	
Within a car park - parent and child parking	
Within a car park - resident permit parking	
Within a car park – electric vehicle parking	
Within a car park – motorcycle parking	
On the street – regular parking	
On the street – accessible parking (blue badge)	
On the street – parent and child parking	
On the street – resident permit parking	
On the street – electric vehicle parking	
On the street – motorcycle parking	
Private land	
Other:	

7. If you drive to your selected area, why do you travel by car instead of other modes e.g. public transport, walking? Select all that apply.

Necessity – unable to walk long distances / travel any other way	
Comfort	
No suitable alternative transport modes available	
Safety	
It forms part of a multi-purpose journey	
Practicality – transporting heavy goods	
I do not drive to my selected location	
Other:	

9. How has the increase in parking charges (April 2025) affected your parking habits in your selected area? Select all that apply.

I use car parks less frequently	
I use other modes of transport	
I park in different locations (e.g. residential streets)	
I use other / different private car parks	
I park for shorter amounts of time	
I have changed where I travel to (travel to a closer destination to my home)	
I have changed where I travel to (travel to a further destination from my home)	
I was not aware of the changes in parking charges	
I don't / can't drive	
No change	
Other:	

10. How far away from the area you selected are you willing to park in order to have cheaper or free parking?

Below 400m (under 5 minutes)	
400m (5 minutes)	
Below 800m (under 10 minutes)	
800m (10 minutes)	
Below 1200m (under 15 minutes)	
1200m (15 minutes)	
Over 15 minutes, please specify:	

11. What impact have you seen from the increased charges in terms of your visits to local businesses or services in your chosen area?

My visits have increased	
My visits have stayed the same	
My visits have decreased	
Not applicable	
Specific location(s)	
Other:	

All respondents please answer Question 12.

12. York's Local Transport Strategy envisages an accessible, affordable, sustainable, and resilient transport network that continues to actively improve health and support a thriving economy for decades to come. The strategy aims to discourage car use for journeys which could be made by sustainable modes and reduce the number of miles travelled on York's roads by at least 20% by 2030.

Thinking about the Strategy, what actions do you think the council could take in response to the challenge over car parking charge increases?

--

About you

All responses will be anonymised

On the next few pages we will ask some questions about you.

Any information you are happy to share will help us identify themes for the specific groups below which will assist us with any future support and policy planning and will not be used to identify you.

If you do not wish to complete this section, please return the completed form to us using any of the methods shown on page 3.

Would you like to complete the 'About You' section?

Yes		No	
-----	--	----	--

Your gender:

Yes		No	
Prefer not to say			

Is the gender you identify with the same as your sex registered at birth?

Male		Female	
Non-binary		Prefer not to say	

Is the gender you identify with the same as your sex registered at birth?

Bisexual		Gay or Lesbian	
Heterosexual / straight		Prefer not to say	
Other:			

Please select the appropriate box to describe your religion or belief:

Prefer not to say		Atheist	
Hindu		Christian	
Sikh		Muslim	
Buddhist		No Religion	
Jewish			
Other:			

Your age:

Under 16		16 to 24		60 to 64	
40 to 55		56 to 59		Prefer not to say	
65+		25 to 39			

What is your ethnic group?

Prefer not to say		Asian - Indian	
White – English / Welsh / Scottish / Northern Irish / British		Any other Asian background	
White – Irish		Asian – Bangladeshi	
White – Gypsy or Irish Traveller		Asian – Chinese	
White – Roma		Asian – Pakistani	
Any other White background		Black African	
Mixed – White & Black Caribbean		Black – Caribbean	
Mixed – White and Black African		Any other Black / Black British / African / Caribbean background	
Mixed – White and Asian		Other – Arab	
Any other Mixed / multiple ethnic background		Any other ethnic background	
Other:			

Do you consider yourself disabled?

Yes		No	
Prefer not to say			

Do you look after, or give any help or support to, anyone because they have long-term physical or mental health conditions or illnesses, or problems related to old age? (Excluding anything which is part of paid employment)

Yes		No	
Prefer not to say			

Do you have any experience of being in care?

Yes		No	
Prefer not to say			





ARUP



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City of York Council

Healthy Places – Right to Challenge Car Parking Price Consultation

Bishopthorpe Road Survey Findings

Reference: 313147-00

Final | 26 May 2026



This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 313147-00

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1. Introduction

1.1 Purpose and background

Ove Arup and Partners Ltd (Arup) have been commissioned by City of York Council (CYC) to undertake an independent review of car parking charges in four areas of the city, namely Bishopthorpe Road, Micklegate, The Groves, and Heworth. Following the Council's decision to increase charges in April 2025 for local, council owned car parking, traders and residents in Bishopthorpe Road, Micklegate and The Groves have initiated a challenge to parking charges through The Right to Challenge Parking Policies Statutory Guidance under the Traffic Management Act 2004. Separately, traders in Heworth have raised a petition against the proposed increases in car parking charges.

Acting as an independent voice, Arup's role has been to lead a consultation exercise (which ran from 17th December 2025 to 27th February 2026) and provide CYC with unbiased findings, reflecting the needs and concerns of local residents, traders, and the wider community. This report presents the findings of the consultation for the Bishopthorpe Road area (separate reports have been prepared for the other three areas mentioned). Feedback during the consultation was obtained from the following:

- An online survey
- Drop-in sessions for members of the public

The findings presented in this report will support CYC in making a decision on the issue. On completion of the review, the Council will publish the findings from the independent review and details of when it will be considered. The outcome of the decision will be published via the council website.

1.2 Report structure

- Section 2 includes the local context for Bishopthorpe Road area
- Section 3 provides details of the survey
- Section 4 presents the findings of the consultation for business owners/managers and residents/visitors
- Section 5 summarises the headline findings

2. Local context

2.1 Introduction

This section provides an overview of the study area, highlighting the area in Bishopthorpe Road affected by the parking charge increases, and details of the increases implemented.

2.2 Study area

The Bishopthorpe Road study area is located directly south of the city centre, extending from the city walls directly towards Bishopthorpe Village and running parallel to the River Ouse. Referred to locally as “Bishy Road”, it is a key radial route connecting the city centre to residential areas on York’s South Bank. The northern portion of Bishopthorpe Road is comprised of many independent cafés, restaurants and shops. Section 4.3.1 provides details of the types of businesses owned/managed by respondents to the survey. Surveys were also distributed to community venues and libraries within Bishopthorpe Village.

Figure 2-1 shows the northern section of the Bishopthorpe Road study area boundary, with the entire boundary, including Bishopthorpe Village, shown in the left-hand corner. This figure highlights the parking provision, identified resident permit parking areas and including CYC-owned parking affected by the price increases.

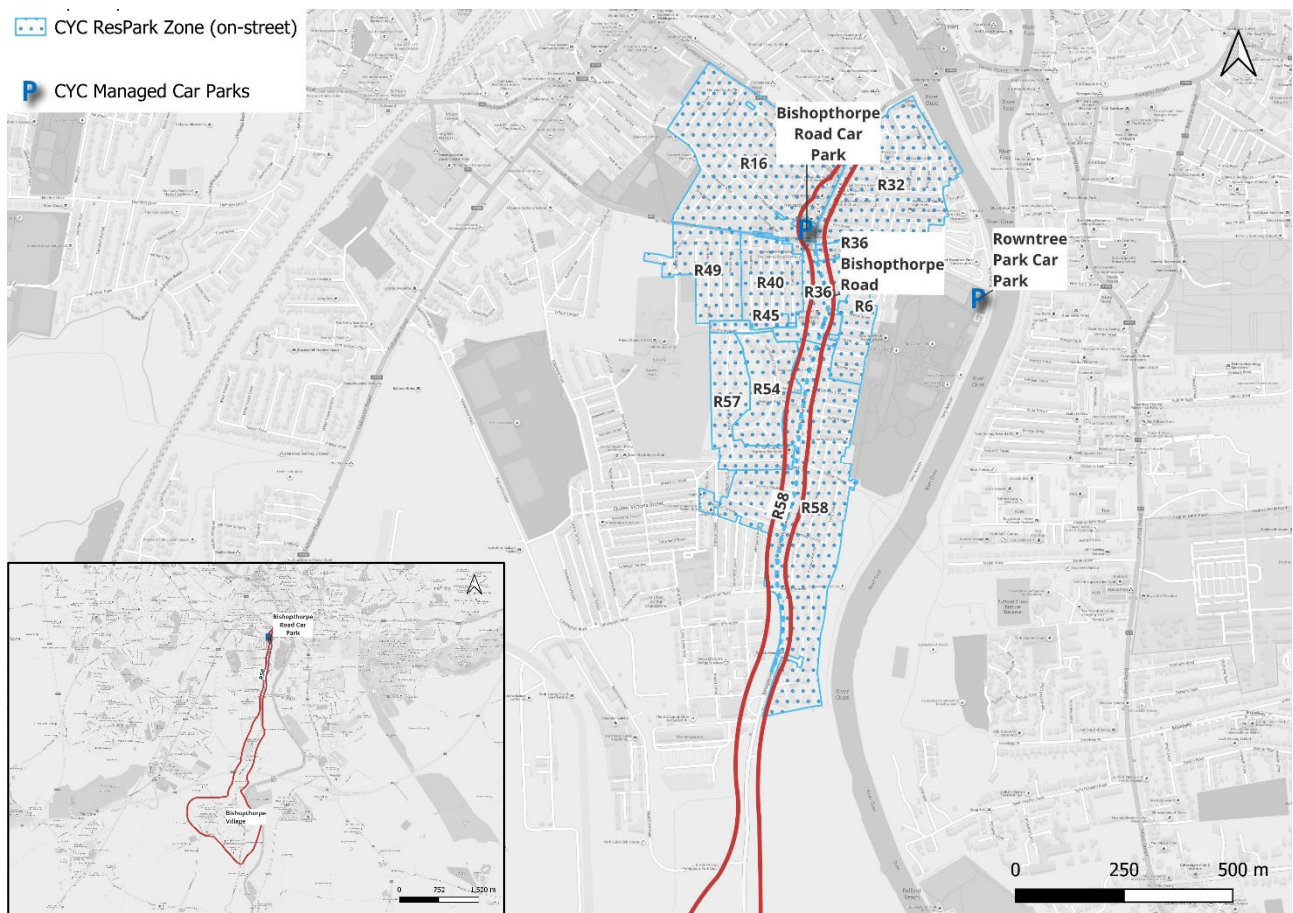


Figure 2-1 Bishopthorpe Road study area

2.3 Parking provision

As shown in Figure 2-1, parking provision in Bishopthorpe Road is comprised primarily of on-street resident permit parking, with off-street parking also available. Table 2-1 below summarises the provision at key locations.

Table 2-1 Summary of parking provision in the Bishopthorpe Road area

Parking location	Managed by CYC	Spaces	Further details
Bishopthorpe Road Car Park	Yes	41	Open 24-hours. Charges apply from 08.00 to 18:00. Charges apply every day including Sundays and Bank Holidays.
Rowntree Park Car Park	Yes	52	Charges apply from 08:00 to 16:30. Charges apply every day including Sundays and Bank Holidays. Maximum stay 3 hours. Car park closes at dusk.
R6 Bewlay Street	Yes	~100	Residents are entitled to unlimited parking if they possess a proof of residency permit which will allow them to purchase visitor parking permits (up to 200 per 365 days). Businesses are not entitled to visitor permits but can apply for a business permit if specific requirements are met. Vehicles without a permit can park or wait in a zone for no more than 10 minutes .
R16 St Benedict Road	Yes	Limited on-street parking available	Residents are entitled to unlimited parking if they possess a proof of residency permit which will allow them to purchase visitor parking permits (up to 200 per 365 days). Businesses are not entitled to visitor permits but can apply for a business permit if specific requirements are met. Vehicles without a permit can park or wait in a zone for no more than 10 minutes except St Benedicts Road where non-permit holders can park for up to an hour.
R32 Clementhorpe	Yes	~200	Residents are entitled to unlimited parking if they possess a proof of residency permit which will allow them to purchase visitor parking permits (up to 200 per 365 days). Businesses are not entitled to visitor permits but can apply for a business permit if specific requirements are met. Vehicles without a permit can park or wait in a zone for no more than 10 minutes .
R36 Bishopthorpe Road	Yes	~25	Residents are entitled to unlimited parking if they possess a proof of residency permit which will allow them to purchase visitor parking permits (up to 200 per 365 days). Businesses are not entitled to visitor permits but can apply for a business permit if specific requirements are met. Vehicles without a permit can park or wait in a zone for no more than 10 minutes .
R40 Nunmill Street	Yes	~100	Residents are entitled to unlimited parking if they possess a proof of residency permit which will allow them to purchase visitor parking permits (up to 200 per 365 days). Businesses are not entitled to visitor permits but can apply for a business permit if specific requirements are met. Vehicles without a permit can park or wait in a zone for no more than 10 minutes .
R45 Southlands Road	Yes	~50	Residents are entitled to unlimited parking if they possess a proof of residency permit which will allow them to purchase visitor parking permits (up to 200 per 365 days). Businesses are not entitled to visitor permits but can apply for a business permit if specific requirements are met. Vehicles without a permit can park or wait in a zone for no more than 10 minutes .
R54 Nunthorpe Crescent	Yes	Limited on-street parking available	Residents are entitled to unlimited parking if they possess a proof of residency permit which will allow them to purchase visitor parking permits (up to 200 per 365 days). Businesses are not entitled to visitor permits but can apply for a business permit if specific requirements are

Parking location	Managed by CYC	Spaces	Further details
			met. Vehicles without a permit can park or wait in a zone for no more than 10 minutes .
R57 Nunthorpe Grove	Yes	Limited on-street parking available	Residents are entitled to unlimited parking if they possess a proof of residency permit which will allow them to purchase visitor parking permits (up to 200 per 365 days). Businesses are not entitled to visitor permits but can apply for a business permit if specific requirements are met. Vehicles without a permit can park or wait in a zone for no more than 10 minutes .
R58 Aldreth Grove	Yes	~150	Residents are entitled to unlimited parking if they possess a proof of residency permit which will allow them to purchase visitor parking permits (up to 200 per 365 days). Businesses are not entitled to visitor permits but can apply for a business permit if specific requirements are met. Vehicles without a permit can park or wait in a zone for no more than 10 minutes .

In April 2025, CYC introduced a new price framework for local, council managed car parking (see Table 2-1 and Figure 2-1 for parking affected in the Bishopthorpe Road area). This resulted in increased charges for both short and long stay visits (mostly affecting daytime parking). Table 2-2 and Table 2-3 below summarise the increases for daytime (before 18:00) short stay parking, for up to two hours at Bishopthorpe Road and Rowntree Park car parks. This highlights that price increases range from 506% to 563% at Bishopthorpe Road car park and 131% at Rowntree Park car park. A full breakdown of the price increases can be found in Appendix A.

Table 2-2 Summary of daytime short stay parking charge increases – Sunday to Thursday

Location	Duration	Pre April 2025	Post April 2025	Change
Bishopthorpe Road Car Park	Up to 2 hours	£1.60	£9.70	+\$8.10
Rowntree Park Car Park	Up to 2 hours	£2.60	£6.00	+\$3.40

Table 2-3 Summary of daytime short stay parking charge increases – Friday, Saturday and events

Location	Duration	Pre April 2025	Post April 2025	Change
Bishopthorpe Road Car Park	Up to 2 hours	£1.60	£10.60	+\$9.00
Rowntree Park Car Park	Up to 2 hours	£2.60	£6.00	+\$3.40

As a temporary measure in response to residents and traders initiating a challenge to parking charges through The Right to Challenge Parking Policies Statutory Guidance under the Traffic Management Act 2004, prices for up to 2 hours parking in Bishopthorpe Road Car Park was reduced in July 2025 to £6, Monday to Sunday. A full breakdown of this price decrease can be found in Appendix A.

3. Consultation method

3.1 Background

A survey for online and in-person distribution was created by Arup in collaboration with CYC, to gain insight into the impacts the increases in parking charges have had on local businesses, residents and visitors in four areas of the city, including Bishopthorpe Road, Micklegate, The Groves, and Heworth. This report presents the findings of the consultation for the Bishopthorpe Road area (separate reports have been prepared for the other three areas mentioned).

3.2 Survey period

The survey period commenced on the 17th of December 2025 and closed on the 27th of February 2026.

3.3 Survey methods

An online survey was launched on the CYC Citizen Space platform on the 17th of December 2025 and was live until 27th of February 2026. Physical paper copies of the survey were distributed to identified businesses, community hubs and libraries within the four study areas, with these locations identified through engagement with local community groups and organisations.

Easy-read versions of this survey were also distributed to libraries and community centres within the study areas. These were produced to ensure the consultation was accessible to people with learning disabilities and others who may find standard written materials difficult to understand. The Easy Read surveys were developed by adapting the standard consultation questionnaire into an Easy Read format, using plain language, simplified sentence structures, clear layout, and supporting images, while retaining the core intent of the original questions. The design of the Easy Read version was undertaken by Easy Read UK¹ and it aligns with CYC's Accessible Communications Standards².

3.4 Survey questions

The survey consists of twelve questions and is split into two sections. The first section was answered by business owners only, and the latter by residents and visitors. Both groups answered the final question regarding York's Local Transport Strategy, and what actions they would like to see in response to the challenge over car parking charge increases.

The survey is comprised of open text and multiple-choice questions, covering topics such as changes to parking habits pre and post price increase, visits to local businesses and services and patterns of spending within defined study areas. The full set of survey questions can be found in Appendix B.

3.5 Drop-in session

Additionally, a drop-in session for business owners/managers and residents/visitors was held in Clements Hall on Nunthorpe Road on the 31st of March 2026. Attendees were able to share their views upon parking charges and suggestions to improve parking in their local area.

¹ Easy Read UK help organisations and businesses create accessible documents for people who have difficulty accessing standard written information

² City of York Council's Accessible Communication Standards can be found here: <https://www.york.gov.uk/downloads/download/231/accessible-communication-standards-easy-read>

4. Survey findings

4.1 Introduction

This section presents the findings of the survey for the Bishopthorpe Road area only. Reports for the three other study areas (Micklegate, Heworth and The Groves) have been prepared separately but using the same structure.

A review of the survey sample is provided in Section 4.2. Findings of the survey are presented in Section 4.3 and Section 4.4 for business owners/managers and residents/visitors respectively. Section 4.5 summarises the findings of the drop-in session.

4.2 Understanding the survey sample

This section provides an overview of how many people participated in the survey, and insights into how applicable the findings are to the local population.

4.2.1 Sample size

A total of 804 people responded to the survey from the Bishopthorpe Road area, 61 of which were business owners, and 743 of which were residents or visitors.

4.2.2 Survey sample characteristics

This sub-section examines how representative the sample is across Bishopthorpe Road. Checking whether there are any significant differences between the survey's sampled population and the local population across the wider Yorkshire and the Humber region provides an understanding of how responses may be skewed towards certain demographic characteristics.

Table 4-1 compares the survey sample demographics against the wider Yorkshire and the Humber across age, gender and disability status. The key demographic variables analysed include age, gender, and disability status. The local population comparison sample was compiled using 2021 ONS census data for Yorkshire and the Humber.

For resident disability status, the survey sample seems to be reasonably representative of those who do not consider themselves disabled but unrepresentative of those who do. The survey sample is broadly representative of 25–39-year-olds but has an overrepresentation of middle and older-aged groups (40-55, 56-59, 60-64 and 65+). It has a corresponding underrepresentation of the very youngest. The survey also has an overrepresentation of female respondents and corresponding underrepresentation of male respondents.

Table 4-1 Demographic comparison between survey sample and Yorkshire and the Humber population (2021 Census)

	Bishopthorpe Road Respondents	Yorkshire and the Humber
Age³		
16-24	2%	11.0%
25-39	18%	19.5%
40-55	29%	20.6%
56-59	9%	5.5%
60-64	11%	6.0%
65+	24%	19.0%

	Bishopthorpe Road Respondents	Yorkshire and the Humber
Gender⁴		
Female	60%	50.9%
Male	31%	49.1%
Non-binary	1%	N/A
Disability status - Do you consider yourself disabled?⁵		
Yes	7%	18.6%
No	82%	81.4%

³ 7% of respondents answered prefer not to say

⁴ 8% of respondents answered prefer not to say

⁵ 11% of respondents answered prefer not to say

4.3 Impact to business owners/managers

This section presents the findings to questions answered by business owners/managers, which covers questions 3-5 and 12 of the survey (see Appendix B).

4.3.1 Types of businesses the respondents own/manage

Relevant Question(s)
Q3: What type of business do you own or manage?

Figure 4-1 shows the types of businesses owned/managed by the respondents. A total of 61 business owners/managers responded to this question. Retail businesses accounted for 14 responses (23%), followed by food and beverage (11 responses; 18%) and health and beauty (eight responses; 13%). Smaller numbers of respondents reported owning/managing businesses in accommodation and entertainment. A further 21 respondents (34%) selected ‘other’. Two respondents did not answer this question.

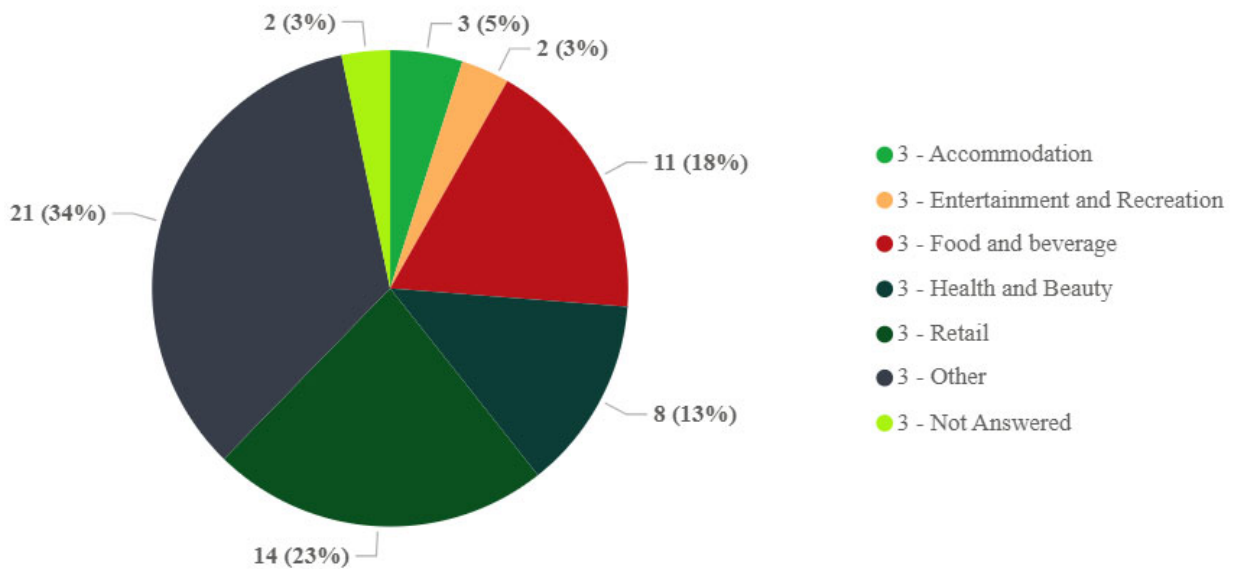


Figure 4-1 Types businesses owned/managed by respondents (Q3)

4.3.2 Impact to customer spending and visits

Relevant Question(s)
Q4: What impact have you seen from the increased parking charges directly on your business?

Question 4 provides insight into changes in customer spend and visits as a result of the parking charge increases. As shown in Figure 4-2, 34 respondents (56%) reported fewer customers and lower spend since the April 2025 price increases, while nine respondents (15%) reported no change. One respondent stated that they have seen more customers and greater spend. A further 17 respondents were either unsure, did not answer this question, or did not select one of the offered categories.

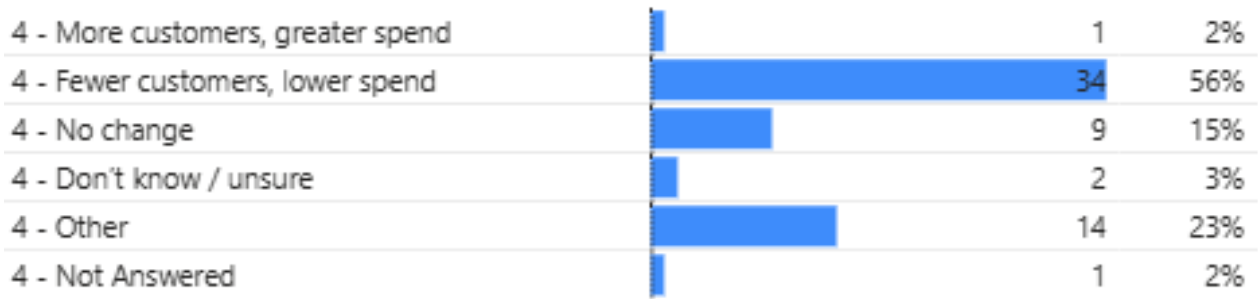


Figure 4-2 Changes in customer spending since April 2025 price increases (Q4)

4.3.3 Impact to business owners/managers

Relevant Question(s)

Q5: Has the increase in parking charges impacted your ability to park at your business or take deliveries?

Question 5 aimed to establish whether the increase in parking charges has had an impact on business owners/managers being able to park or receive deliveries. As shown in

Figure 4-3, 30% of business owners/managers reported that there has been an impact, whilst 44% reported no change. 13 respondents did not answer this question.

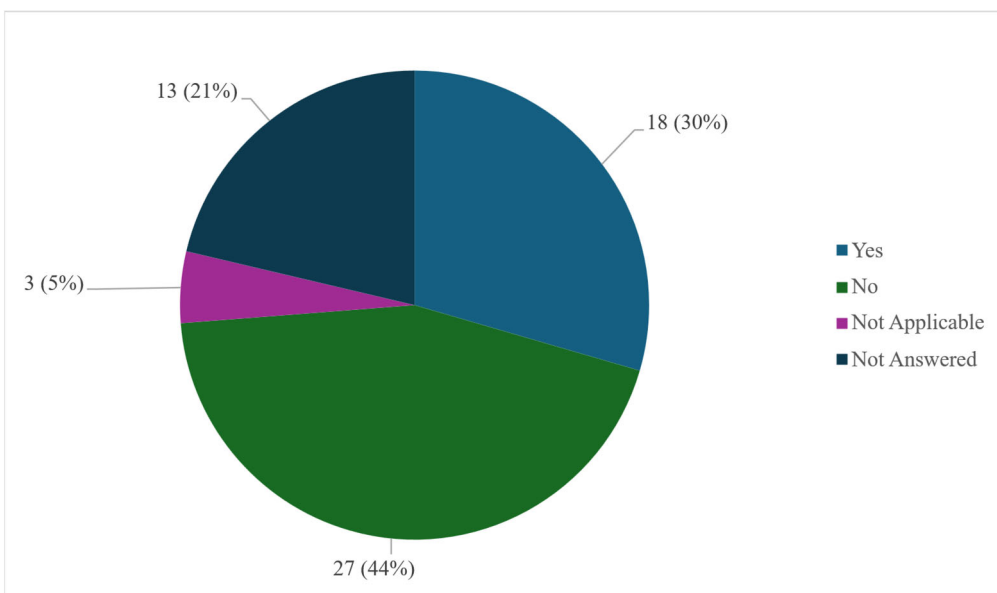


Figure 4-3 The impact of April 25 parking charge increases in being able to park or take deliveries (Q5)

4.3.4 Actions suggested by respondents when considering York's Local Transport Strategy

Relevant Question(s)

Q12: [...] Thinking about the Strategy, what actions do you think the council could take in response to the challenge over car parking charge increases?

Question 12 aims to understand the actions respondents would like to see the Council take in response to the challenge over car parking increases, whilst considering York's Local Transport Strategy. Figure 4-4 details the distribution of business owner's responses according to recurring key themes. This reveals that an overall majority of business owners would like to see a reduction to parking charges. Notable numbers of respondents also suggested that both public transport and active travel infrastructure should be improved. and some suggested that public transport should be improved.

On the topic of reduced parking charges, business owners explained how cheaper short stay parking benefitted the use of local people and their businesses:

"Passes for customers who make a minimum spend at any of the businesses. It is detrimental for businesses to have customers pay extortionate amounts for parking. Customers just gravitate to out of town shopping areas and won't use the local, independent businesses. The Council really needs to think of the long term affects here. It is not just about short term gain getting revenue for parking. The long term affects will mean that businesses will close if footfall is down. [...] Please give these businesses a fighting chance for survival. [...]"

"The business that I run has been on Bishopthorpe road for nearly 40 years and relies on local people as its customer base due to our location and the nature of the shop. We are not a shop aimed at tourists as there is minimal passing tourist trade being outside of the city centre. Over the past 3 years we have seen constant growth on our business [between May and December each year] [...] However in 2025 this growth reduced compared to 2024. [...] Businesses rely on growth each year to cover additional staff costs, rising rents and utility bills, higher supplier costs and as such this year we have had to reduce staff hours to mitigate against these losses. York Council should consider a free or significantly reduced half hour / hour parking in the Bishopthorpe road car park to safeguard businesses that have been on the street for decades and who employ local people. This would allow those customers who need to drive the option to do so."

"Charges need to be decreased for local residents and businesses / companies who have to park to complete deliveries to local business"

On the topic of improving public transport, business owners explained how park and ride offerings and bus frequency could be improved:

"In our case the lack of bus capacity for prams means that it is unrealistic to expect most clients to arrive by public transport. [...] The car parking charges on top of loss of the local children's centre, which was in an unrestricted parking zone, further promotes isolation of vulnerable families with young children. [...] The council needs to address issues with public transport so it is genuinely easier than using a car, rather than just pricing parking high and upsetting people"

"There is only 1 bus route down here which doesn't cater for many due the areas it stops and the timings. If there were more buses then the clients would use them but it's not an option at the moment."

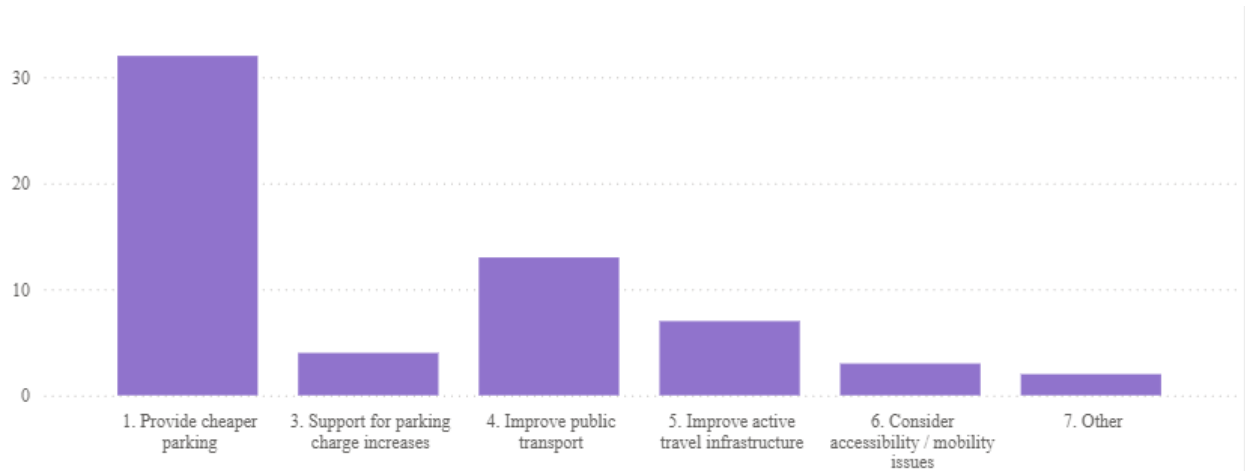


Figure 4-4 Business owner key themes when considering York's Transport Strategy (Q12)

4.4 Impact to residents/visitors

This section presents the findings to questions answered by residents/visitors, which covers questions 6-12 of the survey (see Appendix B).

4.4.1 Parking demand

Relevant Question(s)

Q6: Do you drive to and park at the location you selected, and how often do you make this journey?

Question 6 aims to provide an indication of the demand for parking in the area. As shown in Figure 4-5, 132 respondents (18%) stated that they drive to and park in the area more than once a week. A further 168 respondents (23%) reported making this journey once a week and 119 respondents (16%) once every two weeks, while 193 respondents (26%) reported making the journey once a month (the highest proportion). In contrast, 118 respondents (16%) stated that they use other forms of transport. 13 respondents did not answer this question.

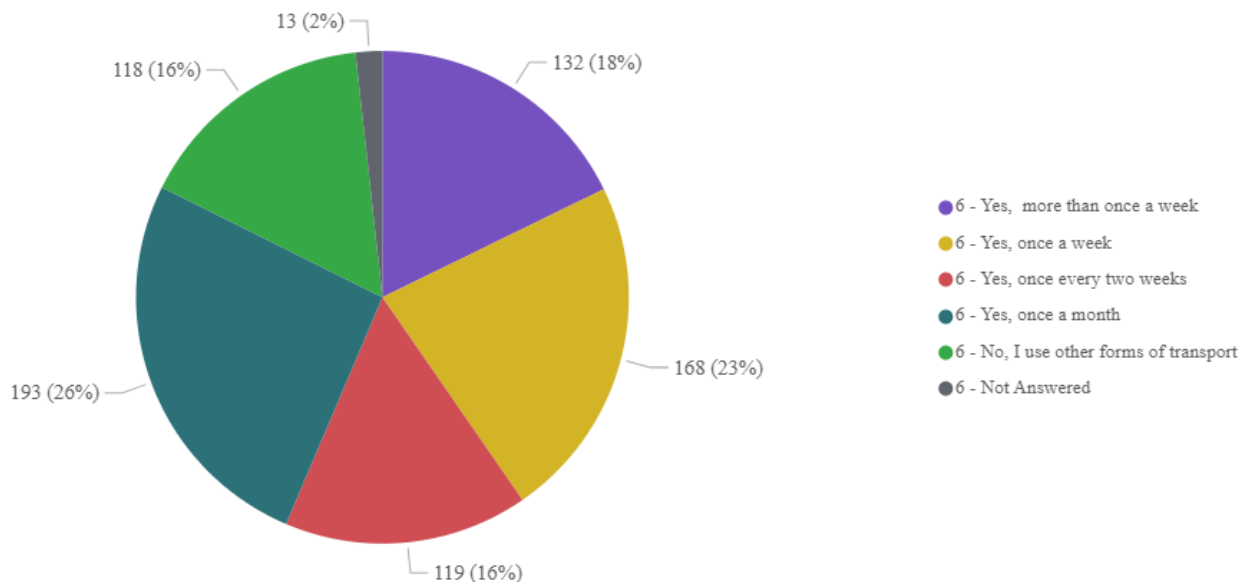


Figure 4-5 Trip frequency of residents driving to and parking in Bishopthorpe Road (Q6)

4.4.2 Reasons for travelling by car

Relevant Question(s)

Q7: If you drive to your selected area, why do you travel by car instead of other modes e.g. public transport, walking? Select all that apply.

Question 7 aims to gain insight into the reasons residents choose to travel by car. Respondents could select all impacts that apply. As shown in Figure 4-6, the two most commonly selected reasons for travelling by car reported are ‘no suitable alternative transport modes available’ and ‘it forms part of a multi-purpose journey’. A second grouping of categories with significant numbers of responses include ‘necessity’ and ‘practicality’. Less frequently selected responses include ‘comfort’, ‘safety’ and a group of more than 50 respondents who do not drive to Bishopthorpe Road.

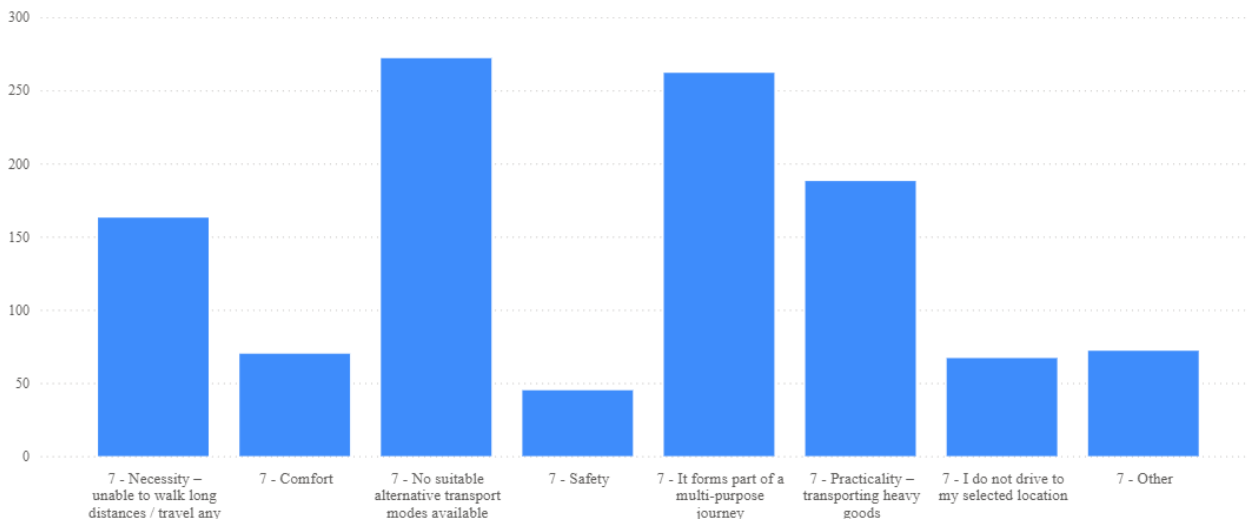


Figure 4-6 Residents reason for travelling via car (Q7)

4.4.3 Impact on travel to the area

Relevant Question(s)

Q9: How has the increase in parking charges (April 2025) affected your parking habits in your selected area? Select all that apply.

Q11: What impact have you seen from the increased charges in terms of your visits to local businesses

Question 9 assessed how the April 2025 price increase has affected residents’ parking habits in Bishopthorpe Road. Respondents could select all impacts that apply. As shown in Figure 4-7, the responses indicate that the price changes have influenced behaviour for most respondents, with a range of actions reported. The most commonly reported change is respondents using car parks less often with nearly 400 selecting this. The next most common responses were from people who park in different locations (for example, on nearby residential streets) or people changing where they travel to (further from their home). Other commonly reported changes include parking for a shorter length of time and people changing where they travel to (closer to their home). Much smaller groups of respondents now use other modes of transport, don’t or can’t drive or reported no change in their driving habits.

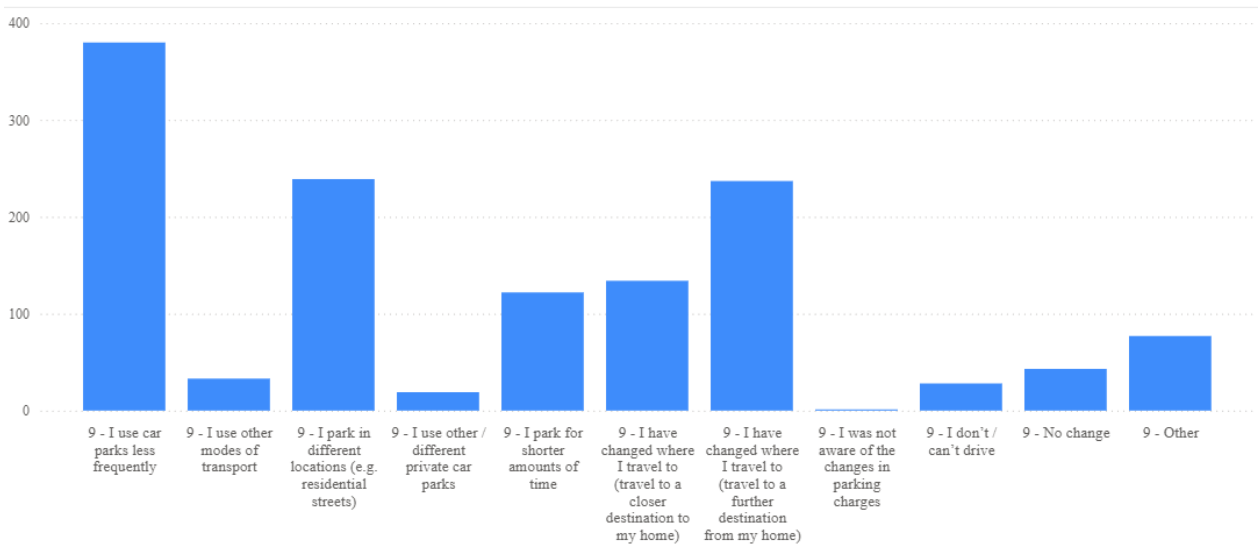


Figure 4-7 Resident parking habit changes since the April 25 price increases (Q9)

Residents were also asked to feedback on the frequencies of these trips as part of question 11. As shown in Figure 4-8, 589 respondents (79%) reported a decrease in trips to Bishopthorpe Road, followed by 10% reporting that their visits have stayed the same and only 2% saying their visits have increased. 6% of respondents stated that this question is not applicable to them, and 19 respondents did not answer this question.

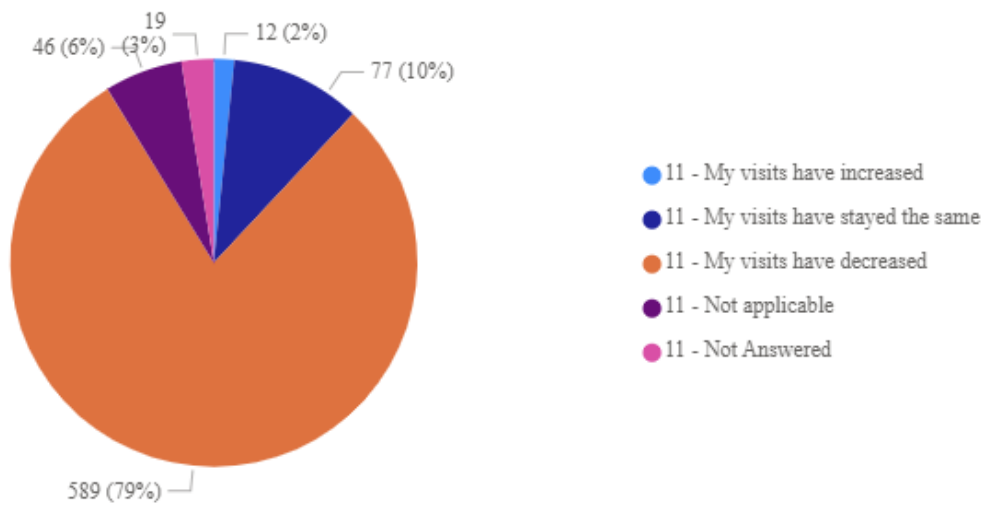


Figure 4-8 Trip frequency post April 25 price increases (Q11)

4.4.4 Parking requirements

Relevant Question(s)

Q8: What type of parking space do you usually park in when visiting your selected area?

Q10: How far away from the area you selected are you willing to park in order to have cheaper or free parking?

Question 8 aims to understand the types of parking spaces residents are accessing when visiting Bishopthorpe Road. As shown in Figure 4-9, by far the most commonly reported parking type was regular parking within a car park, selected by 520 respondents (70%). This was followed by on-street regular parking – no permit required (58 respondents; 8%). There are then much smaller proportions of respondents for the other various car park and on-street options. 58 respondents answered other (it is unclear which options were not covered within the survey), and 65 respondents did not answer this question.

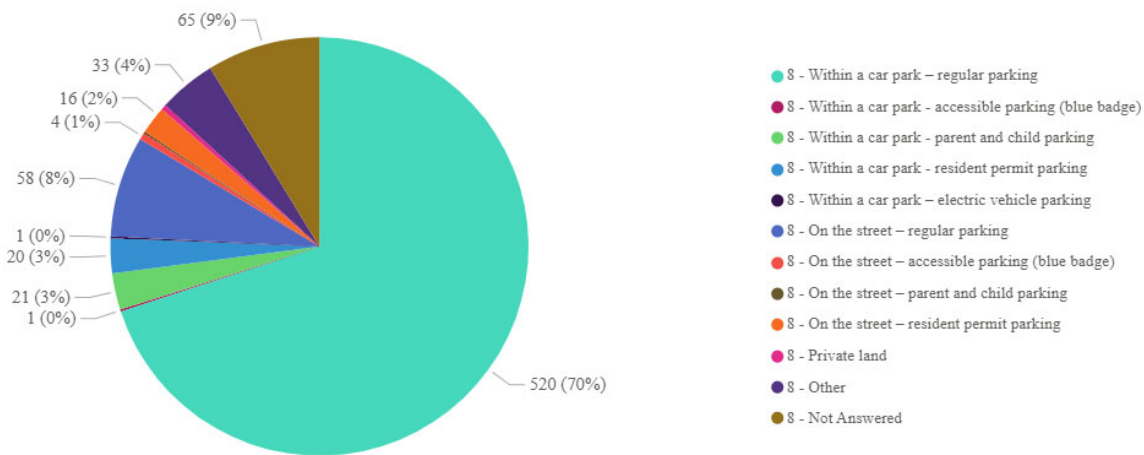


Figure 4-9 Type of parking space accessed by residents in Bishopthorpe Road (Q8)

Question 10 addresses residents’ willingness to travel from their chosen destination in order to access cheaper or free parking. As shown in Figure 4-10, 240 respondents (32%) reported they would be willing to travel below 400m (under 5 minutes), followed by 154 respondents (21%) willing to travel 400m (5 minutes), 80 respondents (11%) willing to travel below 800m (under 10 minutes), and 74 respondents (10%) willing to travel 800m (10 minutes). A total of 139 respondents (19%) selected categories higher than 800m, and a further 56 respondents (8%) did not answer this question.

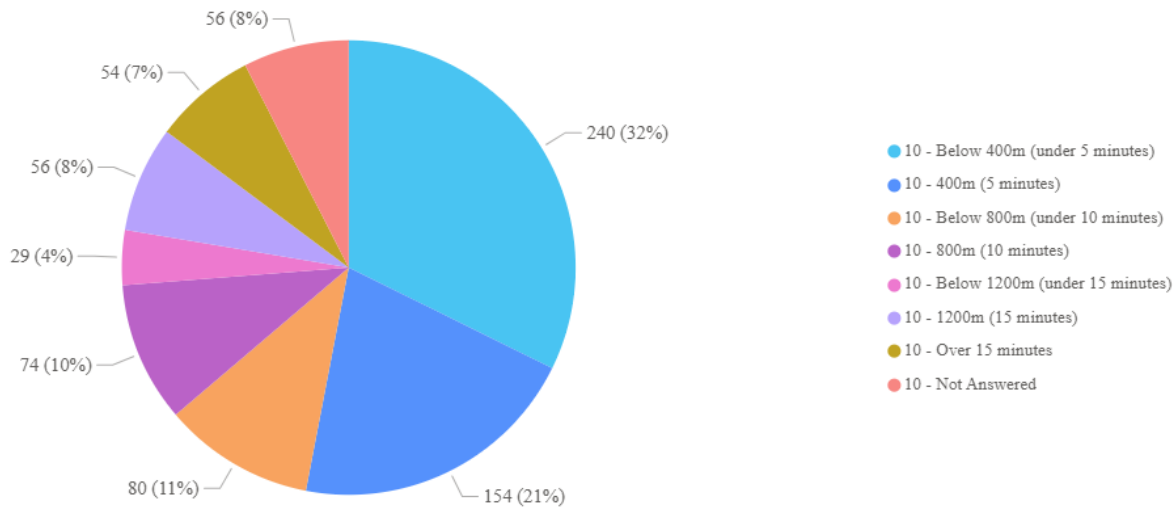


Figure 4-10 Distance residents are willing to travel from their destination for cheaper or free parking (Q10)

4.4.5 Actions suggested by respondents when considering York’s Local Transport Strategy

Relevant Question(s)

Q12: [...] Thinking about the Strategy, what actions do you think the council could take in response to the challenge over car parking charge increases?

Question 12 is an open text question which aims to understand the actions respondents would like to see the Council take in response to the challenge over car parking increases, whilst considering York’s Local Transport Strategy. Figure 4-11 shows the distribution of residents’ responses according to recurring themes based on thematic analysis of the open responses. The most common theme identified from responses was ‘1: provide cheaper parking’, with ‘4: improve public transport’ also being raised by a large number of respondents. Suggestions in the other category are not relevant to the transport strategy. A smaller number of respondents were also supportive of further increases to parking charges.

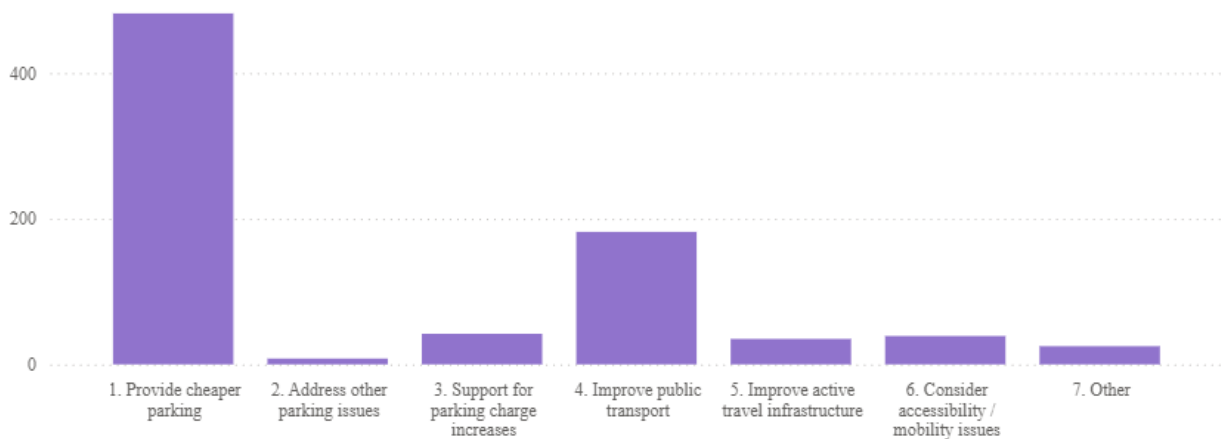


Figure 4-11 Residents key themes when considering York’s Transport Strategy (Q12)

Figure 4-12 shows how respondents expanded further on theme 1 (reduce parking charges), including the breakdown of responses by a number of sub-themes. Of these, 293 respondents (61%) reported that they support a blanket reduction, and a further 109 respondents (23%) called for cheap or free parking for short durations. 47 respondents (10%) suggested discounts for residents, businesses and/or customers, and 33 respondents (7%) suggested more free parking generally.

Residents also explained in more depth how increasing parking charges has impacted their parking habits and daily routines. Five example responses which expand on this theme are provided below.

"[...] I feel that the parking on bishy rd should go back to where it was. I've stopped my exercise class at st clementnls hall as I just can't afford the parking cost."

"The council need to reduce the parking charges by at least half. You can park in neighbouring cities and towns for £3-5 per day! York's costs are prohibitive. I no longer go to Bishy Road for a Sunday croissant and hot chocolate now because the parking costs make it unaffordable."

"The huge hike has impacted on time spent on bishophthorpe rd and using the businesses there. A reduction in charges would help increase the stay. Remember £6 on top of a meal or shopping is a lot of money. If you want more people to use the car park, maybe reduce the time allowed? Ideally reduce the charges to enable people use the facility and spend locally."

"York parking charges are extremely high and I feel have reduced my use of car use . This has reduced my visits into town ,"

"I have reduced what I buy in town due to now using park and ride. I can't carry items. Certainly not food. I use to use greengrocers and other shops on bishy road for a quick food top up. Can't do this anymore."

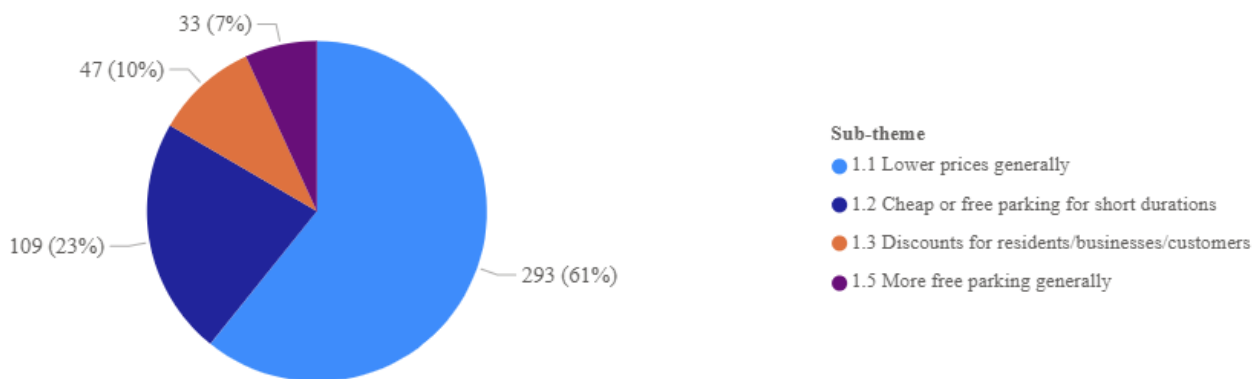


Figure 4-12 Sub themes of theme 1: reduce parking charges (Q12)

As shown in Figure 4-13, improving public transport (theme 3) is also another key theme identified. Figure 4-13 highlights the specific ways in which respondents would like to see public transport services improve, with increased frequencies and expanded network coverage being the most common sub-themes identified. Others cited improved reliability and cheaper fares. Three example responses which expand on this sub-theme are provided below.

"York buses are extremely unreliable; there is only one bus route going to bishy road and it would take me over twice the time as well as meaning I couldn't carry anything heavy"

"Have a proper bus service which runs regularly every 10 - 15 minutes like the park and ride"

“Recognise that there are areas within the City of York that are not well-served, or are not served at all, by buses and make better provision for people in these areas, committing to using increased parking revenue to do this. "Getting on your bike" is not a viable alternative for those in more rural areas, who have to negotiate dangerous roads, who have children, who have health problems, who are elderly, who have several destinations to visit or who want to buy things.”

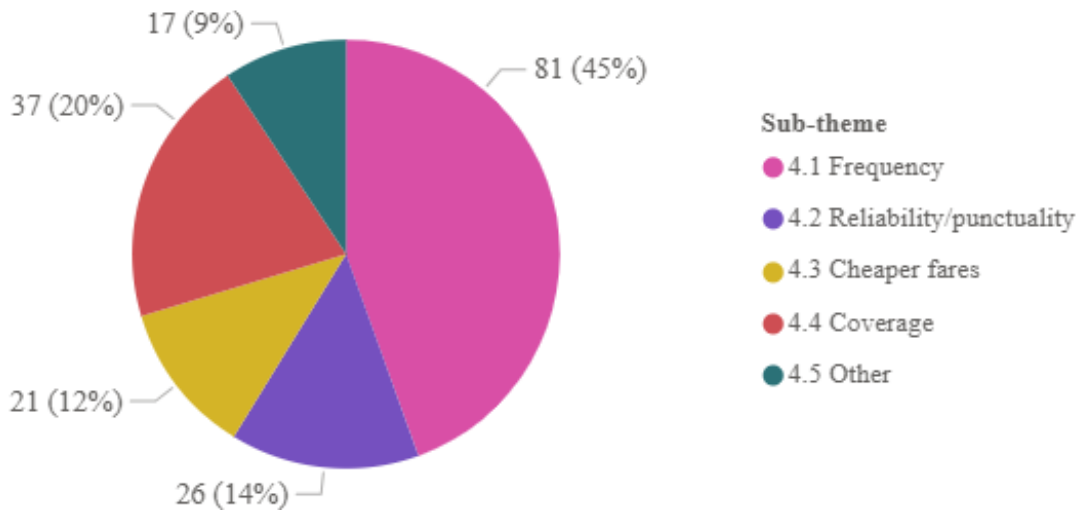


Figure 4-13 Sub themes of theme 3: improve public transport (Q12)

4.5 Summary of drop-in session findings

A drop-in session for residents and business owners in the Bishopthorpe Road study area was held on Tuesday the 31st of March from 17:30-20:00 in Clement Hall, Nunthorpe Road.

A total of 12 attendees participated. Around half of the attendees were traders from the Bishopthorpe Road Traders Association, whose representatives has been actively engaged in the consultation and communicating with CYC regarding the challenges associated with parking charges in York. The remaining attendees included residents who are not business owners, including drivers, non-drivers and cyclists. Some of them told us they live locally, for example in the South Bank area.

4.5.1 Summary of session

The drop-in session at Bishopthorpe Road brought together traders, residents and local stakeholders to discuss the recent increases in car parking charges and their wider implications for the area. Attendees were consistently polite, constructive and deeply invested in finding a balanced, workable solution. Collectively, they have undertaken their own surveys and analysis to support evidence-based discussion (see Section 4.6 below). The session revealed a strong sense of community pride, a desire to collaborate with CYC, and a shared concern that the current parking regime is undermining the long-term success of the high street.

The Bishopthorpe Road community wants to work collaboratively with the Council to find a “Goldilocks” price for parking – one that supports local businesses, encourages sustainable travel and reflects the unique character of the area. They referenced examples such as Altrincham, where a modest parking charge reportedly contributed to a high street revival, as evidence that well-designed pricing can support both economic and environmental goals.

Attendees stressed that the issue is not only about business performance but also about people’s way of life. Bishopthorpe Road is a cherished community hub, and many fear that without a more proportionate and locally sensitive parking strategy, the vibrancy and diversity of the high street could be at risk.

4.5.2 The need for a localised approach

A consistent theme was the belief that parking policy should reflect the specific needs of local shopping areas rather than mirror city-centre pricing. Many attendees accepted that some level of price increase was inevitable, but they strongly opposed the scale and uniformity of the recent changes. The view was that Bishopthorpe Road, as a neighbourhood high street, should not be subject to the same tariff structure as long-stay city-centre car parks.

There was support for reinstating short-stay parking options for residents, ideally with a free first hour or at least a free 30-minute period. This was seen as essential to enabling quick visits to local shops, something that has historically been a core part of the area’s economic vitality. Attendees noted that incremental, inflation-linked increases would have been acceptable, but the sudden, steep rise, described by some as a 500% increase, felt disproportionate and poorly aligned with local needs.

Concerns were also raised about fairness. Some residents now choose to park at supermarkets, where parking is free, rather than pay the higher charges on Bishopthorpe Road. This behaviour directly affects local traders, who rely on convenience-based visits and repeat custom. Vulnerable people, including those with disabilities not covered by blue badge exemptions, were said to be particularly disadvantaged by the increased costs and by the reliance on digital payment systems.

A minority of attendees felt that higher charges could help reduce traffic and create more space for cyclists. However, even these participants emphasised the need for a balanced approach that supports traders while encouraging sustainable travel. Several suggested that the Council could work with cycling groups and local businesses to identify barriers to cycling and promote alternatives to car use.

4.5.3 Economic impacts on traders and the local high street

Traders reported a significant downturn in business since the price increases. Many described a sharp reduction in “popping-in” trade – quick visits for small purchases that previously formed a substantial part of their income. They feel that customers are now more reluctant to make short trips, particularly when they

already pay a premium for local goods and services. Some traders reported footfall or takings down by more than 20%, a decline they believe cannot be explained by wider economic trends alone.

Some of the behavioural changes observed include:

- People are staying for shorter periods, with average visit times reportedly halved from over two hours to around one
- Some customers are “chancing it” by parking in resident-permit areas or even on double yellow lines to avoid charges
- Families are visiting less frequently, with many opting for out-of-town retail parks such as Monks Cross, where parking is free and time pressures are reduced
- Trip-chaining – combining multiple errands in one visit, has declined, as people feel more compelled to watch the clock

Traders expressed frustration that the parking changes appear to be “killing the goose that lays the golden egg.” Bishopthorpe Road has long been a thriving high street with a strong independent retail offer, but many feel that the increased charges are undermining this success at a time when businesses are already facing rising fixed costs, including higher wages and taxes. One trader noted a 30% reduction in staffing alongside a 35% increase in staff costs, illustrating the financial pressures they face.

The group also highlighted that they had secured a grant from the York & North Yorkshire Combined Authority to support the high street in 2026. They have invested significant time in developing proposals to maximise the impact of this funding. However, they felt that the parking changes have created additional challenges that could have been avoided, forcing them to divert time and resources into evidencing the negative impacts.

4.5.4 Transport choices, accessibility and equity considerations

A recurring concern was the disproportionate impact of the new charges on protected groups. An Equality Impact Assessment was referenced, indicating that around 20% of the population has a disability, and not all are eligible for blue badges. For many, digital-only payment systems present additional barriers. Attendees stressed that accessibility must be central to any future parking strategy.

There was also a strong view that the rationale for the increases, i.e. reducing short car trips, does not reflect the realities of transport provision in the area. Public transport options on the edges of York were described as limited, infrequent or unreliable. As a result, some residents are now driving further to reach supermarkets or out-of-town centres, potentially increasing overall car mileage rather than reducing it.

Despite these concerns, the group emphasised that they are not “pro-car” in principle. They expressed strong support for investment in sustainable transport and public realm improvements. With 78% of people already accessing Bishopthorpe Road by non-car modes, they see an opportunity to build on this success. However, they argued that a balanced approach is essential – people need genuine choice, and for some trips, particularly those involving heavy or bulky items, a car remains necessary.

4.5.5 Strategic concerns and requests for CYC action

Attendees expressed a desire for greater strategic consistency across York’s parking system. They questioned why Bishopthorpe Road had experienced such a steep increase and called for a more coherent, city-wide approach that considers the role of each car park and the needs of different communities.

There was frustration about the lack of clear data on the impact of the price changes, particularly regarding congestion reduction. Some noted that the process had been ongoing for over a year, including a temporary rollback of prices, yet little evidence had been presented to justify the current approach or demonstrate its effectiveness.

A strong request was made for the reinstatement of free short-stay parking for residents. Several attendees suggested innovative options such as linking free parking to proof of purchase, limiting it to York residents,

or introducing more dynamic pricing models such as pay-on-exit systems. Others questioned whether tariffs could be applied to out-of-town shopping centres to level the playing field.

Finally, attendees asked whether the ongoing work by Arup could include an independent assessment of what constitutes a fair pricing regime. They were disappointed to learn that pricing recommendations are not part of the current commission and expressed a desire for impartial guidance to help rebuild trust.

5. Summary

5.1 Responses from business owners

5.1.1 Impact of parking charge increase

Overall, the survey findings indicate that the April 2025 parking charge increases have had a negative impact on many business owners and managers in the Bishopthorpe Road area. In terms of direct business impacts, a majority of respondents (56%) reported fewer customers and lower spend since the increases, while 15% reported no change and only one respondent reported more customers and greater spend (with a further 17 respondents unsure, not answering, or not selecting a category). While views varied on whether the increases affected operational needs such as parking for staff or taking deliveries (30% reporting an impact and 44% reporting no change), discussion at the drop-in session reinforced concerns about reduced “popping-in” trade, shorter dwell times and a perceived shift towards free-parking alternatives and out-of-town destinations. Traders and stakeholders also highlighted broader pressures on local businesses (including rising costs) and expressed a preference for a more localised, proportionate short-stay parking approach, supported by improved consultation and transparency. These themes align with additional evidence submitted by the Bishopthorpe Road Traders Association, which argues that the scale of the tariff increases has been damaging to the local high street.

5.1.2 Policy suggestions

In terms of policy suggestions, business owners’ open responses (Q12) most commonly called for a reduction in parking charges, with particular emphasis on reinstating affordable short-stay parking to support quick, convenience-based trips and local spend (for example, a free or significantly reduced first 30 minutes to one hour). Some respondents also suggested more targeted discounts for local residents, businesses and/or customers. Alongside parking tariffs, respondents highlighted the importance of strengthening alternatives to car use, including improved public transport (e.g., better bus frequency, coverage and capacity, and stronger park-and-ride provision) and improved active travel infrastructure. The drop-in session echoed these themes, with attendees advocating a more localised and proportionate approach to pricing for Bishopthorpe Road (rather than alignment with city-centre tariffs), alongside options such as proof-of-purchase schemes, resident-only short-stay concessions and more flexible pricing models (e.g., pay-on-exit). These suggestions align with additional evidence submitted by the Bishopthorpe Road Traders Association, which recommends reversing or substantially revising the tariff structure to restore affordable short-stay parking, alongside improved consultation and transparency going forward.

5.1.3 Selected quotes

“Reduce charges for first hour to enable locals to use the shops. Many of the shops rely on frequent visits..greengrocers, bakeries, hardware shops etc , high parking charges deter them and encourage the use of large supermarkets who have free parking in addition to economies of scale with product pricing but do little to create communities.”

“Continue to invest in cycling infrastructure and public transport as well as promoting active travel methods which don’t involve cars. Traffic in York is terrible and it won’t improve without fewer cars on the roads.”

“Resident Permits: Offer a discounted digital permit for local council tax payers, ensuring that visitors provide the bulk of the increased revenue while locals feel protected. Partner with local shops so that if a customer spends over a certain amount (e.g., £20), the business provides a QR code to discount their parking. Lower rates during Monday –Thursday to encourage footfall when the town center is quiet.”

“I believe the parking should be reduced to a level where local people will still come and do their shopping. A £3 charge has an impact if you just want a loaf of bread. Customers are driving to big supermarkets where they can park for free. Surely that is creating a much bigger carbon footprint”

“If the Council wants its stated aim of reducing car journeys to be taken seriously, it needs to act quickly to increase user-friendly ways to access Bishopthorpe Road. The bus to Bishopthorpe Road is really not good! You might need to get two buses to get to the Bishy shops - one into town and one to the street - realistically, who on earth is going to do that? There are so few bike racks! we need many more. The parking wardens come only every few weeks, so people just park in the residents bays! There's no way of knowing who is a resident and who is parking illegally! Visible paper permits are needed! SO - make the car park affordable for people who cannot get the bus. Sort out the illegal parking. Put in more bike racks.”

5.2 Responses from residents / visitors

5.2.1 Impact of parking charge increase

Overall, the resident/visitor responses suggest that the April 2025 parking charge increases have changed how people travel to and use Bishopthorpe Road, with many respondents reporting fewer visits and altered parking behaviour. The survey indicates that a substantial proportion of respondents drive to and park in the area at least monthly, often as part of multi-purpose journeys and in the context of limited suitable alternatives to the car. Respondents reported a range of behavioural responses to the price increases, including using the car parks less frequently, parking in different locations (including nearby residential streets), travelling to different destinations, and reducing the length of time spent parked. Consistent with these changes, most respondents reported that their visits to local businesses and services have decreased since April 2025. These themes were echoed at the drop-in session, where residents and other attendees raised concerns about affordability, convenience for short trips, and the potential for displacement to free-parking alternatives. Accessibility and equity issues were also highlighted, including impacts on disabled people who are not eligible for Blue Badge concessions and those who face barriers with digital payment systems. While some participants supported higher charges as a means to manage traffic and encourage mode shift, there was a shared view that any parking policy should be more locally sensitive and paired with stronger alternatives, particularly improved public transport provision and facilities for walking and cycling.

5.2.2 Policy suggestions

In terms of policy suggestions, residents' and visitors' open responses (Q12) most commonly focused on making parking more affordable, particularly through reducing tariffs and reintroducing cheap or free short-stay options to support quick trips and access to local services. Many respondents supported a general reduction in charges, while others proposed specific measures such as a free or low-cost first 30 minutes to one hour, resident or local-user discounts, and wider availability of free parking. A second key theme was strengthening alternatives to car use, with respondents calling for improved public transport including better bus reliability, frequency and coverage, alongside cheaper fares, and for enhancements to active travel infrastructure (including better connected cycle routes and increased cycle parking). These themes were echoed at the drop-in session, where attendees discussed the need for a more locally sensitive approach to parking policy and raised accessibility considerations, including the needs of disabled people who are not eligible for Blue Badge concessions and those who face barriers with digital payment systems. Some participants also supported higher charges as a tool to reduce traffic and encourage mode shift, but commonly emphasised that this should be accompanied by tangible improvements to sustainable transport provision.

5.2.3 Selected quotes

“Introduce the first 60 minutes free, or at a very low cost. This would allow people to shop locally, and use the retailers selling food and drink or offering other services for a short visit.”

“Provide more frequent and cheaper buses from all parts of York into the centre. Provide more cycle lanes, and connect up the ones that already exist. More cycle racks in more places. Have a small shuttle bus to connect car parks to; city center, hospital, minster, railway station etc. Aim is for drivers to use a car park on their route in to the city. Rather than circle inner ring road to park on other side, nearer their destination. Would also help less mobile and elderly people.”

“Blue badge considerations are important It’s important that increases in price come alongside improvements in other services- buses and cycle lanes. I live in Fulford and cycle to Bishy road, the bike parking facilities are quite limited. I agree people should be encouraged not to drive short journeys and parking in a city should be expensive, but they need to have viable alternatives .”

“It is important to distinguish between the requirements of community services and amenities, and parking for visitors to York - none of whom would use Bishopthorpe Road. maintaining and supporting local businesses is vital for a community like Bishopthorpe Road (which won an award for its range of businesses). This assessment should be the first step in setting charges to identify possible detrimental effects on the area.”

“The council needs to consider those who need to travel around the city for work purposes eg, carers and nurses and those who need a car for their line of work. They should allow for at least 1hr free parking in the car parks, this would allow for people to attend appointments, pick up prescriptions and do other essential tasks. For those who dont need a car, the council should still maintain the roads to make accessible and safer roads for riding a bike. Serious consideration should also be made for buses; some areas of the city dont have a regular service thus increasing the need to use a car.”

5.3 Summary of policy suggestions

This section provides a non-exhaustive list of policy interventions that were suggested through the open responses to Question 12. These do not reflect the views of Arup, and will be further developed into a set of actionable recommendations in the Executive Summary report across all four areas.

- Reduce parking charges overall, including reversing or substantially revising the April 2025 tariff increases
- Reintroduce affordable short-stay parking (e.g., free or significantly reduced first 30–60 minutes) to support quick trips and local spending
- Introduce targeted discounts or concessions (e.g., for local residents, local businesses/staff, and/or customers)
- Consider proof-of-purchase parking schemes (e.g., retailer validation) and/or resident-only short-stay concessions
- Explore more flexible pricing and payment models (e.g., pay-on-exit and options that reduce reliance on digital-only payment)
- Ensure parking policy accounts for accessibility and equity impacts, including disabled people who are not eligible for Blue Badge concessions
- Improve public transport as an alternative to car use (e.g., better bus frequency, reliability, coverage and capacity, cheaper fares, and stronger park-and-ride provision)

- Continue to invest in active travel (walking and cycling), including better connected cycle routes and increased cycle parking
- Adopt a more localised approach to parking policy for neighbourhood high streets (rather than mirroring city-centre tariffs), with proportionate short-stay pricing
- Improve consultation, transparency and use of evidence in setting tariffs (including monitoring impacts on footfall, dwell time, displacement parking and equality impacts)

Appendix A

Bishopthorpe Road Parking Charges (pre and post April 2025)

A.1 Bishopthorpe Road Car Park charges – January 2025

Open 24 hours. Charges apply from 8.00am to 6.00pm. Charges apply every day including Sundays and Bank Holidays.

Maximum stay 3 hours.

Length of stay	Pay and display
Up to 1 hour	£0.80
Up to 2 hours	£1.60
Up to 3 hours	£4.50

A.2 Bishopthorpe Road Car Park charges– April 2025

Open 24 hours. Charges apply from 8.00am to midnight. Charges apply every day including Sundays and Bank Holidays.

Length of stay	Sunday to Thursday	Friday, Saturday and events	Minster Badge Holder Sunday to Thursday	Minster Badge Holder Friday, Saturday and events
Up to 1 hour	£4.85	£5.30	£3.70	£4.10
Up to 2 hours	£9.70	£10.60	£7.50	£8.20
Up to 3 hours	£11.20	£13.50	£8.60	£10.40
Up to 4 hours	£14.90	£17.50	£11.50	£13.50
Up to 5 hours	£15.50	£21.50	£14.30	£16.50
Over 5 hours	£22.50	£25.00	£17.30	£19.20

A.3 Bishopthorpe Road Car Park Charges- July 2025

Open 24 hours. Charges apply from 8.00am to 6.00pm. Charges apply every day including Sundays and Bank Holidays.

Length of stay	Monday to Sunday	Minster Badge holder Monday to Sunday
Up to 1 hour	£3.00	£2.10
Up to 2 hours	£6.00	£4.20
Up to 3 hours	£9.00	£6.30

A.4 Rowntree Park Car Park Charges January 2025

Length of stay	Pay and display	RingGo Pay by phone	Minster Badge Holder
Up to 1 hour	£1.30	£1.30	60p
Up to 2 hours	£2.60	£2.60	£1.20
Up to 3 hours	£3.90	£3.90	£1.80
Up to 4 hours	£5.20	£5.20	£2.60

A.5 Rowntree Park Car Park Charges April 2025

Length of stay	Standard	Minster Badge holder
Up to 1 hour	£3.00	£2.30
Up to 2 hours	£6.00	£4.60
Up to 3 hours	£9.00	£6.90

Appendix B

Right to Challenge Car Parking Price Consultation Survey

ARUP

**Right to Challenge Car
Parking Price Consultation –
Bishopthorpe Road, Micklegate,
The Groves and Heworth**

Right to Challenge Car Parking Price Consultation – Bishopthorpe Road, Micklegate, The Groves and Heworth

This consultation closes on Friday 27th February 2026

Arup is undertaking an independent review of car parking charges in four areas of the city.

Traders and residents in Bishopthorpe Road, Micklegate and The Groves have initiated a challenge to parking charges through The Right to Challenge Parking Policies Statutory Guidance under the Traffic Management Act 2004. Separately, traders in Heworth have raised a petition against the proposed increases in car parking charges. This follows the Council's decision to increase charges for the local, council owned, car parking. On completion of the review, the Council will publish the findings from independent review and details of when it will be considered. The outcome of the decision will be published via the council website.

Please return completed copies of your survey to one of the following locations:

- Dringhouses Library
56 Tadcaster Road, Dringhouses, York, YO24 1LR
- York Explore Library and Archive
Library Square, Museum Street, York, YO1 7DS
- Bishopthorpe Library
Main Street, Bishopthorpe, York, YO23 2RB
- Tang Hall Explore Café The Centre @
Burnholme, Mossdale Avenue, York YO31 0HA

Alternatively, you can return your survey by Freepost. Details of the Freepost option are included on page 5 of this document.

Why we want to hear from you

Your feedback will help ensure the independent review of car parking charges reflects the needs and concerns of local residents, traders and the wider community.

Privacy Notice

Full City of York Council Privacy Notice

Please read our full privacy notice:

www.york.gov.uk/privacy

This Privacy Notice was created or updated in December 2024.



What information are you collecting?

We are collecting your information, such as:

- your name
- your contact details
- protected characteristics such as disability, gender, ethnicity, age etc.
- your responses opinions and thoughts

Full City of York Council Privacy Notice

Where required, we will seek your consent to take photos, video or audio recordings. You can find out how we may use these at:

www.york.gov.uk/privacy/communications



How is my information being collected?

We get information directly from you when you take part. This may be through a survey, attending events or focus groups.

Completing the survey - online

When we use Citizen Space to process responses, you can find out how they use your information here:

Delib's CitizenSpace (digital citizen engagement platform). You can find out how they use information in the Delib Privacy Notice.



Completing the survey - paper forms

If you have completed a paper survey, once you complete and return it to us, we will transfer the information you have given us onto the council's secure network and then destroy the paper copy confidentially.

How will my comments help you?

We want to hear directly from people across the city about what needs to change and how we can work together to build a fairer York for everyone. We may use your information to create reports that are anonymised and cannot be linked back to you or other individuals.

This may include:

- statistical analysis
- statutory returns
- audit framework
- see how the council and its partners are supporting individuals
- help design better services
- inform funding decisions

How do I withdraw my consent if I change my mind?

We are using the information you give us in the survey with your consent. You can withdraw your consent at any time by contacting: communications@york.gov.uk

How long will you keep my information?

We will only keep your information for as long as it is needed then it will be securely and confidentially deleted or disposed of.

You can find more details about how long the council keeps records here:

www.york.gov.uk/CouncilRetentionSchedule

Your rights

To find out about your rights please see:

www.york.gov.uk/privacy



Contact us

If you have any questions about this privacy notice.

Want to exercise your rights.

Have a complaint about how your information has been used.

t: 01904 554145

e: information.governance@york.gov.uk


Or write to:

Data Protection Officer,
City of York Council,
West Offices, Station Rise,
York, YO1 6GA

Please tick the box to confirm you have read and understood the Privacy Notice and give your consent to your information being used as described within it.

Please note, if you do not give your consent then you are unable to continue.

Ways to complete and return your questionnaire

1	Complete the survey online	You can access the online questionnaire by using the QR code opposite or by typing the following link: https://ourbigconversation.york.gov.uk/business-intelligence/yorkcarparking/	
2	Scan and email	Complete, scan and email your response to: YorkCarParking@arup.com	
3	Visit us	Drop into any of the libraries listed on page 2 or West Offices where we can assist you to complete Online.	
4	Get help over the phone	Call customer Service on 01904 551550 and leave your number and we will call you back.	
5	Drop off	Hand in the completed form at any of the libraries listed above on page 2.	
6	Paid return envelope	Call our Customer Services team on 01904 551550 to request a freepost return envelope.	
7	Return by freepost	York Car Parking Consultation Freepost RTEG-TYYU-KLTZ (to be updated by CYC BI team) CYC, West Offices, Station Rise, York YO1 6GA	
8	Video Relay Service (BSL)	Use our BSL Video Relay Service, details are provided below.	

Alternative formats statement

If you require any reasonable adjustments or this document in another format (e.g. large print, braille, Audio, BSL or Easy Read) please:

Email us: cycaccessteam@york.gov.uk

Call us: 01904 551550 and customer services will pass your request onto the Access Team

Use our BSL Video Relay Service:

www.york.gov.uk/BSLInterpretingService

Select 'Switchboard' from the menu.



Questions

**1. Which area are you answering the questions from?
Please select only ONE location**

Bishopthorpe Road	
Micklegate	
The Groves	
Heworth	

**2. Are you a business owner or manager in York?
(Select one)**

Yes	
No	

If you answered **YES**, please answer questions 3 – 5. If you answered **NO**, please continue to question 6.

Business Ownership and Parking in York

3. What type of business do you own or manage?

Retail		Food and beverage	
Entertainment and Recreation		Accommodation	
Financial Services		Health and Beauty	
Other:			

**4. What impact have you seen from the increased parking charges directly on your business? (Select one)
Please provide evidence of this impact, you can email us at
YorkCarParking@arup.com. Please include your response to this question in the email.**

More customers, greater spend		More customers, lower spend	
Fewer customers, greater spend		Fewer customers, lower spend	
No change		Don't know / unsure	
Other:			

5. Has the increase in parking charges impacted your ability to park at your business or take deliveries?

--

If you are a business owner, please proceed to Question 12.

6. Do you drive to and park at the location you selected, and how often do you make this journey?

Yes, more than once a week	
Yes, once a week	
Yes, once every two weeks	
Yes, once a month	
No, I use other forms of transport	

8. What type of parking space do you usually park in when visiting your selected area?

Within a car park – regular parking	
Within a car park - accessible parking (blue badge)	
Within a car park - parent and child parking	
Within a car park - resident permit parking	
Within a car park – electric vehicle parking	
Within a car park – motorcycle parking	
On the street – regular parking	
On the street – accessible parking (blue badge)	
On the street – parent and child parking	
On the street – resident permit parking	
On the street – electric vehicle parking	
On the street – motorcycle parking	
Private land	
Other:	

7. If you drive to your selected area, why do you travel by car instead of other modes e.g. public transport, walking? Select all that apply.

Necessity – unable to walk long distances / travel any other way	
Comfort	
No suitable alternative transport modes available	
Safety	
It forms part of a multi-purpose journey	
Practicality – transporting heavy goods	
I do not drive to my selected location	
Other:	

9. How has the increase in parking charges (April 2025) affected your parking habits in your selected area? Select all that apply.

I use car parks less frequently	
I use other modes of transport	
I park in different locations (e.g. residential streets)	
I use other / different private car parks	
I park for shorter amounts of time	
I have changed where I travel to (travel to a closer destination to my home)	
I have changed where I travel to (travel to a further destination from my home)	
I was not aware of the changes in parking charges	
I don't / can't drive	
No change	
Other:	

10. How far away from the area you selected are you willing to park in order to have cheaper or free parking?

Below 400m (under 5 minutes)	
400m (5 minutes)	
Below 800m (under 10 minutes)	
800m (10 minutes)	
Below 1200m (under 15 minutes)	
1200m (15 minutes)	
Over 15 minutes, please specify:	

11. What impact have you seen from the increased charges in terms of your visits to local businesses or services in your chosen area?

My visits have increased	
My visits have stayed the same	
My visits have decreased	
Not applicable	
Specific location(s)	
Other:	

All respondents please answer Question 12.

12. York's Local Transport Strategy envisages an accessible, affordable, sustainable, and resilient transport network that continues to actively improve health and support a thriving economy for decades to come. The strategy aims to discourage car use for journeys which could be made by sustainable modes and reduce the number of miles travelled on York's roads by at least 20% by 2030.

Thinking about the Strategy, what actions do you think the council could take in response to the challenge over car parking charge increases?

--

About you

All responses will be anonymised

On the next few pages we will ask some questions about you.

Any information you are happy to share will help us identify themes for the specific groups below which will assist us with any future support and policy planning and will not be used to identify you.

If you do not wish to complete this section, please return the completed form to us using any of the methods shown on page 3.

Would you like to complete the 'About You' section?

Yes		No	
-----	--	----	--

Your gender:

Yes		No	
Prefer not to say			

Is the gender you identify with the same as your sex registered at birth?

Male		Female	
Non-binary		Prefer not to say	

Is the gender you identify with the same as your sex registered at birth?

Bisexual		Gay or Lesbian	
Heterosexual / straight		Prefer not to say	
Other:			

Please select the appropriate box to describe your religion or belief:

Prefer not to say		Atheist	
Hindu		Christian	
Sikh		Muslim	
Buddhist		No Religion	
Jewish			
Other:			

Your age:

Under 16		16 to 24		60 to 64	
40 to 55		56 to 59		Prefer not to say	
65+		25 to 39			

What is your ethnic group?

Prefer not to say		Asian - Indian	
White – English / Welsh / Scottish / Northern Irish / British		Any other Asian background	
White – Irish		Asian – Bangladeshi	
White – Gypsy or Irish Traveller		Asian – Chinese	
White – Roma		Asian – Pakistani	
Any other White background		Black African	
Mixed – White & Black Caribbean		Black – Caribbean	
Mixed – White and Black African		Any other Black / Black British / African / Caribbean background	
Mixed – White and Asian		Other – Arab	
Any other Mixed / multiple ethnic background		Any other ethnic background	
Other:			

Do you consider yourself disabled?

Yes		No	
Prefer not to say			

Do you look after, or give any help or support to, anyone because they have long-term physical or mental health conditions or illnesses, or problems related to old age? (Excluding anything which is part of paid employment)

Yes		No	
Prefer not to say			

Do you have any experience of being in care?

Yes		No	
Prefer not to say			





ARUP



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City of York Council

Healthy Places – Right to Challenge Car Parking Price Consultation

Heworth Survey Findings

Reference: 313147-00

Final | 26 May 2026



This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 313147-00

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1. Introduction

1.1 Purpose and background

Ove Arup and Partners Ltd (Arup) have been commissioned by City of York Council (CYC) to undertake an independent review of car parking charges in four areas of the city, namely Bishopthorpe Road, Micklegate, The Groves, and Heworth. Following the Council's decision to increase charges in April 2025 for local, council owned car parking, traders and residents in Bishopthorpe Road, Micklegate and The Groves have initiated a challenge to parking charges through The Right to Challenge Parking Policies Statutory Guidance under the Traffic Management Act 2004. Separately, traders in Heworth have raised a petition against the proposed increases in car parking charges.

Acting as an independent voice, Arup's role has been to lead a consultation exercise (which ran from 17th December 2025 to 27th February 2026) and provide CYC with unbiased findings, reflecting the needs and concerns of local residents, traders, and the wider community. This report presents the findings of the consultation for the Heworth area (separate reports have been prepared for the other three areas mentioned). Feedback during the consultation was obtained from the following:

- An online survey
- Drop-in sessions for members of the public

The findings presented in this report will support CYC in making a decision on the issue. On completion of the review, the Council will publish the findings from the independent review and details of when it will be considered. The outcome of the decision will be published via the council website.

1.2 Report structure

- Section 2 includes the local context for the Heworth area
- Section 3 provides details of the survey
- Section 4 presents the findings of the consultation for business owners/managers and residents/visitors
- Section 5 summarises the headline findings

2. Local context

2.1 Introduction

This section provides an overview of the study area, highlighting the area in Heworth affected by the parking charge increases, and details of the increases implemented.

2.2 Study area

The Heworth study area is located about 1 mile northeast of the city centre. Heworth is a residential suburb, comprising of a mixture of terraced houses along East Parade, semi-detached houses on Stockton Lane and modern suburban development in Heworth Without. There is a range of local amenities available including gyms, pubs, and cafes. Section 4.3.1 provides details of the types of businesses owned/managed by respondents to the survey.

Figure 2-1 shows the boundary of the Heworth study area, highlighting the parking provision, including CYC-owned parking affected by the price increases.

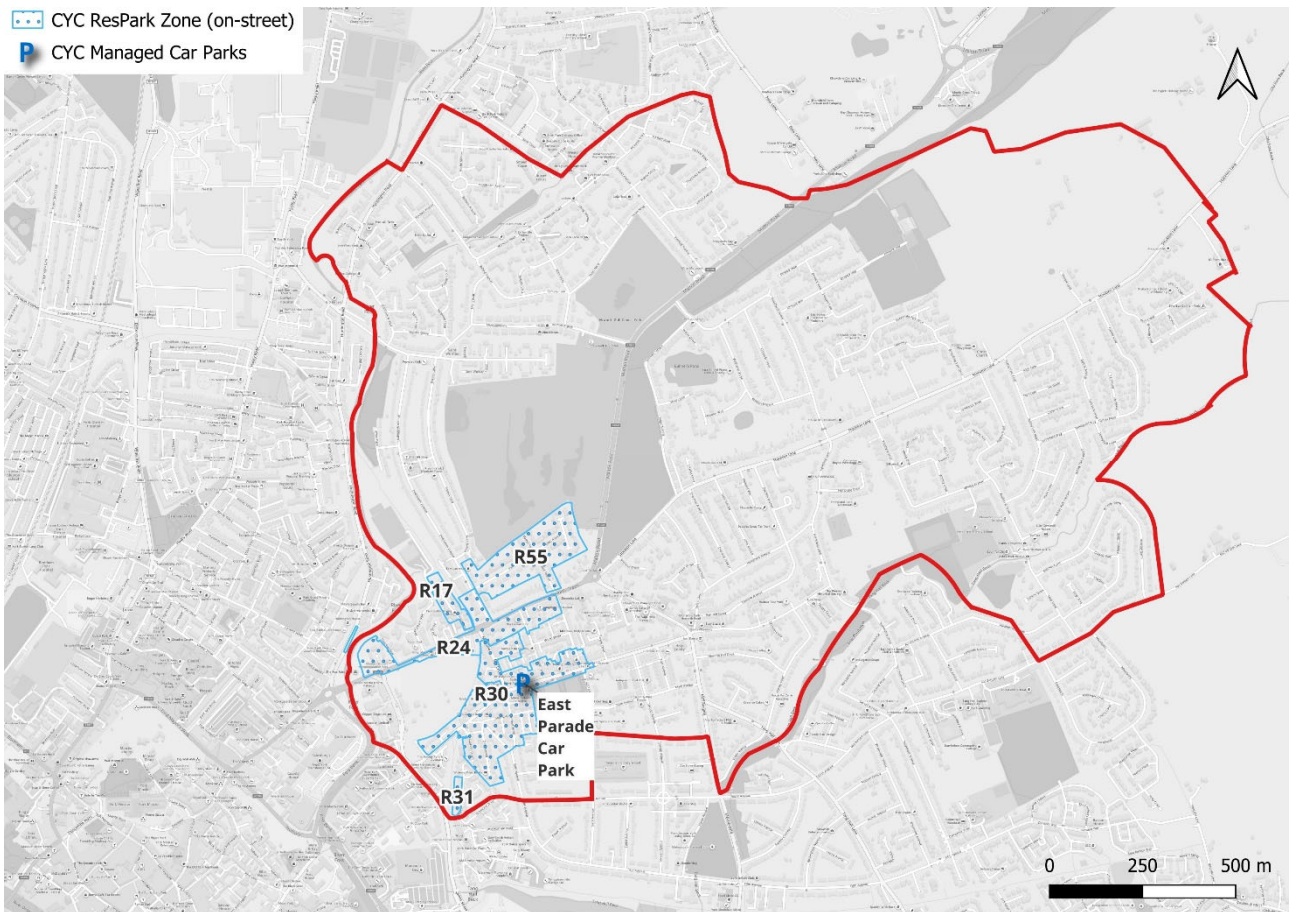


Figure 2-1 Heworth study area

2.3 Parking provision

As shown in Figure 2-1, parking provision in Heworth is comprised primarily of unregulated on-street parking, with on-street resident permit parking also available. Table 2-1 below summarises the provision at key locations.

Table 2-1 Summary of parking provision in the Heworth area

Parking location	Managed by CYC	Spaces	Further details
East Parade Car Park	Yes	14	Open 24-hours. Charges apply from 8.00am to 18:00. Charges apply every day including Sundays and Bank Holidays. Parking for more than 2 hours is only permitted after 15:00
R17 Hyrst Grove	Yes	~10	Residents are entitled to unlimited parking if they possess a proof of residency permit which will allow them to purchase visitor parking permits (up to 200 per 365 days). Businesses are not entitled to visitor permits but can apply for a business permit if specific requirements are met. Up to 10 minutes of parking available for people not a part of the residents' priority parking scheme (Outer ResPark) between 08:00 and 20:00
R24 Heworth	Yes	Limited on-street parking available	Residents are entitled to unlimited parking if they possess a proof of residency permit which will allow them to purchase visitor parking permits (up to 200 per 365 days). Businesses are not entitled to visitor permits but can apply for a business permit if specific requirements are met. Up to 1 hour of parking available for people not a part of the residents' priority parking scheme (Outer ResPark) between 08:00 and 20:00
R30 Layerthorpe	Yes	~100	Residents are entitled to unlimited parking if they possess a proof of residency permit which will allow them to purchase visitor parking permits (up to 200 per 365 days). Businesses are not entitled to visitor permits but can apply for a business permit if specific requirements are met. A mixture of up to 10 minutes or up to 1 hour of parking available for people not a part of the residents' priority parking scheme (Outer ResPark) between 08:00 and 20:00
R31 Richmond Street	Yes	~20	Residents are entitled to unlimited parking if they possess a proof of residency permit which will allow them to purchase visitor parking permits (up to 200 per 365 days). Businesses are not entitled to visitor permits but can apply for a business permit if specific requirements are met. Up to 10 minutes of parking available for people not a part of the residents' priority parking scheme (Outer ResPark) between 08:00 and 20:00
R55 Malton Irwin Avenue	Yes	Limited on-street parking available	Residents are entitled to unlimited parking if they possess a proof of residency permit which will allow them to purchase visitor parking permits (up to 200 per 365 days). Businesses are not entitled to visitor permits but can apply for a business permit if specific requirements are met. Permit holders only

In April 2025, CYC introduced a new price framework for local, council owned car parking (see Table 2-1 and Figure 2-1 for parking affected in the Heworth area). This resulted in increased charges for both short and long stay visits (mostly affecting daytime parking). Table 2-2 below summarises the increases for daytime (before 18:00) short stay parking, for up to 30 minutes, up to one hour and up to two hours for East Parade Car Park. This highlights that price changes range from a decrease of 3%, to an increase of 173% in this area. Up to 30 minute provision is no longer available. A full breakdown of the price increases can be found in Appendix A.

Table 2-2 Summary of daytime short stay parking charge increases – Monday to Sunday

Location	Duration	Pre April 2025	Post April 2025	Change
East Parade Car Park	Up to 30 minutes	£0.50	N/A	N/A
-	Up to 1 hour	£1.10	£3.00	+1.90
-	Up to 2 hours	£6.20	£6.00	-£0.20

3. Consultation method

3.1 Background

A survey for online and in-person distribution was created by Arup in collaboration with CYC, to gain insight into the impacts the increases in parking charges have had on local businesses, residents and visitors in four areas of the city, including Bishopthorpe Road, Micklegate, The Groves, and Heworth. This report presents the findings of the consultation for the Heworth area (separate reports have been prepared for the other three areas mentioned).

3.2 Survey period

The survey period commenced on the 17th of December 2025 and closed on the 27th of February 2026.

3.3 Survey methods

An online survey was launched on the CYC Citizen Space platform on the 17th of December 2025 and was live until 27th of February 2026. Physical paper copies of the survey were distributed to identified businesses, community hubs and libraries within the four study areas, with these locations identified through engagement with local community groups and organisations.

Easy-read versions of this survey were also distributed to libraries and community centres within the study areas. These were produced to ensure the consultation was accessible to people with learning disabilities and others who may find standard written materials difficult to understand. The Easy Read surveys were developed by adapting the standard consultation questionnaire into an Easy Read format, using plain language, simplified sentence structures, clear layout, and supporting images, while retaining the core intent of the original questions. The design of the Easy Read version was undertaken by Easy Read UK¹ and it aligns with CYC's Accessible Communications Standards²².

3.4 Survey questions

The survey consists of twelve questions and is split into two sections. The first section was answered by business owners only, and the latter by residents and visitors. Both groups answered the final question regarding York's Local Transport Strategy, and what actions they would like to see in response to the challenge over car parking charge increases.

The survey is comprised of open text and multiple-choice questions, covering topics such as changes to parking habits pre and post price increase, visits to local businesses and services and patterns of spending within defined study areas. The full set of survey questions can be found in Appendix B.

3.5 Drop-in session

Additionally, a drop-in session for business owners/managers and residents/visitors was held in the Tang Hall Explore Library on the 24th of March 2026. Attendees were able to share their views upon parking charges and suggestions to improve parking in their local area.

¹ Easy Read UK help organisations and businesses create accessible documents for people who have difficulty accessing standard written information

² City of York Council's Accessible Communication Standards can be found here: <https://www.york.gov.uk/downloads/download/231/accessible-communication-standards-easy-read>

4. Survey findings

4.1 Introduction

This section presents the findings of the survey for the Heworth area only. Reports for the three other study areas (Micklegate, Bishopthorpe Road and The Groves) have been prepared separately but using the same structure.

A review of the survey sample is provided in Section 4.2. Findings of the survey are presented in Section 4.3 and Section 4.4 for business owners/managers and residents/visitors respectively. Section 4.5 summarises the findings of the drop-in session.

4.2 Understanding the survey sample

This section provides an overview of how many people participated in the survey, and insights into how applicable the findings are to the local population.

4.2.1 Sample size

A total of 53 people responded to the survey from the Heworth area, 6 of which were business owners, and 47 of which were residents or visitors.

4.2.2 Survey sample characteristics

This sub-section examines how representative the sample is across Heworth. Checking whether there are any significant differences between the survey's sampled population and the local population across the wider Yorkshire and the Humber region provides an understanding of how responses may be skewed towards certain demographic characteristics.

Table 4-1 compares the survey sample demographics against the wider Yorkshire and the Humber across age, gender and disability status. The key demographic variables analysed include age, gender, and disability status. The local population comparison sample was compiled using 2021 ONS census data for Yorkshire and the Humber.

For resident disability status, the survey sample seems to be under representative of those who do not consider themselves disabled. The survey sample has an overrepresentation of older age groups (60-64 and 65+) and a corresponding underrepresentation of the youngest. There is also an underrepresentation of male respondents to the survey.

Table 4-1 Demographic comparison between survey sample and Yorkshire and the Humber population (2021 Census)

	Heworth Respondents	Yorkshire and the Humber
Age³		
16-24	6%	11.0%
25-39	11%	19.5%
40-55	25%	20.6%
56-59	6%	5.5%
60-64	13%	6.0%
65+	25%	19.0%
Gender⁴		
Female	50%	50.9%

	Heworth Respondents	Yorkshire and the Humber
Male	35%	49.1%
Disability status - Do you consider yourself disabled?⁵		
Yes	17%	18.6%
No	64%	81.4%

³ 14% of respondents answered prefer not to say

⁴ 15% of respondents answered prefer not to say

⁵ 19% of respondents answered prefer not to say

4.3 Impact to business owners/managers

This section presents the findings to questions answered by business owners/managers, which covers questions 3-5 and 12 of the survey (see Appendix B).

4.3.1 Types of businesses the respondents own/manage

Relevant Question(s)
Q3: What type of business do you own or manage?

Figure 4-1 shows the types of businesses owned/managed by the respondents. With only six business respondents in total, the split was relatively even between the categories presented below. Two retail business responded which formed the biggest group.

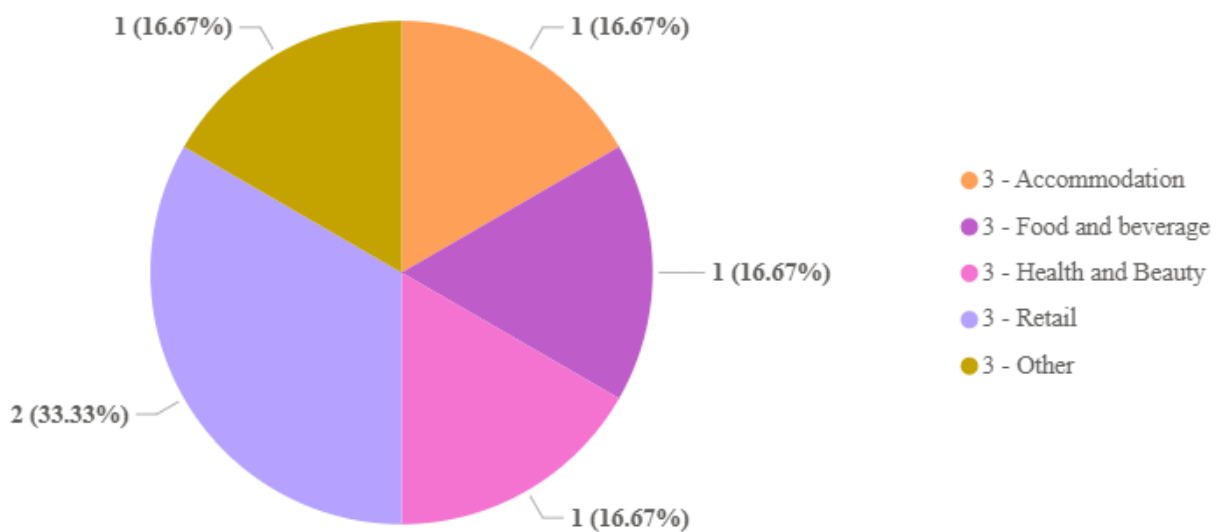


Figure 4-1 Types businesses owned/managed by respondents (Q3)

4.3.2 Impact to customer spending and visits

Relevant Question(s)
Q4: What impact have you seen from the increased parking charges directly on your business?

Question 4 provides insight into changes in customer spend and visits as a result of the parking charge increases. As shown in Figure 4-2, the majority of business owners/managers (67%) reported that there are fewer customers and lower spend since the April 2025 price increases. Of the remaining two respondents, one reported fewer customers but greater spend, and one was not sure of the impact.

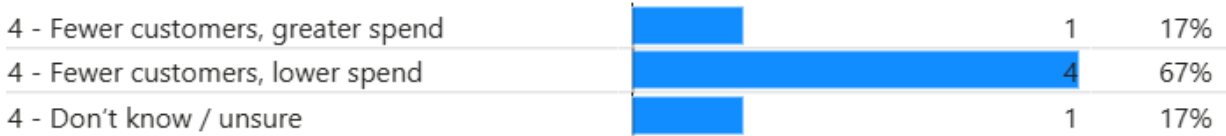


Figure 4-2 Changes in customer spending since April 2025 price increases (Q4)

4.3.3 Impact to business owners/managers

Relevant Question(s)

Q5: Has the increase in parking charges impacted your ability to park at your business or take deliveries?

Question 5 aimed to establish whether the increase in parking charges has had an impact on business owners/managers being able to park or receive deliveries. As shown in Figure 4-3, 83% of business owners/managers reported that there has been an impact, whilst 17% reported no change.

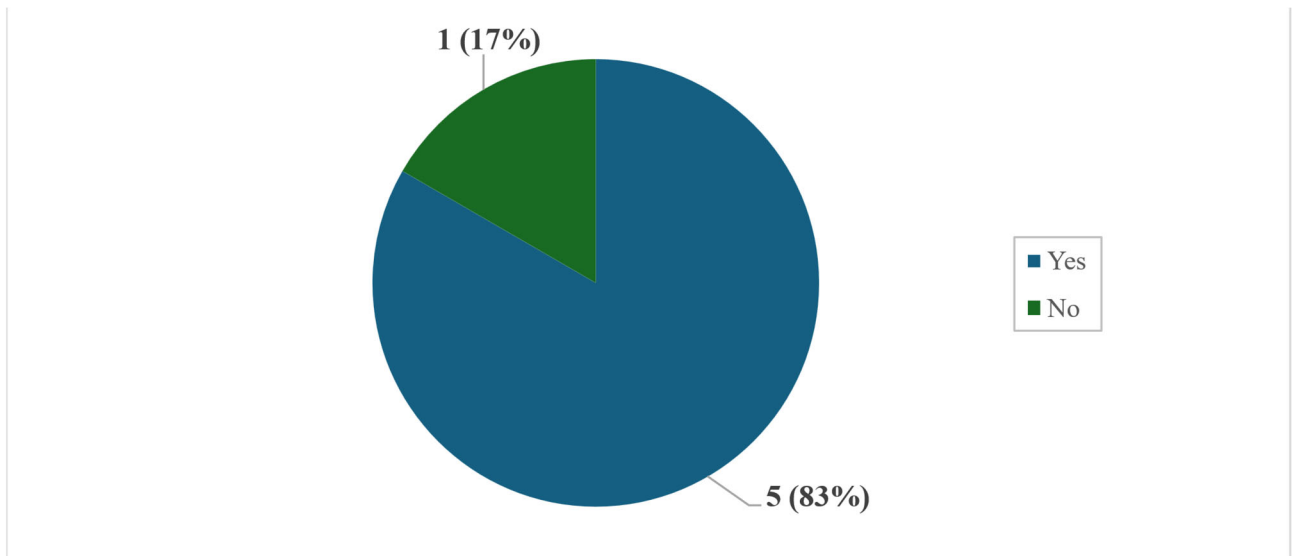


Figure 4-3 The impact of April 25 parking charge increases in being able to park or take deliveries (Q5)

4.3.4 Actions suggested by respondents when considering York's Local Transport Strategy

Relevant Question(s)

Q12: [...] Thinking about the Strategy, what actions do you think the council could take in response to the challenge over car parking charge increases?

Question 12 aims to understand the actions respondents would like to see the Council take in response to the challenge over car parking increases, whilst considering York's Local Transport Strategy. Figure 4-4 details

the distribution of business owner’s responses according to recurring key themes. This reveals that an overall majority of business owners would like to see a reduction to parking charges, with suggestions made in the other category not relevant to the transport strategy. One respondent suggested that active travel infrastructure should be improved.

On the topic of reduced parking charges, business owners explained how cheaper short stay parking benefitted the use of local people and their businesses:

“Reduce considerably the 1st 2 hours so residents can use the carpark to do local shopping without incurring huge charges”

On the topic of active travel, one business owner explained how cycle parking could be improved:

“[...] Try cleaning the streets, encourage business into the city. Help cyclists by providing secure parking where it is not a 50/50 chance of it been stolen.”

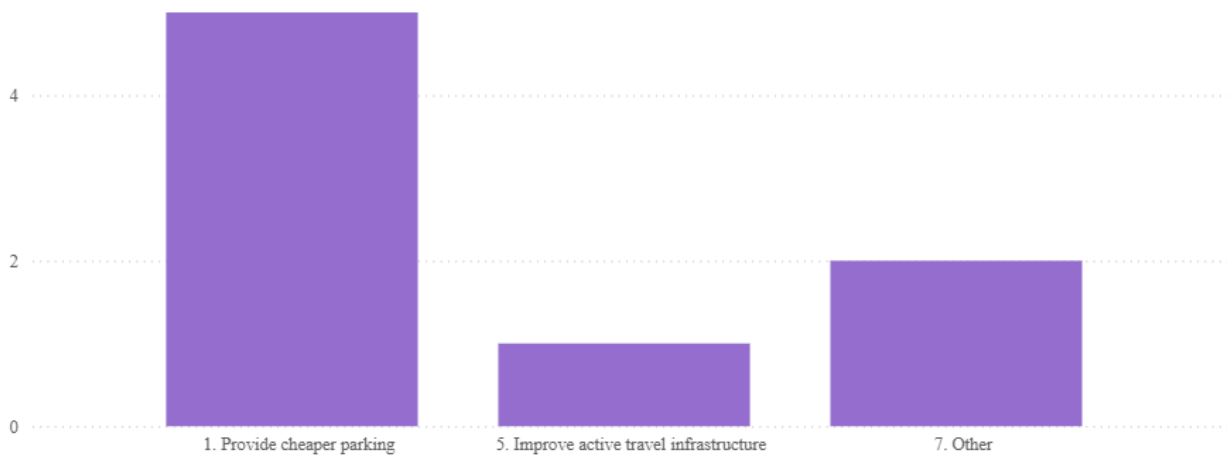


Figure 4-4 Business owner key themes when considering York’s Transport Strategy (Q12)

4.4 Impact to residents/visitors

This section presents the findings to questions answered by residents/visitors, which covers questions 6-12 of the survey (see Appendix B).

4.4.1 Parking demand

Relevant Question(s)

Q6: Do you drive to and park at the location you selected, and how often do you make this journey?

Question 6 aims to provide an indication of the demand for parking in the area. As shown in Figure 4-5, responses are split fairly evenly between the five categories presented below. The two categories reflecting the most frequent visits, more than once a week and once a week, account for 47% of responses. 17% of respondents use other forms of transport.

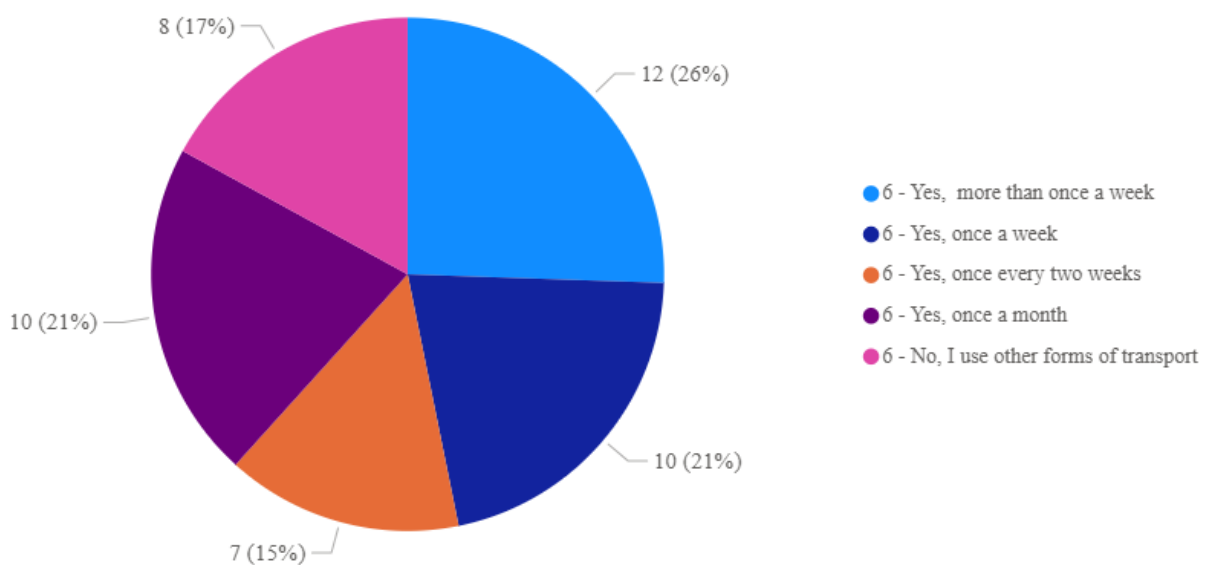


Figure 4-5 Trip frequency of residents driving to and parking in Heworth (Q6)

4.4.2 Reasons for travelling by car

Relevant Question(s)

Q7: If you drive to your selected area, why do you travel by car instead of other modes e.g. public transport, walking? Select all that apply.

Question 7 aims to gain insight into the reasons residents choose to travel by car. Respondents could select all impacts that apply. As shown in Figure 4-6, the most commonly selected reasons for travelling by car reported include ‘it forms part of a multi-purpose journey’, ‘no suitable alternative transport modes available’, ‘necessity’ and ‘practicality’. Seven respondents also stated that they do not drive to Heworth.

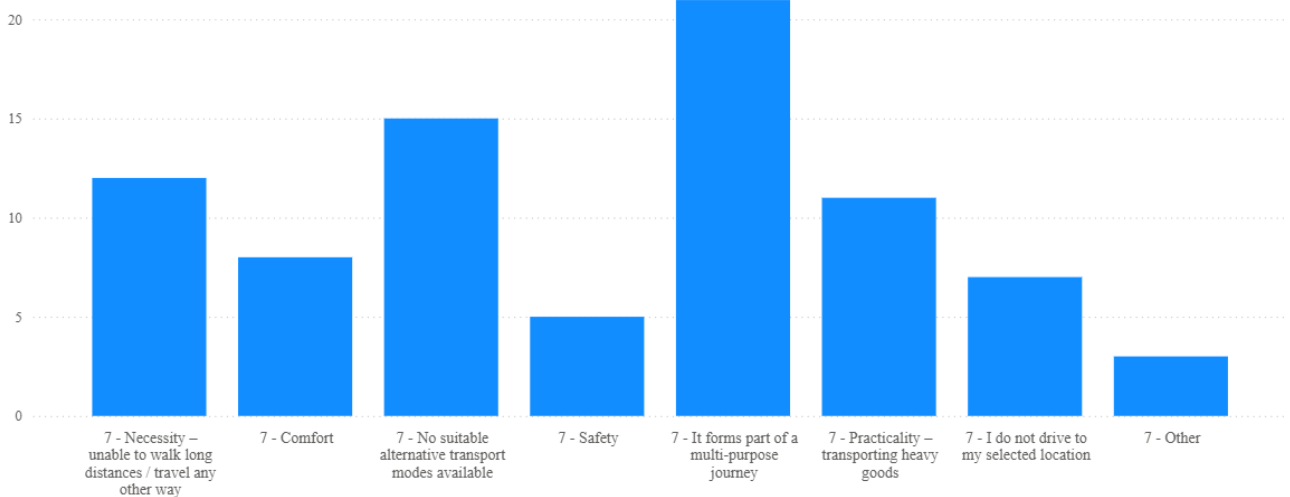


Figure 4-6 Residents reason for travelling via car (Q7)

4.4.3 Impact on travel to the area

Relevant Question(s)

Q9: How has the increase in parking charges (April 2025) affected your parking habits in your selected area? Select all that apply.

Q11: What impact have you seen from the increased charges in terms of your visits to local businesses

Question 9 assessed how the April 2025 price increase has affected residents’ parking habits in Heworth. Respondents could select all impacts that apply. As shown in Figure 4-7, the responses indicate that the price changes have influenced behaviour for most respondents, with a range of actions reported rather than a single dominant response. Commonly reported changes include using car parks less often and adjusting trip patterns, such as travelling to different destinations or changing where they park when visiting the area. Some respondents also reported that they now choose to park in alternative locations (for example, on nearby residential streets) instead of using paid facilities.

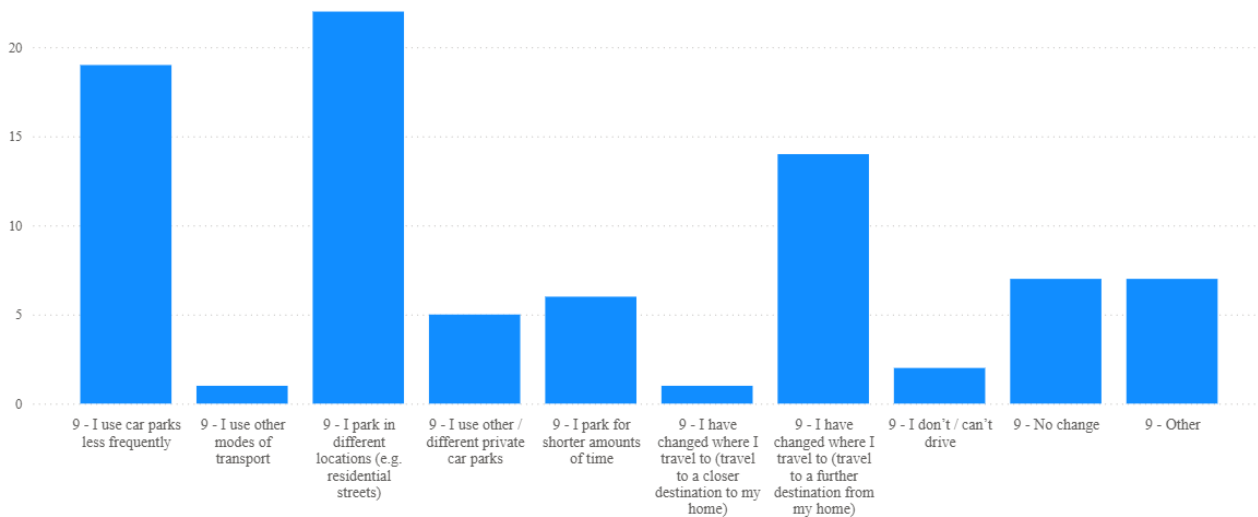


Figure 4-7 Resident parking habit changes since the April 25 price increases (Q9)

Residents were also asked to feedback on the frequencies of these trips as part of question 11. As shown in Figure 4-8, 70% of respondents reported a decrease in trips to Heworth, followed by 21% reporting their trips had stayed the same.

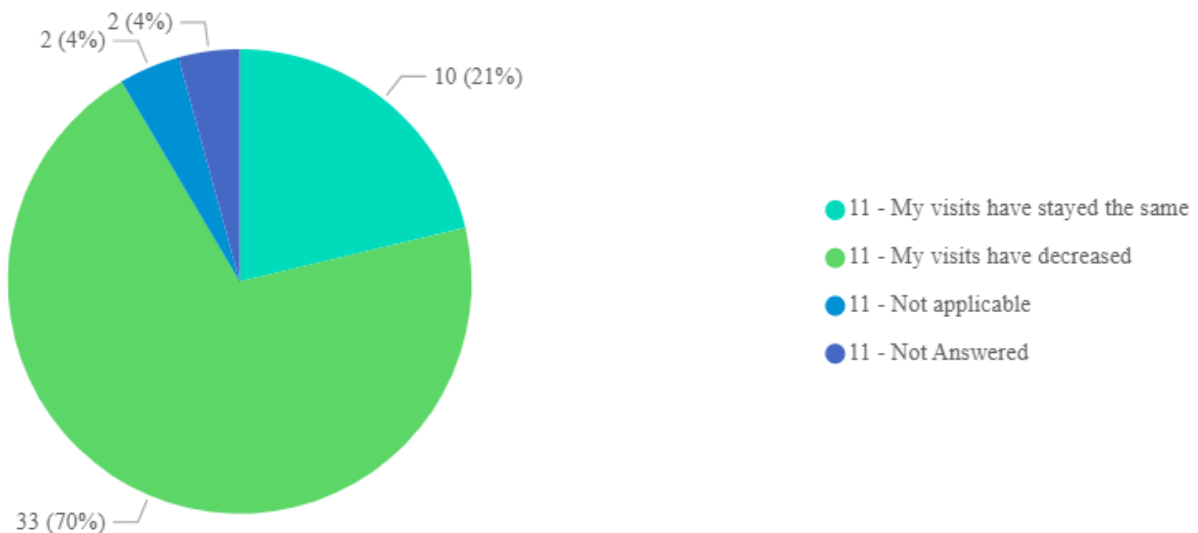


Figure 4-8 Trip frequency post April 25 price increases (Q11)

4.4.4 Parking requirements

Relevant Question(s)

Q8: What type of parking space do you usually park in when visiting your selected area?

Q10: How far away from the area you selected are you willing to park in order to have cheaper or free parking?

Question 8 aims to understand the types of parking spaces residents are accessing when visiting the Heworth area. As shown in Figure 4-9, most of the parking accessed by the respondents is regular parking within a car park at 51%. On-street regular parking (no permit required) is the next most accessed at 26%. Of the respondents, only 2% (one person) selected ‘other’, which is comprised of users that do not drive, take public transport or use cycle parking.

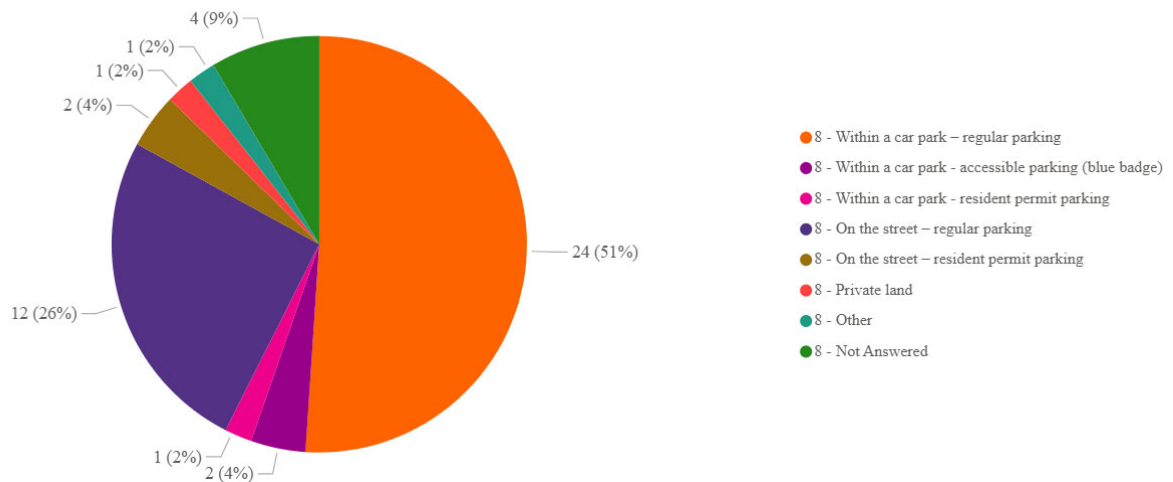


Figure 4-9 Type of parking space accessed by residents in Heworth (Q8)

Question 10 addresses residents’ willingness to travel from their chosen destination in order to access cheaper or free parking. As shown in Figure 4-10, 45% of respondents reported they would be willing to travel below 400m (under 5 minutes), subsequently followed by 15% for each of willing to travel 400m (5 minutes) and willing to travel below 800m (under 10 minutes). 13% would be willing to travel 15 minutes or over.

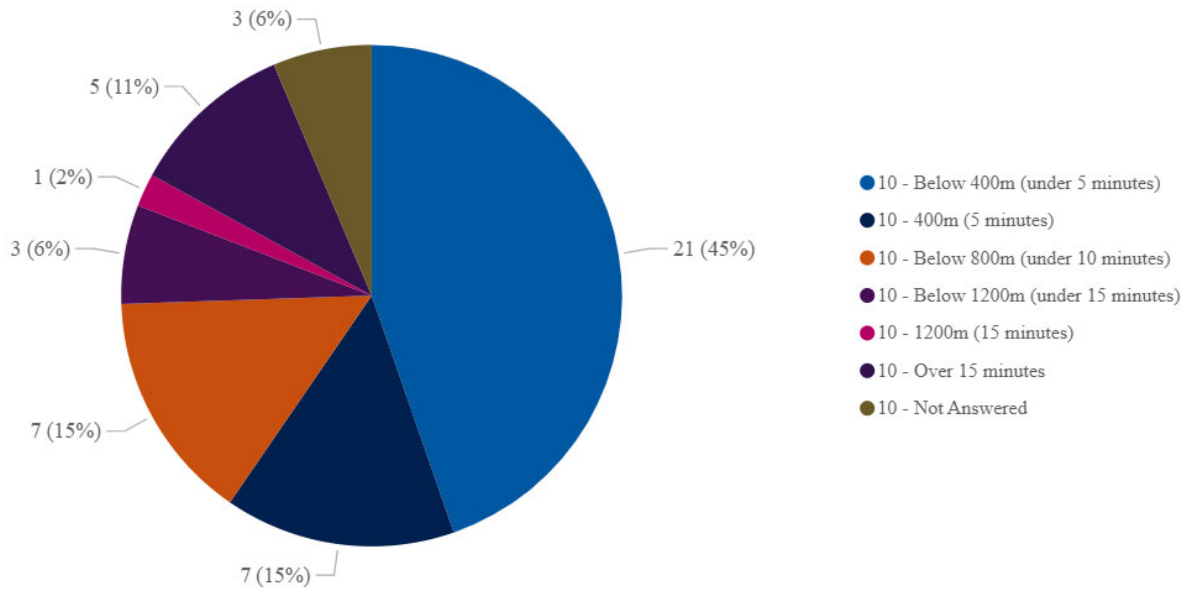


Figure 4-10 Distance residents are willing to travel from their destination for cheaper or free parking (Q10)

4.4.5 Actions suggested by respondents when considering York’s Local Transport Strategy

Relevant Question(s)

Q12: [...] Thinking about the Strategy, what actions do you think the council could take in response to the challenge over car parking charge increases?

Question 12 is an open text question which aims to understand the actions respondents would like to see the Council take in response to the challenge over car parking increases, whilst considering York’s Local Transport Strategy. Figure 4-11 shows the distribution of residents’ responses according to recurring themes based on thematic analysis of the open responses. The most common theme identified from responses was ‘1: reduce parking charges’, with ‘4: improve public transport’, and ‘5: improve active travel infrastructure’ also being raised by multiple respondents. A smaller number of respondents were also supportive of further increases to parking charges.

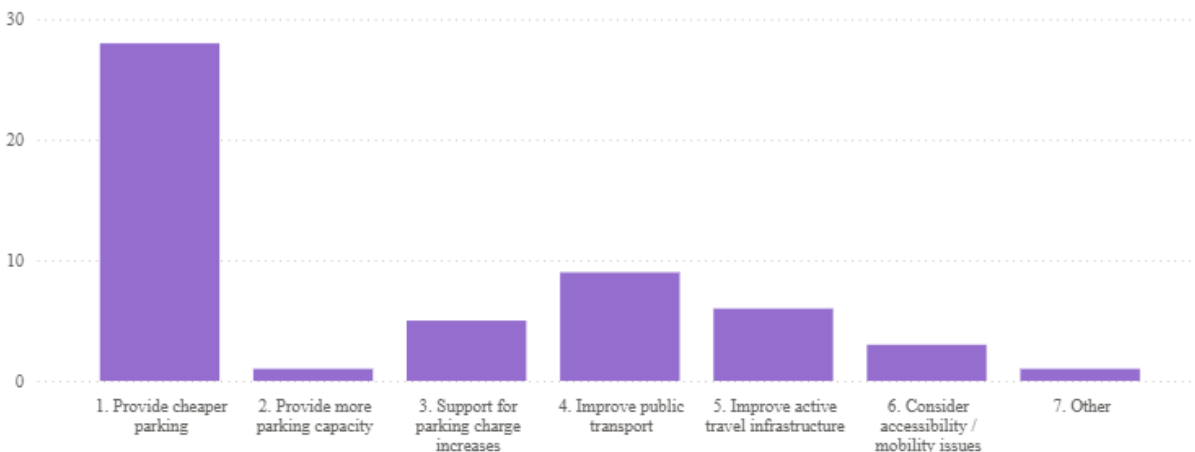


Figure 4-11 Residents key themes when considering York’s Transport Strategy (Q12)

Figure 4-12 shows how respondents expanded further on theme 1 (reduce parking charges), including the breakdown of responses by a number of sub-themes. Of these respondents, 50% reported that they support blanket reduction, and a further 29% called for fees to be free or partly free.

Residents also explained in more depth how increasing parking charges has impacted their parking habits and daily routines. Two example responses which expand on this theme are provided below.

“I use the Heworth car park when I can't get on street parking to access the small shops in Heworth, usually as part of a journey to somewhere further away. If I can't park then I take my business elsewhere, usually to Monks Cross or Vanguard, which is further away but where at least I know I will be able to park.”

I would prefer to shop locally. If I could have free parking for up to an hour, in the carpark, I would use the local shops more frequently. Maybe as part of the York resident's badge that I already pay for?”

“The additional parking charges have made getting a haircut more expensive than the city centre.”

I have used Newtons for 40years. But now, as I get free parking in the city centre through work, I use a city centre barbers for overall less money.

The parking fees should be reset. The inflated fees are hurting businesses that don't deserve it.”

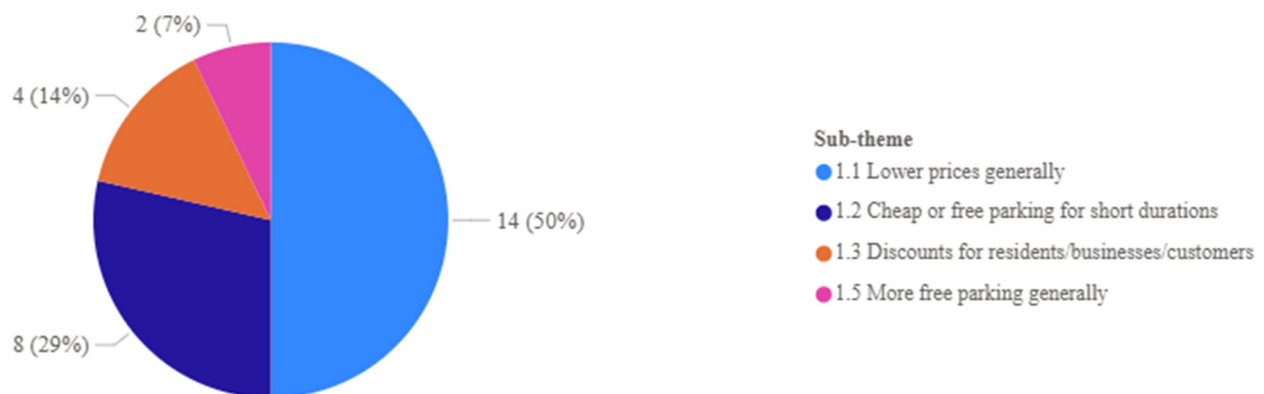


Figure 4-12 Sub themes of theme 1: reduce parking charges (Q12)

As shown in Figure 4-13, improving public transport (theme 3) is also another key theme identified. Figure 4-13 highlights the specific ways in which they would like to see public transport services improve, with enhanced frequencies being the most common sub-theme identified. Two example responses which expand on this sub-theme are provided below.

“[...] Decreasing traffic must be accompanied by increasing the quality and frequency of alternative transport. This includes buses - for example the frequency of the 6 (First Bus) has dropped whereas it should increase to provide alternatives to the car [...].”

“[...] Look at buses and their routes from outer villages to the city centre, to then go back out again- or can there be a linking bus for the outer ring road? [...].”

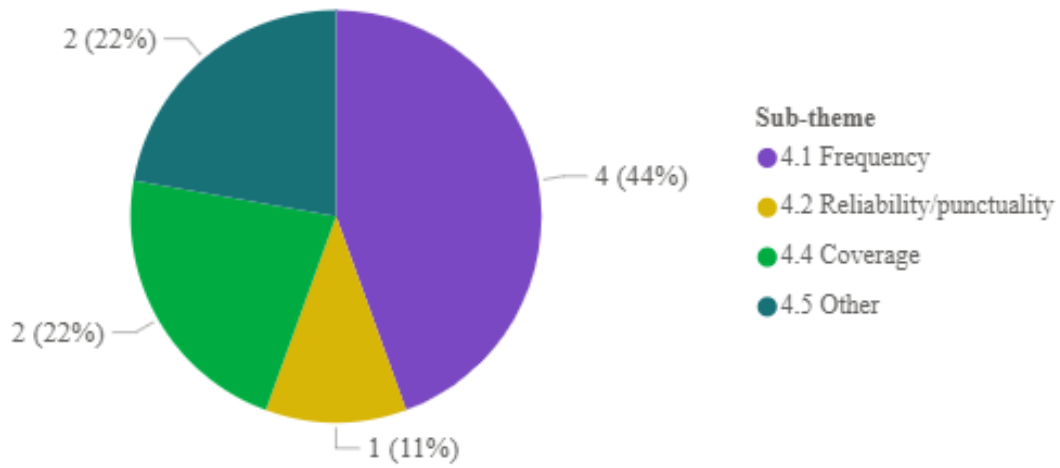


Figure 4-13 Sub themes of theme 3: improve public transport (Q12)

4.5 Summary of drop-in session findings

A drop-in session for residents and business owners in the Heworth study area was held on Tuesday the 24th of March from 16:30-19:00 in Tang Hall Explore Library.

No attendees joined this session.

5. Summary

5.1 Responses from business owners

5.1.1 Impact of parking charge increase

Business owners reported negative impacts on trade since the April 2025 parking price increases. Most business respondents (67%) reported fewer customers and lower spend following the changes, suggesting that higher charges may be discouraging short, local visits. Respondents also reported operational impacts linked to access and servicing – 83% said the increases have affected their ability to park at their business or to take deliveries. Overall, responses emphasised the importance of affordable and convenient short-stay parking to support everyday trips, quick errands and local shopping in Heworth.

5.1.2 Policy suggestions

Business respondents most frequently called for reduced parking charges, with a particular emphasis on cheaper short-stay parking to support local shopping trips and quick visits. Several respondents also suggested targeted discounts (for example, for York residents, local businesses and/or customers). A small number of comments raised other local priorities, including improvements to active travel infrastructure and more secure cycle parking. Additional suggestions were also made that were not directly related to the transport strategy. Overall, no business respondents expressed support for the current parking charge approach.

5.1.3 Selected quotes

“Lower the parking charges for a reasonable amount. Longer stay options as well as a half an hour option.”

“Reduce considerably the 1st 2 hours so residents can use the carpark to do local shopping without incurring huge charges”

“Help cyclists by providing secure parking where it is not a 50/50 chance of it been stolen.”

“Implement an affordable “Residents Rate” to encourage locals back into town”

5.2 Responses from residents / visitors

5.2.1 Impact of parking charge increase

In terms of behavioural change, respondents reported using car parks less often, changing where they park (including using nearby streets) and, in some cases, changing destinations. This aligns with reported changes in visit frequency: 70% of respondents said they now visit Heworth less often, while 21% reported no change. Sentiment in the open responses highlighted that many people continue to rely on car travel due to practicality, mobility and a lack of suitable alternatives (including multi-purpose trips and accessibility needs), and respondents commonly indicated they would be willing to walk short distances for cheaper or free parking. Overall, responses suggest that higher charges are perceived as discouraging short, local visits for some users, alongside ongoing concerns that parking and transport policy should better reflect the needs of older people, disabled residents and families.

5.2.2 Policy suggestions

Residents’ comments most frequently focused on reducing parking charges, with cheaper or free short-stay options commonly suggested to support quick visits to local shops and services. Suggestions also included broader reductions in parking prices and more targeted approaches (for example, limited free periods and/or York-resident related discounts). Public transport improvements were the next most common policy request, particularly better service frequency, reliability and connectivity. Respondents also suggested improvements to active travel infrastructure. A smaller number of respondents supported higher parking charges, typically on the condition that revenue is reinvested transparently in transport improvements and accompanied by wider measures to address road safety and traffic management.

5.2.3 Selected quotes

“Make it easier for residents of York to access small businesses in Heworth Green (and Bishy road for hardware shop and other services) maybe a free time of 20 minutes.”

“Look at buses and their routes from outer villages to the city centre, to then go back out again- or can there be a linking bus for the outer ring road?”

“Heworth is a small car park that I have never seen full .[...] It is not in an area where visitors would know about. it is a LOCAL suburban area and the shops are mainly along East Parade. I strongly object to paying £3 to park for 15 minutes I order to take my husband to the barbers ! This is not local !”

“Stick to their guns. Car parks use large areas of land within a relatively small city centre so should be charged appropriately. Particularly considering when a car park is not full of parked cards it is literally a waste of space. I would happy to see fewer cars in the city as it would be safer and the air cleaner. I have seen accidents on East Parade. [...] A coherent policy which reduces car use and encourages alternatives is urgently needed across the city.”

“There needs to be a holistic approach - simply hiking car parking charges is not of itself a solution. It may be part of a wider strategy, but that has not been well-communicated to local businesses and residents.”

5.3 Summary of policy suggestions

This section provides a non-exhaustive list of policy interventions that were suggested through the open responses to Question 12. These do not reflect the views of Arup, and will be further developed into a set of actionable recommendations in the Executive Summary report across all four areas.

- Reduce parking charges, particularly for short-stay visits (including reintroducing a low-cost/short-duration tariff)
- Introduce targeted concessions (e.g. a limited free period for quick errands, and/or resident and local business/customer discounts)
- Where parking charges are retained or increased, reinvest revenue transparently in local transport improvements and communicate the rationale and intended outcomes more clearly
- Ensure any parking and transport changes reflect accessibility needs (including disabled people, older residents and families) and provide realistic alternatives to car travel
- Improve public transport (particularly bus frequency, reliability and connectivity) and strengthen active travel provision (including safer routes and more secure cycle parking)
- Review wider traffic management and road safety measures to support local access (including for deliveries) while reducing unnecessary through-traffic where appropriate

Appendix A

Heworth Parking Charges (pre and post April 2025)

A.1 East Parade Car Park charges – January 2025

Open 24 hours. Charges apply from 8.00am to 6.00pm. Charges apply every day including Sundays and Bank Holidays.

Parking for more than 2 hours is only permitted after 3.00pm.

Length of stay	Pay and display
Up to 30 minutes	£0.50
Up to 1 hour	£1.10
Up to 2 hours	£6.20
Up to 3 hours	£9.30

A.2 East Parade Car Park charges– April 2025

Open 24 hours. Charges apply from 8.00am to 6.00pm. Charges apply every day including Sundays and Bank Holidays.

Parking for more than 2 hours is only permitted after 3.00pm.

Length of stay	Standard	Minster Badge holder
Up to 1 hour	£3.00	£2.30
Up to 2 hours	£6.00	£4.60
Up to 3 hours	£9.00	£6.90

Appendix B

Right to Challenge Car Parking Price Consultation Survey

ARUP

**Right to Challenge Car
Parking Price Consultation –
Bishopthorpe Road, Micklegate,
The Groves and Heworth**

Right to Challenge Car Parking Price Consultation – Bishopthorpe Road, Micklegate, The Groves and Heworth

This consultation closes on Friday 27th February 2026

Arup is undertaking an independent review of car parking charges in four areas of the city.

Traders and residents in Bishopthorpe Road, Micklegate and The Groves have initiated a challenge to parking charges through The Right to Challenge Parking Policies Statutory Guidance under the Traffic Management Act 2004.

Separately, traders in Heworth have raised a petition against the proposed increases in car parking charges. This follows the Council's decision to increase charges for the local, council owned, car parking. On completion of the review, the Council will publish the findings from independent review and details of when it will be considered. The outcome of the decision will be published via the council website.

Please return completed copies of your survey to one of the following locations:

- Dringhouses Library
56 Tadcaster Road, Dringhouses, York, YO24 1LR
- York Explore Library and Archive
Library Square, Museum Street, York, YO1 7DS
- Bishopthorpe Library
Main Street, Bishopthorpe, York, YO23 2RB
- Tang Hall Explore Café The Centre @
Burnholme, Mossdale Avenue, York YO31 0HA

Alternatively, you can return your survey by Freepost. Details of the Freepost option are included on page 5 of this document.

Why we want to hear from you

Your feedback will help ensure the independent review of car parking charges reflects the needs and concerns of local residents, traders and the wider community.

Privacy Notice

Full City of York Council Privacy Notice

Please read our full privacy notice:

www.york.gov.uk/privacy

This Privacy Notice was created or updated in December 2024.



What information are you collecting?

We are collecting your information, such as:

- your name
- your contact details
- protected characteristics such as disability, gender, ethnicity, age etc.
- your responses opinions and thoughts

Full City of York Council Privacy Notice

Where required, we will seek your consent to take photos, video or audio recordings. You can find out how we may use these at:

www.york.gov.uk/privacy/communications



How is my information being collected?

We get information directly from you when you take part. This may be through a survey, attending events or focus groups.

Completing the survey - online

When we use Citizen Space to process responses, you can find out how they use your information here:

Delib's CitizenSpace (digital citizen engagement platform). You can find out how they use information in the Delib Privacy Notice.



Completing the survey - paper forms

If you have completed a paper survey, once you complete and return it to us, we will transfer the information you have given us onto the council's secure network and then destroy the paper copy confidentially.

How will my comments help you?

We want to hear directly from people across the city about what needs to change and how we can work together to build a fairer York for everyone. We may use your information to create reports that are anonymised and cannot be linked back to you or other individuals.

This may include:

- statistical analysis
- statutory returns
- audit framework
- see how the council and its partners are supporting individuals
- help design better services
- inform funding decisions

How do I withdraw my consent if I change my mind?

We are using the information you give us in the survey with your consent. You can withdraw your consent at any time by contacting: communications@york.gov.uk

How long will you keep my information?

We will only keep your information for as long as it is needed then it will be securely and confidentially deleted or disposed of.



You can find more details about how long the council keeps records here:

www.york.gov.uk/CouncilRetentionSchedule

Your rights

To find out about your rights please see:

www.york.gov.uk/privacy



Contact us

If you have any questions about this privacy notice.

Want to exercise your rights.

Have a complaint about how your information has been used.

t: 01904 554145

e: information.governance@york.gov.uk


Or write to:

Data Protection Officer,
City of York Council,
West Offices, Station Rise,
York, YO1 6GA

Please tick the box to confirm you have read and understood the Privacy Notice and give your consent to your information being used as described within it.

Please note, if you do not give your consent then you are unable to continue.

Ways to complete and return your questionnaire

1	Complete the survey online	You can access the online questionnaire by using the QR code opposite or by typing the following link: https://ourbigconversation.york.gov.uk/business-intelligence/yorkcarparking/	
2	Scan and email	Complete, scan and email your response to: YorkCarParking@arup.com	
3	Visit us	Drop into any of the libraries listed on page 2 or West Offices where we can assist you to complete Online.	
4	Get help over the phone	Call customer Service on 01904 551550 and leave your number and we will call you back.	
5	Drop off	Hand in the completed form at any of the libraries listed above on page 2.	
6	Paid return envelope	Call our Customer Services team on 01904 551550 to request a freepost return envelope.	
7	Return by freepost	York Car Parking Consultation Freepost RTEG-TYYU-KLTZ (to be updated by CYC BI team) CYC, West Offices, Station Rise, York YO1 6GA	
8	Video Relay Service (BSL)	Use our BSL Video Relay Service, details are provided below.	

Alternative formats statement

If you require any reasonable adjustments or this document in another format (e.g. large print, braille, Audio, BSL or Easy Read) please:

Email us: cycaccessteam@york.gov.uk

Call us: 01904 551550 and customer services will pass your request onto the Access Team

Use our BSL Video Relay Service:

www.york.gov.uk/BSLInterpretingService

Select 'Switchboard' from the menu.



Questions

**1. Which area are you answering the questions from?
Please select only ONE location**

Bishopthorpe Road	
Micklegate	
The Groves	
Heworth	

**2. Are you a business owner or manager in York?
(Select one)**

Yes	
No	

If you answered **YES**, please answer questions 3 – 5. If you answered **NO**, please continue to question 6.

Business Ownership and Parking in York

3. What type of business do you own or manage?

Retail		Food and beverage	
Entertainment and Recreation		Accommodation	
Financial Services		Health and Beauty	
Other:			

**4. What impact have you seen from the increased parking charges directly on your business? (Select one)
Please provide evidence of this impact, you can email us at
YorkCarParking@arup.com. Please include your response to this question in the email.**

More customers, greater spend		More customers, lower spend	
Fewer customers, greater spend		Fewer customers, lower spend	
No change		Don't know / unsure	
Other:			

5. Has the increase in parking charges impacted your ability to park at your business or take deliveries?

If you are a business owner, please proceed to Question 12.

6. Do you drive to and park at the location you selected, and how often do you make this journey?

Yes, more than once a week	
Yes, once a week	
Yes, once every two weeks	
Yes, once a month	
No, I use other forms of transport	

8. What type of parking space do you usually park in when visiting your selected area?

Within a car park – regular parking	
Within a car park - accessible parking (blue badge)	
Within a car park - parent and child parking	
Within a car park - resident permit parking	
Within a car park – electric vehicle parking	
Within a car park – motorcycle parking	
On the street – regular parking	
On the street – accessible parking (blue badge)	
On the street – parent and child parking	
On the street – resident permit parking	
On the street – electric vehicle parking	
On the street – motorcycle parking	
Private land	
Other:	

7. If you drive to your selected area, why do you travel by car instead of other modes e.g. public transport, walking? Select all that apply.

Necessity – unable to walk long distances / travel any other way	
Comfort	
No suitable alternative transport modes available	
Safety	
It forms part of a multi-purpose journey	
Practicality – transporting heavy goods	
I do not drive to my selected location	
Other:	

9. How has the increase in parking charges (April 2025) affected your parking habits in your selected area? Select all that apply.

I use car parks less frequently	
I use other modes of transport	
I park in different locations (e.g. residential streets)	
I use other / different private car parks	
I park for shorter amounts of time	
I have changed where I travel to (travel to a closer destination to my home)	
I have changed where I travel to (travel to a further destination from my home)	
I was not aware of the changes in parking charges	
I don't / can't drive	
No change	
Other:	

10. How far away from the area you selected are you willing to park in order to have cheaper or free parking?

Below 400m (under 5 minutes)	
400m (5 minutes)	
Below 800m (under 10 minutes)	
800m (10 minutes)	
Below 1200m (under 15 minutes)	
1200m (15 minutes)	
Over 15 minutes, please specify:	

11. What impact have you seen from the increased charges in terms of your visits to local businesses or services in your chosen area?

My visits have increased	
My visits have stayed the same	
My visits have decreased	
Not applicable	
Specific location(s)	
Other:	

All respondents please answer Question 12.

12. York's Local Transport Strategy envisages an accessible, affordable, sustainable, and resilient transport network that continues to actively improve health and support a thriving economy for decades to come. The strategy aims to discourage car use for journeys which could be made by sustainable modes and reduce the number of miles travelled on York's roads by at least 20% by 2030.

Thinking about the Strategy, what actions do you think the council could take in response to the challenge over car parking charge increases?

--

About you

All responses will be anonymised

On the next few pages we will ask some questions about you.

Any information you are happy to share will help us identify themes for the specific groups below which will assist us with any future support and policy planning and will not be used to identify you.

If you do not wish to complete this section, please return the completed form to us using any of the methods shown on page 3.

Would you like to complete the 'About You' section?

Yes		No	
-----	--	----	--

Your gender:

Yes		No	
Prefer not to say			

Is the gender you identify with the same as your sex registered at birth?

Male		Female	
Non-binary		Prefer not to say	

Is the gender you identify with the same as your sex registered at birth?

Bisexual		Gay or Lesbian	
Heterosexual / straight		Prefer not to say	
Other:			

Please select the appropriate box to describe your religion or belief:

Prefer not to say		Atheist	
Hindu		Christian	
Sikh		Muslim	
Buddhist		No Religion	
Jewish			
Other:			

Your age:

Under 16		16 to 24		60 to 64	
40 to 55		56 to 59		Prefer not to say	
65+		25 to 39			

What is your ethnic group?

Prefer not to say		Asian - Indian	
White – English / Welsh / Scottish / Northern Irish / British		Any other Asian background	
White – Irish		Asian – Bangladeshi	
White – Gypsy or Irish Traveller		Asian – Chinese	
White – Roma		Asian – Pakistani	
Any other White background		Black African	
Mixed – White & Black Caribbean		Black – Caribbean	
Mixed – White and Black African		Any other Black / Black British / African / Caribbean background	
Mixed – White and Asian		Other – Arab	
Any other Mixed / multiple ethnic background		Any other ethnic background	
Other:			

Do you consider yourself disabled?

Yes		No	
Prefer not to say			

Do you look after, or give any help or support to, anyone because they have long-term physical or mental health conditions or illnesses, or problems related to old age? (Excluding anything which is part of paid employment)

Yes		No	
Prefer not to say			

Do you have any experience of being in care?

Yes		No	
Prefer not to say			





ARUP



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City of York Council

Healthy Places – Right to Challenge Car Parking Price Consultation

The Groves Survey Findings

Reference: 313147-00

Final | 26 May 2026



This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 313147-00

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1. Introduction

1.1 Purpose and background

Ove Arup and Partners Ltd (Arup) have been commissioned by City of York Council (CYC) to undertake an independent review of car parking charges in four areas of the city, namely Bishopthorpe Road, Micklegate, The Groves, and Heworth. Following the Council's decision to increase charges in April 2025 for local, council owned car parking, traders and residents in Bishopthorpe Road, Micklegate and The Groves have initiated a challenge to parking charges through The Right to Challenge Parking Policies Statutory Guidance under the Traffic Management Act 2004. Separately, traders in Heworth have raised a petition against the proposed increases in car parking charges.

Acting as an independent voice, Arup's role has been to lead a consultation exercise (which ran from 17th December 2025 to 27th February 2026) and provide CYC with unbiased findings, reflecting the needs and concerns of local residents, traders, and the wider community. This report presents the findings of the consultation for The Groves area (separate reports have been prepared for the other three areas mentioned). Feedback during the consultation was obtained from the following:

- An online survey
- Drop-in sessions for members of the public

The findings presented in this report will support CYC in making a decision on the issue. On completion of the review, the Council will publish the findings from the independent review and details of when it will be considered. The outcome of the decision will be published via the council website.

1.2 Report structure

- Section 2 includes the local context for The Groves area
- Section 3 provides details of the survey
- Section 4 presents the findings of the consultation for business owners/managers and residents/visitors
- Section 5 summarises the headline findings

2. Local context

2.1 Introduction

This section provides an overview of the study area, highlighting the area in The Groves affected by the parking charge increases, and details of the increases implemented.

2.2 Study area

The Groves study area is located just north of the city centre, situated between Huntington Road and Haxby Road, serving as a transitional area between the city centre and other northern suburbs. It is comprised of a mixture of Victorian era terraced housing, with Lowther Street considered the main area for shopping locally, including takeaways, convenience stores and health and beauty services. Section 4.3.1 provides details of the types of businesses owned/managed by respondents to the survey. Surveys were also distributed to businesses along Huntington Road and into Huntington Village.

Figure 2-1 shows the boundary of The Groves study area, highlighting the parking provision, including CYC-owned parking affected by the price increases.

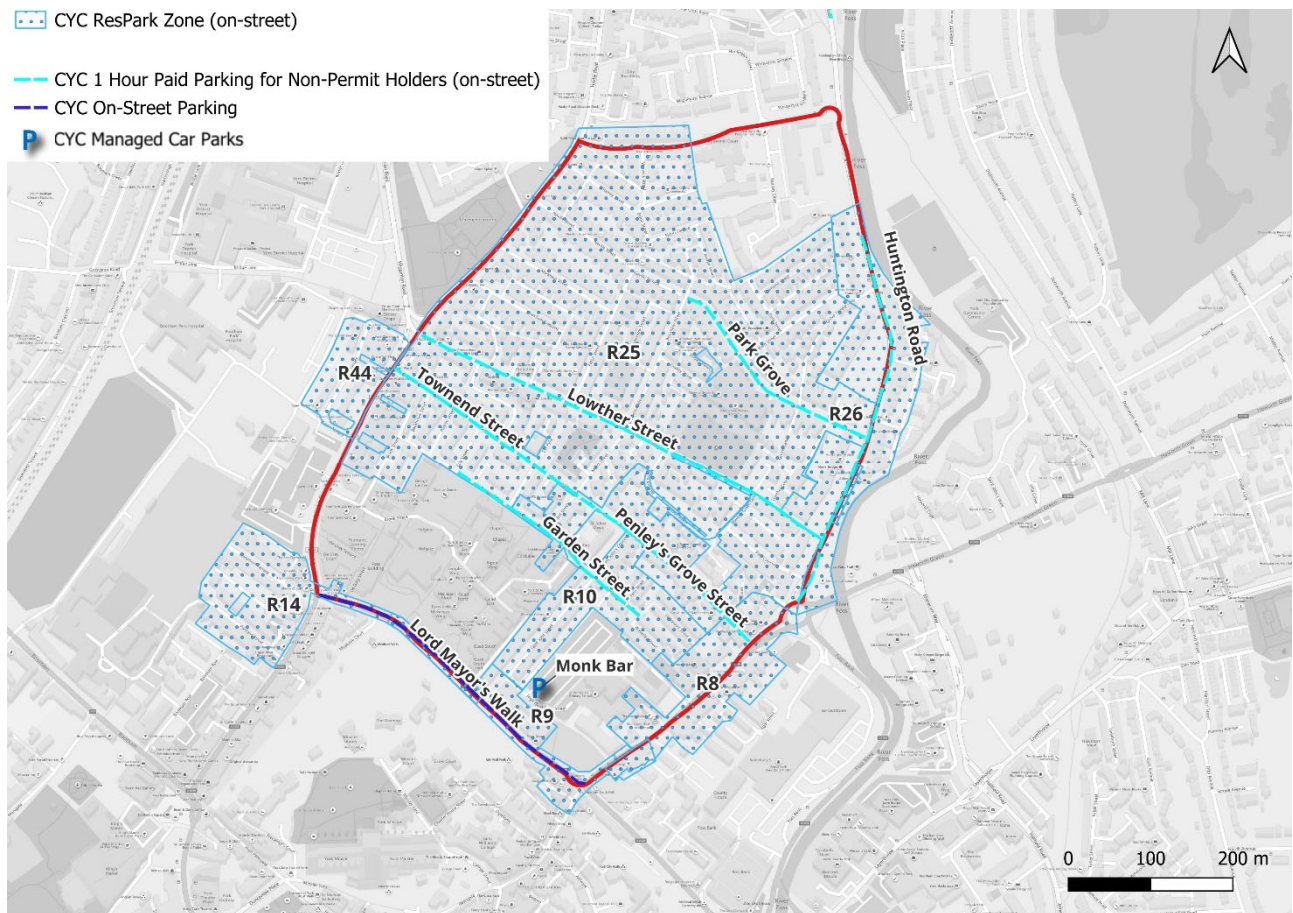


Figure 2-1 The Groves study area

2.3 Parking provision

As shown in Figure 2-1, parking provision in The Groves is comprised primarily of on-street resident permit parking, with off-street parking also available. Table 2-1 below summarises the provision at key locations.

Table 2-1 Summary of parking provision in The Groves area

Parking location	Managed by CYC	Spaces	Further details
Monk Bar Car Park	Yes	227	Open 24-hours. Charges apply from 8.00am to midnight. Charges apply every day including Sundays and Bank Holidays. After midnight parking is free until 08:00 the following day.
Lord Mayor's Walk – section of street	Yes	~14	Parking available for up to 3 hours Monday to Sunday daytime. Parking over 2 hours is allowed after 15:00. After 18:00 parking is available at an evening rate.
Garden Street	Yes	~35	Up to 1 hour of parking available for people not a part of the residents' priority parking scheme (Outer ResPark) between 08:00 and 20:00
Townend Street	Yes	~24	Up to 1 hour of parking available for people not a part of the residents' priority parking scheme (Outer ResPark) between 08:00 and 20:00
Lowther Street	Yes	~66	Up to 1 hour of parking available for people not a part of the residents' priority parking scheme (Outer ResPark) between 08:00 and 20:00
Park Grove	Yes	~33	Up to 1 hour of parking available for people not a part of the residents' priority parking scheme (Outer ResPark) between 08:00 and 20:00
R7 Panley Grove Street	Yes	~60	Residents are entitled to unlimited parking if they possess a proof of residency permit which will allow them to purchase visitor parking permits (up to 200 per 365 days). Businesses are not entitled to visitor permits but can apply for a business permit if specific requirements are met. Up to 1 hour of parking available for people not a part of the residents' priority parking scheme (Outer ResPark) between 08:00 and 20:00
R8 Monkgate	Yes	~20	Residents are entitled to unlimited parking if they possess a proof of residency permit which will allow them to purchase visitor parking permits (up to 200 per 365 days). Businesses are not entitled to visitor permits but can apply for a business permit if specific requirements are met. Up to 1 hour of parking available for people not a part of the residents' priority parking scheme (Outer ResPark) between 08:00 and 20:00
R9 Lord Mayor's Walk	Yes	~40	Residents are entitled to unlimited parking if they possess a proof of residency permit which will allow them to purchase visitor parking permits (up to 200 per 365 days). Businesses are not entitled to visitor permits but can apply for a business permit if specific requirements are met. Up to 10 minutes of parking available for people not a part of the residents' priority parking scheme (Outer ResPark) between 08:00 and 20:00
R10 St John Street	Yes	~60	Residents are entitled to unlimited parking if they possess a proof of residency permit which will allow them to purchase visitor parking permits (up to 200 per 365 days). Businesses are not entitled to visitor permits but can apply for a business permit if specific requirements are met. Up to 10 minutes of parking available for people not a part of the residents' priority parking scheme (Outer ResPark) between 08:00 and 20:00
R14 Portland Street	Yes	Limited on street parking available	Residents are entitled to unlimited parking if they possess a proof of residency permit which will allow them to purchase visitor parking permits (up to 200 per 365 days). Businesses are not entitled to visitor permits but can apply for a business permit if specific requirements are

Parking location	Managed by CYC	Spaces	Further details
			met. Up to 10 minutes of parking available for people not a part of the residents' priority parking scheme (Outer ResPark) between 08:00 and 20:00
R25 The Groves	Yes	Limited on street parking available	Residents are entitled to unlimited parking if they possess a proof of residency permit which will allow them to purchase visitor parking permits (up to 200 per 365 days). Businesses are not entitled to visitor permits but can apply for a business permit if specific requirements are met. A mixture of up to 10 minutes or up to 1 hour of parking available for people not a part of the residents' priority parking scheme (Outer ResPark) between 08:00 and 20:00
R26 Huntington Road	Yes	~41	Residents are entitled to unlimited parking if they possess a proof of residency permit which will allow them to purchase visitor parking permits (up to 200 per 365 days). Businesses are not entitled to visitor permits but can apply for a business permit if specific requirements are met. Up to 1 hour of parking available for people not a part of the residents' priority parking scheme (Outer ResPark) between 08:00 and 20:00

In April 2025, CYC introduced a new price framework for local, council owned car parking (see Table 2-1 and Figure 2-1 for parking affected in The Groves area). This resulted in increased charges for both short and long stay visits (mostly affecting daytime parking). Table 2-2 and Table 2-3 below summarise the increases for daytime (before 18:00) short stay parking, for up to one hour and up to two hours in these locations. This highlights that price increases range from 56% to 71% in this area. A full breakdown of the price increases can be found in Appendix A.

Table 2-2 Summary of daytime short stay parking charge increases – Sunday to Thursday

Location	Duration	Pre April 2025	Post April 2025	Change
Monk Bar Car Park	Up to 2 hours	£6.20	£9.70	+£3.50
Lord Mayor's Walk	Up to 2 hours	£6.20	£9.70	+£3.50
Garden street – Huntington Road-	Up to 1 hour	£1.20	£4.85	+£3.65

Table 2-3 Summary of daytime short stay parking charge increases – Friday, Saturday and events

Location	Duration	Pre April 2025	Post April 2025	Change
Monk Bar Car Park	Up to 2 hours	£6.20	£10.60	+£4.40
Lord Mayor's Walk	Up to 2 hours	£6.20	£10.60	+£4.40
Garden street – Huntington Road-	Up to 1 hour	£1.20	£5.30	+£4.10

As a temporary measure in response to residents and traders initiating a challenge to parking charges through The Right to Challenge Parking Policies Statutory Guidance under the Traffic Management Act 2004, prices for up to 1 hours parking on Garden Street, Townend Street, Lowther Street, Park Grove and Huntington Road were reduced in July 2025 to £3, Monday to Sunday. A full breakdown of this price decrease can be found in Appendix A.

3. Consultation method

3.1 Background

A survey for online and in-person distribution was created by Arup in collaboration with CYC, to gain insight into the impacts the increases in parking charges have had on local businesses, residents and visitors in four areas of the city, including Bishopthorpe Road, Micklegate, The Groves, and Heworth. This report presents the findings of the consultation for The Groves area (separate reports have been prepared for the other three areas mentioned).

3.2 Survey period

The survey period commenced on the 17th of December 2025 and closed on the 27th of February 2026.

3.3 Survey methods

An online survey was launched on the CYC Citizen Space platform on the 17th of December 2025 and was live until 27th of February 2026. Physical paper copies of the survey were distributed to identified businesses, community hubs and libraries within the four study areas, with these locations identified through engagement with local community groups and organisations.

Easy-read versions of this survey were also distributed to libraries and community centres within the study areas. These were produced to ensure the consultation was accessible to people with learning disabilities and others who may find standard written materials difficult to understand. The Easy Read surveys were developed by adapting the standard consultation questionnaire into an Easy Read format, using plain language, simplified sentence structures, clear layout, and supporting images, while retaining the core intent of the original questions. The design of the Easy Read version was undertaken by Easy Read UK¹ and it aligns with CYC's Accessible Communications Standards².

3.4 Survey questions

The survey consists of twelve questions and is split into two sections. The first section was answered by business owners only, and the latter by residents and visitors. Both groups answered the final question regarding York's Local Transport Strategy, and what actions they would like to see in response to the challenge over car parking charge increases.

The survey is comprised of open text and multiple-choice questions, covering topics such as changes to parking habits pre and post price increase, visits to local businesses and services and patterns of spending within defined study areas. The full set of survey questions can be found in Appendix B.

3.5 Drop-in session

Additionally, a drop-in session for business owners/managers and residents/visitors was held in the Door84 Youth and Community Centre on the 26th of March 2026. Attendees were able to share their views upon parking charges and suggestions to improve parking in their local area.

¹ Easy Read UK help organisations and businesses create accessible documents for people who have difficulty accessing standard written information

² City of York Council's Accessible Communication Standards can be found here: <https://www.york.gov.uk/downloads/download/231/accessible-communication-standards-easy-read>

4. Survey findings

4.1 Introduction

This section presents the findings of the survey for The Groves area only. Reports for the three other study areas (Micklegate, Bishopthorpe Road and Heworth) have been prepared separately but using the same structure.

A review of the survey sample is provided in Section 4.2. Findings of the survey are presented in Section 4.3 and Section 4.4 for business owners/managers and residents/visitors respectively. Section 4.5 summarises the findings of the drop-in session.

4.2 Understanding the survey sample

This section provides an overview of how many people participated in the survey, and insights into how applicable the findings are to the local population.

4.2.1 Sample size

A total of 56 people responded to the survey from The Groves area, 10 of which were business owners, and 46 of which were residents or visitors.

4.2.2 Survey sample characteristics

This sub-section examines how representative the sample is across The Groves. Checking whether there are any significant differences between the survey's sampled population and the local population across the wider Yorkshire and the Humber region provides an understanding of how responses may be skewed towards certain demographic characteristics.

Table 4-1 compares the survey sample demographics against the wider Yorkshire and the Humber across age, gender and disability status. The key demographic variables analysed include age, gender, and disability status. The local population comparison sample was compiled using 2021 ONS census data for Yorkshire and the Humber.

For resident disability status, the survey sample seems to be reasonably representative of those who consider themselves disabled. The survey sample has an overrepresentation of middle-aged groups (40-55, 56-59 and 60-64) and a corresponding underrepresentation of the very youngest and oldest. The survey also has a small underrepresentation of male respondents.

Table 4-1 Demographic comparison between survey sample and Yorkshire and the Humber population (2021 Census)

	The Groves Respondents	Yorkshire and the Humber
Age³		
16-24	2%	11.0%
25-39	20%	19.5%
40-55	25%	20.6%
56-59	11%	5.5%
60-64	11%	6.0%
65+	15%	19.0%
Gender⁴		
Female	45%	50.9%

	The Groves Respondents	Yorkshire and the Humber
Male	38%	49.1%
Disability status - Do you consider yourself disabled?⁵		
Yes	13%	18.6%
No	71%	81.4%

³ 16% of respondents answered prefer not to say

⁴ 17% of respondents answered prefer not to say

⁵ 16% of respondents answered prefer not to say

4.3 Impact to business owners/managers

This section presents the findings to questions answered by business owners/managers, which covers questions 3-5 and 12 of the survey (see Appendix B).

4.3.1 Types of businesses the respondents own/manage

Relevant Question(s)
Q3: What type of business do you own or manage?

Figure 4-1 shows the types of businesses owned/managed by the respondents. A total of 10 business owners/managers responded to this question. Retail and ‘other’ businesses were the largest categories with three respondents each, followed by accommodation with two. Of the remaining two responses one was in the food and beverage category and one health and beauty.

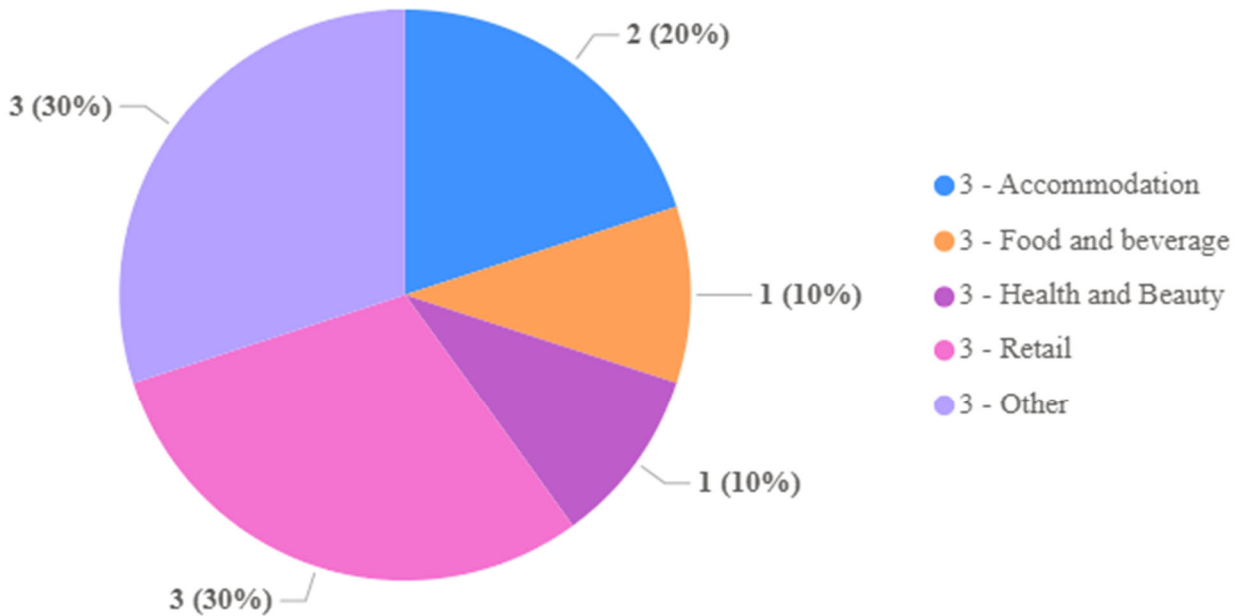


Figure 4-1 Types businesses owned/managed by respondents (Q3)

4.3.2 Impact to customer spending and visits

Relevant Question(s)
Q4: What impact have you seen from the increased parking charges directly on your business?

Question 4 provides insight into changes in customer spend and visits as a result of the parking charge increases. As shown in Figure 4-2, 40% of respondents reported that there are fewer customers and lower spend since the April 2025 price increases, while a further 40% reported no change. The remaining 2 respondents were either unsure or did not select one of the offered categories.



Figure 4-2 Changes in customer spending since April 2025 price increases (Q4)

4.3.3 Impact to business owners/managers

Relevant Question(s)
Q5: Has the increase in parking charges impacted your ability to park at your business or take deliveries?

Question 5 aimed to establish whether the increase in parking charges has had an impact on business owners/managers being able to park or receive deliveries. As shown in

Figure 4-3, 56% of business owners/managers reported that there has been an impact, whilst 44% reported no change. One respondent did not answer this question.

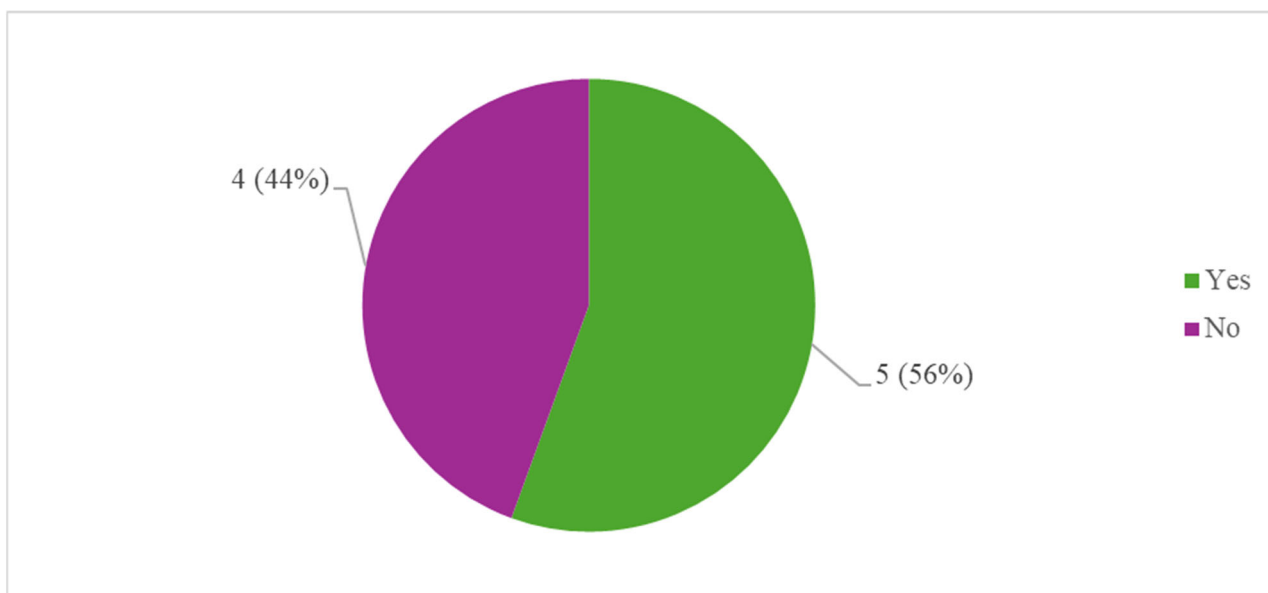


Figure 4-3 The impact of April 25 parking charge increases in being able to park or take deliveries (Q5)

4.3.4 Actions suggested by respondents when considering York’s Local Transport Strategy

Relevant Question(s)
Q12: [...] Thinking about the Strategy, what actions do you think the council could take in response to the challenge over car parking charge increases?

Question 12 aims to understand the actions respondents would like to see the Council take in response to the challenge over car parking increases, whilst considering York’s Local Transport Strategy. Figure 4-4 details the distribution of business owner’s responses according to recurring key themes. This reveals that an overall majority of business owners would like to see a reduction to parking charges and some suggested that public transport should be improved. Suggestions made in the other category are not relevant to the transport strategy.

On the topic of reduced parking charges, business owners explained how cheaper short stay parking benefitted the use of local people and their businesses:

“Our business relies so much on local trade. There needs to be a significant discount for York residents, without having to pay for the Minster badge, as is the case currently. [...]. The main difference we have seen is the reduction in locals visiting the shop, whom we used to see every week, and tourists we saw every summer and Christmas.”

“The few locals we still see say that they no longer come into the city if they can avoid it. Whereas they used to pay £3.50 to park at Sainsburys for a couple of hours, or even a slightly higher fee to park in Monkgate or Foss Islands, they are now having to pay such a high charge that popping into the city for a bit of shopping, to have a coffee, etc, is no longer viable. Those people are our core customer base and what makes a city thrive. Perhaps a small charge for a few ff peak hours during the day would make a difference.”

“The majority of people who park near the groves are there from the day, however it is not those people who visit the retail businesses in the immediate area. The high charges simply send these people elsewhere.

Have a much lower 1-1.5 hour charge, then keep at the current rates for longer stays”

On the topic of improving public transport, business owners explained how park and ride offerings and bus frequency could be improved:

“[...]The bus fares at £6 per person for a round trip are not encouraging people to use the bus. Also, if you have bags of shopping, you are unlikely to want to carry that on the bus. We have tried to use Park and Ride and, several times, the buses have been full and just sailed past the bus stops where people are waiting. There needs to be a far more effective Park and Ride system.”

“More routes/ less circuitous routes for buses”



Figure 4-4 Business owner key themes when considering York’s Transport Strategy (Q12)

4.4 Impact to residents/visitors

This section presents the findings to questions answered by residents/visitors, which covers questions 6-12 of the survey (see Appendix B).

4.4.1 Parking demand

Relevant Question(s)

Q6: Do you drive to and park at the location you selected, and how often do you make this journey?

Question 6 aims to provide an indication of the demand for parking in the area. As shown in Figure 4-5, 18 respondents (39%) stated that they drive to and park in the area more than once a week. A further 5 respondents (11%) reported making this journey once a week and 5 respondents (11%) once every two weeks, while 4 respondents (9%) reported making the journey once a month. In contrast, 13 respondents (28%) stated that they use other forms of transport. One respondent did not answer this question.

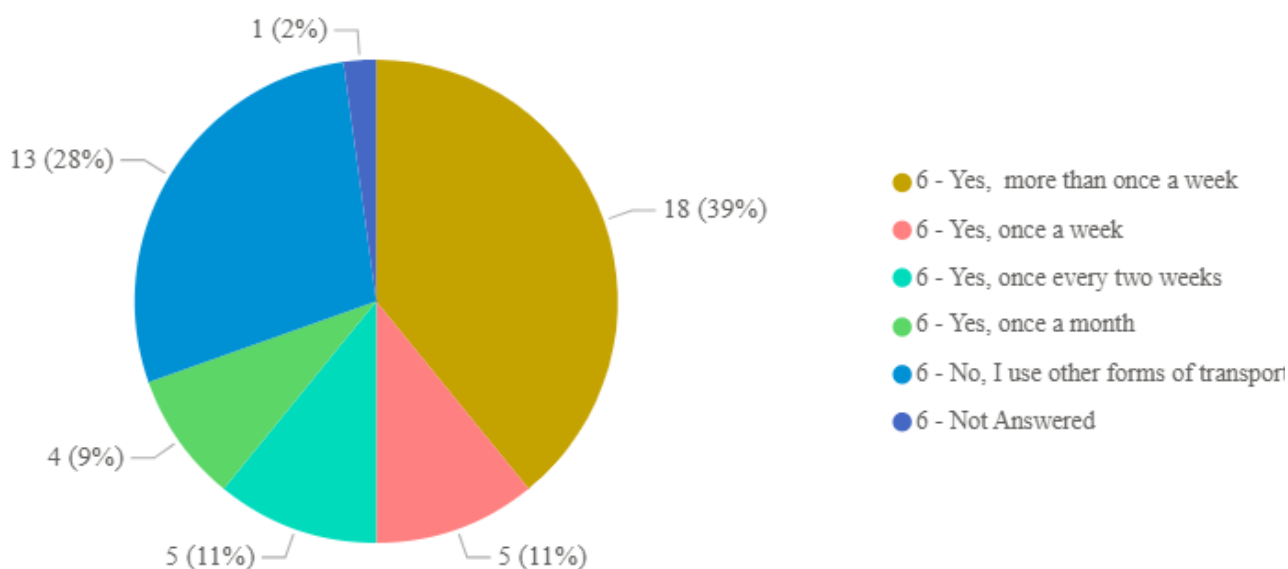


Figure 4-5 Trip frequency of residents driving to and parking in The Groves (Q6)

4.4.2 Reasons for travelling by car

Relevant Question(s)

Q7: If you drive to your selected area, why do you travel by car instead of other modes e.g. public transport, walking? Select all that apply.

Question 7 aims to gain insight into the reasons residents choose to travel by car. Respondents could select all impacts that apply. As shown in Figure 4-6, the two most commonly selected reasons (13 respondents each) for travelling by car reported are ‘necessity’ and ‘no suitable alternative transport modes available’. A second grouping of categories, each reported by between 5 and 7 respondents include ‘comfort’, ‘safety’, ‘it forms part of a multi-purpose journey’ and ‘practicality’. Seven respondents also stated that they do not drive to The Groves.

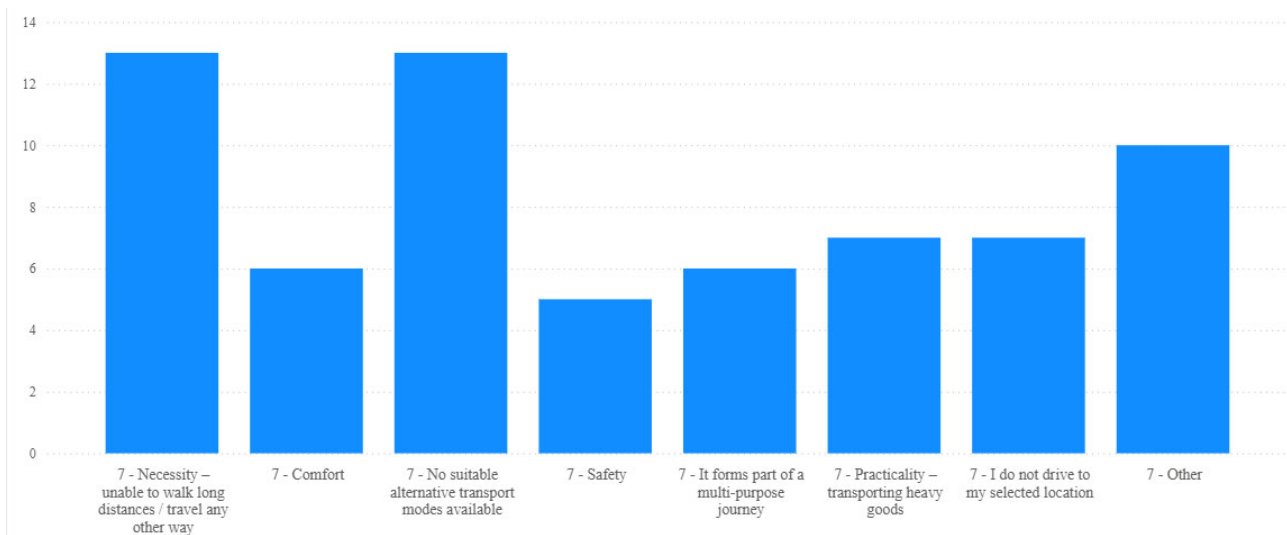


Figure 4-6 Residents reason for travelling via car (Q7)

4.4.3 Impact on travel to the area

Relevant Question(s)

Q9: How has the increase in parking charges (April 2025) affected your parking habits in your selected area? Select all that apply.

Q11: What impact have you seen from the increased charges in terms of your visits to local businesses

Question 9 assessed how the April 2025 price increase has affected residents’ parking habits in The Groves. Respondents could select all impacts that apply. As shown in Figure 4-7, the responses indicate that the price changes have influenced behaviour for most respondents, with a range of actions reported. The most commonly reported change is respondents parking in different locations (for example, on nearby residential streets). Other commonly reported changes include using car parks less often and adjusting trip patterns, such as travelling to different destinations. Seven respondents stated that there has been no change in their parking habits.

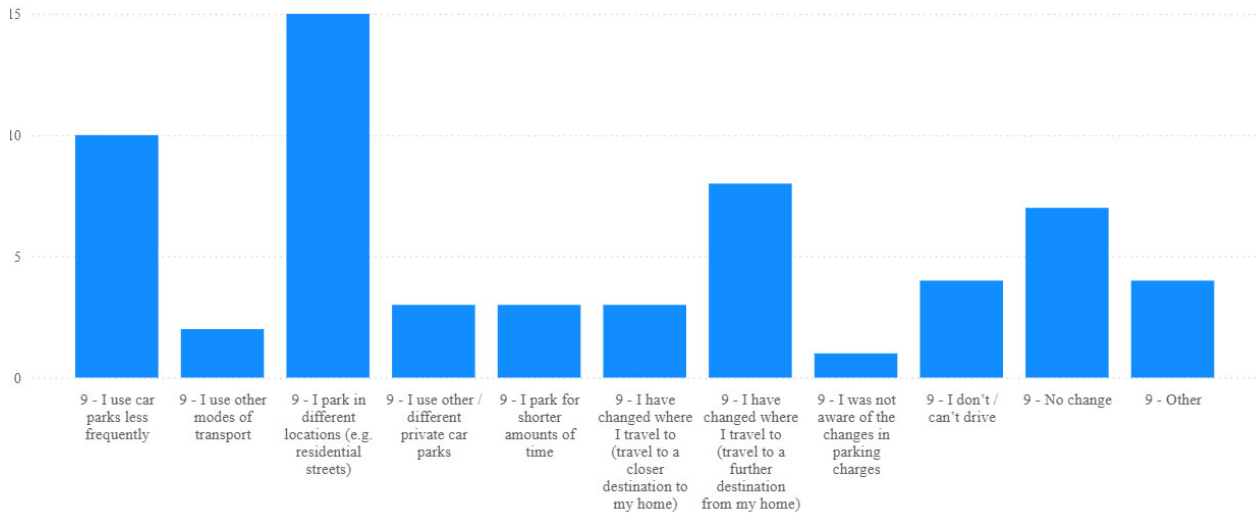


Figure 4-7 Resident parking habit changes since the April 25 price increases (Q9)

Residents were also asked to feedback on the frequencies of these trips as part of question 11. As shown in Figure 4-8, 57% of respondents reported a decrease in trips to The Groves, followed by 22% reporting that this question is not applicable to them and 15% that their trips had stayed the same.

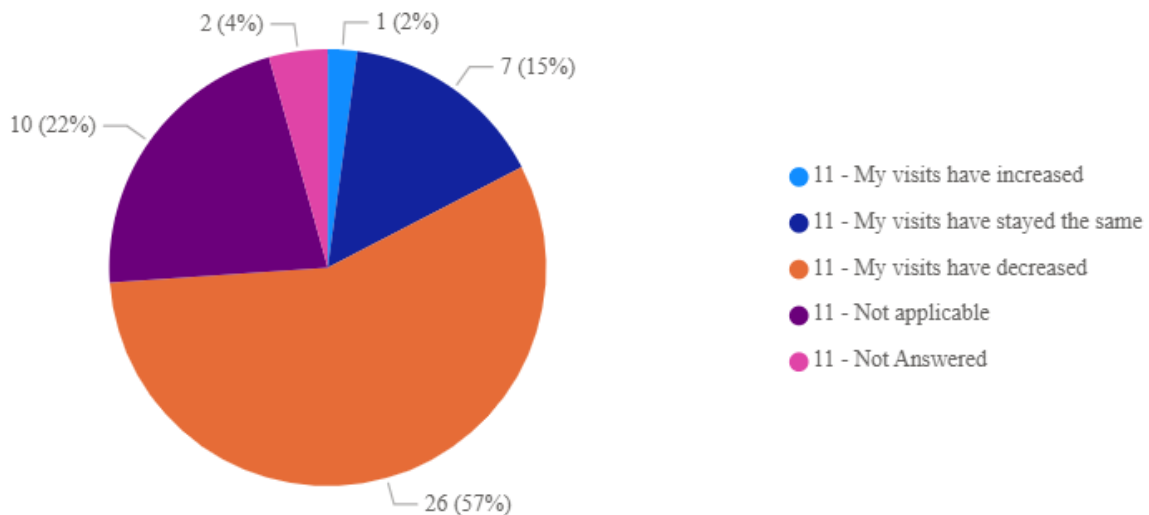


Figure 4-8 Trip frequency post April 25 price increases (Q11)

4.4.4 Parking requirements

Relevant Question(s)

Q8: What type of parking space do you usually park in when visiting your selected area?

Q10: How far away from the area you selected are you willing to park in order to have cheaper or free parking?

Question 8 aims to understand the types of parking spaces residents are accessing when visiting The Groves area. As shown in Figure 4-9, the most commonly reported parking type was on-street regular parking (no permit required), selected by 15 respondents (33%). This was followed by regular parking within a car park (12 respondents; 26%) and on-street permit parking (six respondents; 13%). A further five respondents (11%) selected ‘other’, while one respondent (2%) selected private land and one respondent (2%) selected on-street accessible (blue badge) parking. Six respondents did not answer this question.

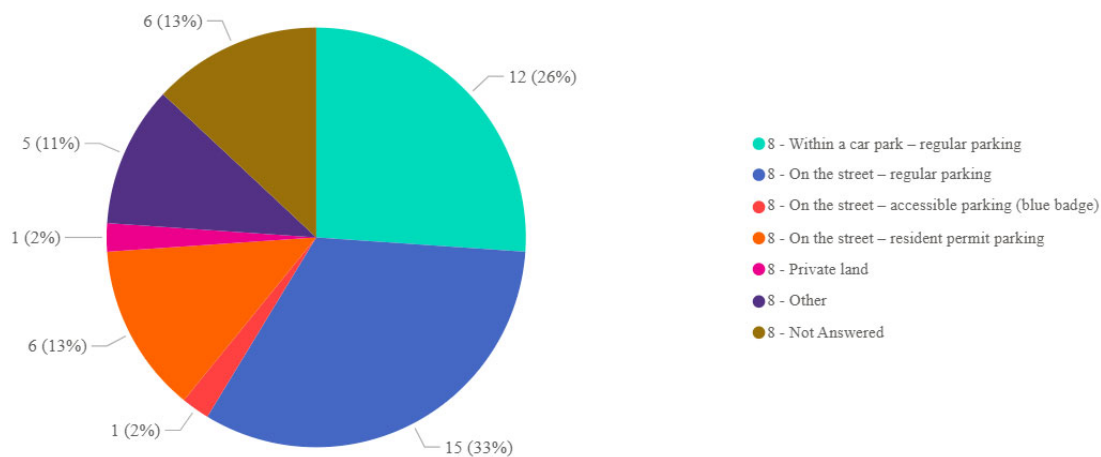


Figure 4-9 Type of parking space accessed by residents in The Groves (Q8)

Question 10 addresses residents’ willingness to travel from their chosen destination in order to access cheaper or free parking. As shown in Figure 4-10, 14 respondents (30%) reported they would be willing to travel below 400m (under 5 minutes), followed by 11 respondents (24%) willing to travel 400m (5 minutes), five respondents (11%) willing to travel below 800m (under 10 minutes), and four respondents (9%) willing to travel 800m (10 minutes). A total of six respondents selected categories higher than 800m, and a further six respondents (13%) did not answer this question.

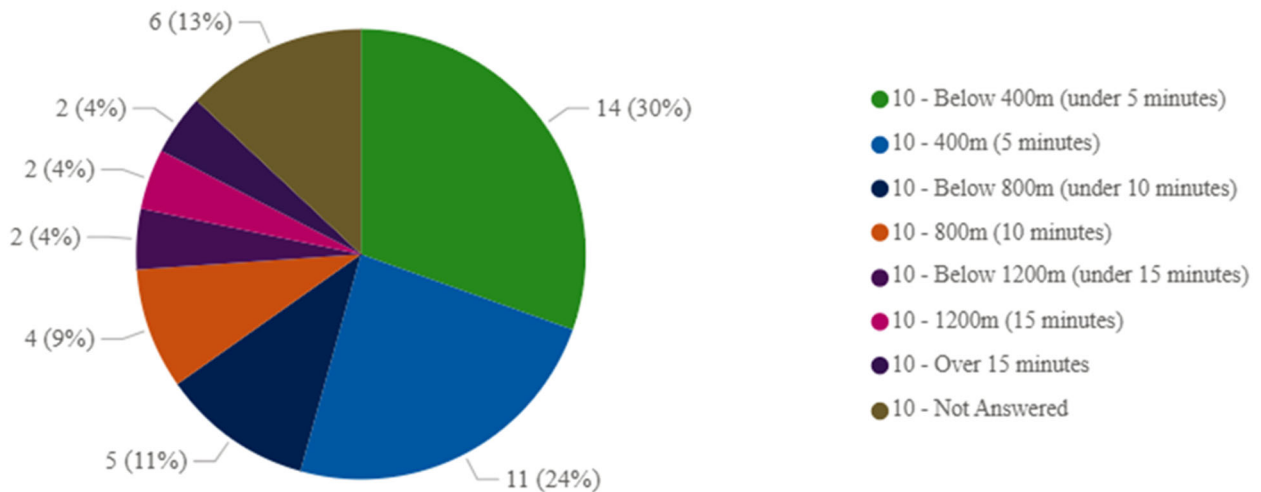


Figure 4-10 Distance residents are willing to travel from their destination for cheaper or free parking (Q10)

4.4.5 Actions suggested by respondents when considering York’s Local Transport Strategy

Relevant Question(s)

Q12: [...] Thinking about the Strategy, what actions do you think the council could take in response to the challenge over car parking charge increases?

Question 12 is an open text question which aims to understand the actions respondents would like to see the Council take in response to the challenge over car parking increases, whilst considering York’s Local Transport Strategy. Figure 4-11 shows the distribution of residents’ responses according to recurring themes based on thematic analysis of the open responses. The most common theme identified from responses was ‘1: provide cheaper parking’, with ‘4: improve public transport’ also being raised by multiple respondents. Suggestions in the other category are not relevant to the transport strategy. A smaller number of respondents were also supportive of further increases to parking charges.

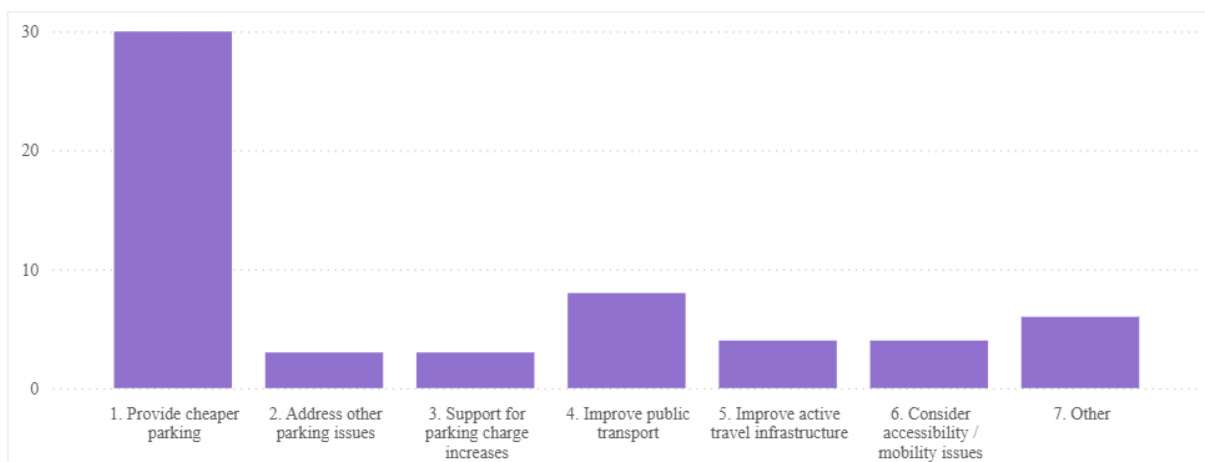


Figure 4-11 Residents key themes when considering York’s Transport Strategy (Q12)

Figure 4-12 shows how respondents expanded further on theme 1 (reduce parking charges), including the breakdown of responses by a number of sub-themes. Of these respondents, 43% reported that they support a blanket reduction, and a further 37% called for fees to be discounted for business owners / customers.

Residents also explained in more depth how increasing parking charges has impacted their parking habits and daily routines. Two example responses which expand on this theme are provided below.

“Discounted parking rates for specific situations e.g. my gp is based at monkgate, but has no parking for patients and an hour of parking in the car park is expensive, there is no bus service [...] so don't always have the energy to walk.”

“As a resident I am now visiting the city centre less as the parking fees across the city are far too high. My daughters visit less too. We're not coming into town to visit shops and cafes and support our local businesses as even 2 hours parking is an extra £10 on each visit. [...] This means we now visit monks cross, Vangarde or Clifton moor instead. Without the support of residents shopping and eating out in town many businesses will suffer. The tourists aren't here all year long. Parking days especially for residents when parking could be free or a lot cheaper. £1.50 ph is about what I would be happy paying like other towns and cities around”

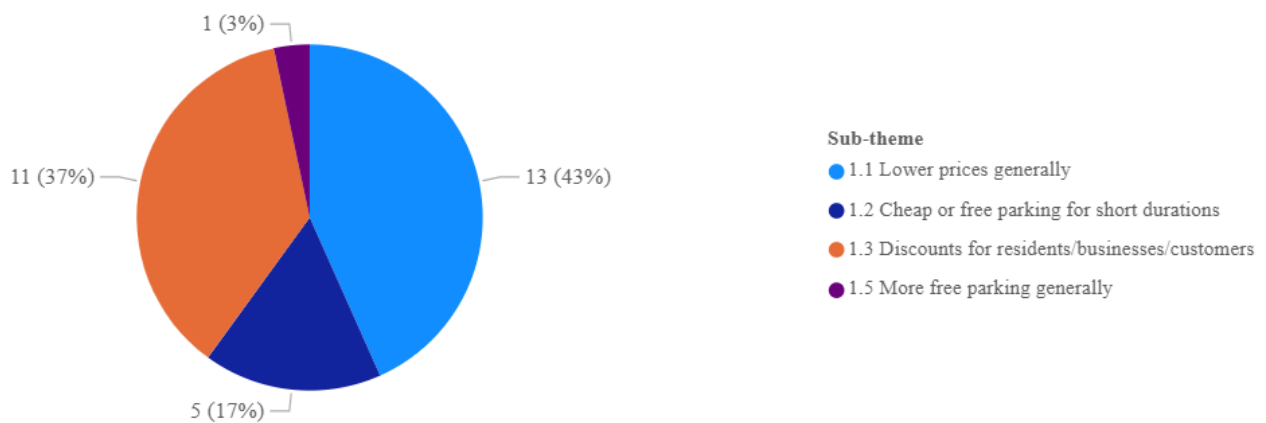


Figure 4-12 Sub themes of theme 1: reduce parking charges (Q12)

As shown in Figure 4-13, improving public transport (theme 3) is also another key theme identified. Figure 4-13 highlights the specific ways in which respondents would like to see public transport services improve, with cheaper fares and an expansive network being the most common sub-themes identified. Two example responses which expand on this sub-theme are provided below.

“You can't increase the charges and not have the public transport that is needed. The public buses from my village just outside of York are few and far between, so not an option. If you want York as a car free city then you need to make sure all villages/areas are serviced by regular buses. I know visit places like Pocklington where parking is free and I can support independent businesses.”

“We live in Haxby and the return bus fare is also expensive”

“Putting a more extensive public transport network. Dedicated bus lanes would be great as once the main arteries of the city are jammed everything is jammed.”

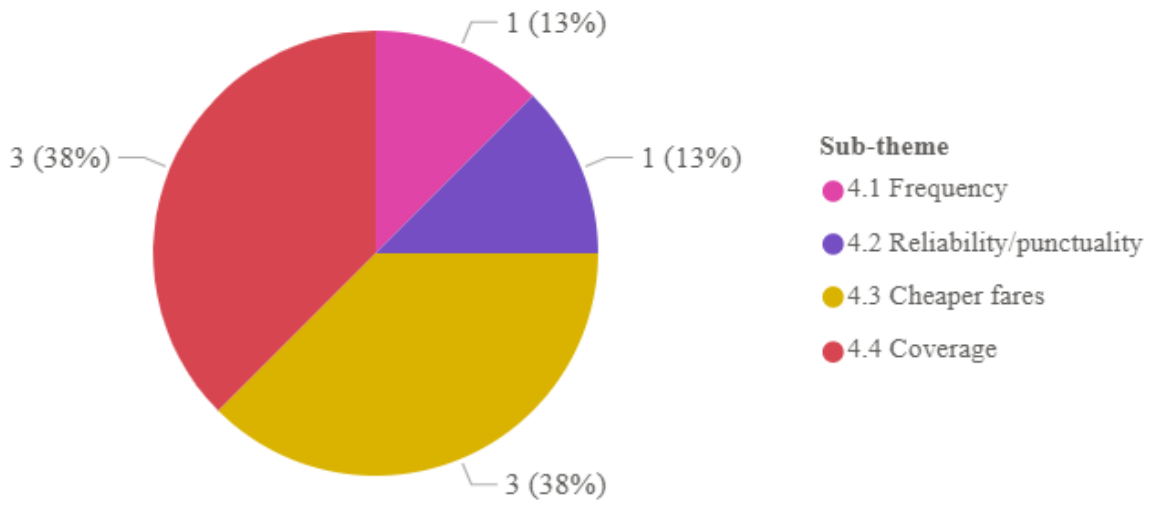


Figure 4-13 Sub themes of theme 3: improve public transport (Q12)

4.5 Summary of drop-in session findings

A drop-in session for residents and business owners in The Groves study area was held on Thursday the 26th of March from 16:30-19:00 in Door84 Youth and Community Centre.

Five attendees joined. Three were members of The Groves Association, who have been actively involved in engaging with the consultation and communicating with City of York Council on the challenges associated with parking prices in York.

4.5.1 Feedback on parking charge increases

4.5.1.1 Concerns about scale and pace of increases

Price rises, particularly for short-stay parking, were widely viewed as disproportionate and introduced too rapidly. Participants felt the increases discouraged short local trips, disproportionately affecting residents, workers and regular local users rather than visitors.

4.5.1.2 Parking displacement

Increased charges have led to parking displacement, with drivers opting for:

- Back streets and residential areas
- Private or community-run car parks
- Avoiding short trips altogether

A perceived imbalance between resident-permit and non-resident spaces is encouraging unsafe or inappropriate parking, including in alleyways and adjacent areas. This displacement is creating additional pressure on residential streets and contributing to local tensions.

4.5.1.3 Fairness and consistency issues

Participants highlighted perceived inconsistencies in:

- Resident permit pricing
- Exemptions and concessions
- City-centre tariffs being applied to peripheral neighbourhoods, which residents felt was inappropriate

These inconsistencies were seen as undermining trust in the pricing strategy.

4.5.2 Operational and procedural concerns

4.5.2.1 Accessibility

- Reports of unclear or outdated signage, including machines still displaying old tariffs after changes.
- Cashless-only systems were described as a barrier for elderly and disabled users.
- Concerns were raised about equality impacts, with some users unable to access or understand the payment systems.

4.5.2.2 Consultation and engagement

Respondents felt the consultation process lacked:

- Adequate notification to businesses
- Consistent coverage across different areas
- Survey questions that reflected the needs of all user groups

The Groves was cited as an area where awareness was low and local circumstances were not reflected.

4.5.3 Impact on local businesses and community organisations

4.5.3.1 *Reduced Footfall and Economic Impact*

Businesses and charities reported:

- Lower footfall
- Fewer donations
- Quieter high streets (e.g. Lowther Street)
- Short-stay charges were seen as actively harming local economic activity

Short-stay pricing was identified as a direct deterrent to “nip-in” visits, harming small traders, charity shops and personal service providers.

Concerns were raised about future capacity constraints if:

- Castle car park closes
- Partial free parking at Foss Bank is removed
- On-street prices remain high

4.5.3.2 *Perceived Lack of Understanding of Local Context*

Participants felt the Council had not fully anticipated the consequences of the price changes. The Groves Association expressed that the community felt disrespected and “persecuted” by the approach taken.

4.5.4 Additional themes

Several attendees expressed a belief that the Council’s approach lacked transparency and did not sufficiently consider local lived experience. This has contributed to a decline in confidence in the decision-making process.

5. Summary

5.1 Responses from business owners

5.1.1 Impact of parking charge increase

Overall, the survey responses from business owners/managers in The Groves indicate that the April 2025 parking charge increases are perceived to be having a negative effect on trading conditions for many respondents. The business sample (ten respondents, spanning a range of business types) suggests that impacts are being felt both through customer behaviour and day-to-day business operations. 40% of respondents reported fewer customers and lower spend, while a further 40% reported no change. In addition, a majority (56%) reported that the increases have affected their ability to park at their business or take deliveries. When asked what actions the Council could take in response, most business owner responses focused on reducing parking charges (in particular for short-stay visits), with a smaller number also calling for improvements to public transport.

5.1.2 Policy suggestions

The business owner/managers' responses suggest that the most commonly requested policy intervention is to reduce parking charges, with a particular focus on making short-stay parking more affordable to support "nip-in" visits and local trade. Suggested approaches included introducing a significantly lower tariff for the first 1–1.5 hours (while retaining higher rates for longer stays) and offering discounted rates for York residents and/or customers without the need to purchase additional schemes (e.g. the Minster Badge). A smaller number of respondents also recommended improvements to public transport as part of the wider transport strategy, including lower bus fares, improved Park and Ride capacity and reliability, and more direct and frequent bus services.

5.1.3 Selected quotes

"I work in the Groves but live just off Bishopthorpe Road. From what I have seen (both professionally and otherwise), the users of car park spaces in the Groves either appear to be local residents / friends & family, or people using services like probation or the community centre. Bishopthorpe Road car parking spaces predominantly seem to be used by people from outside the local community using the cafes and shops on Bishopthorpe Road. The ward data suggests that the Groves / Guildhall Ward is a lower income area of York compared to Bishopthorpe Road. In response to this challenge, I would suggest the council should consider both the reason why people are visiting the areas and also the socio-economic background of the areas. To me, it would appear that the rise in prices are fair on Bishopthorpe Road, but the rise in price in the Groves mostly affects local residents who are already less well off than other areas of York."

"2hrs free parking for residents, restore free overnight, evening parking for residents. More routes/ less circuitous routes for buses. Allow traffic to go straight on towards town on Wigginton Rd. rather than having to wait for cars turning into the hospital to move. Reopen a route through the Groves so traffic does not have to travel into Clarence St. to travel out again to reach Foss Islands."

"There are no bus stops which serve Goodramgate or Mickelgate or the roads which would funnel travellers down to Goodramgate.

Bus services are not reliable and residents stay out of the city centre where possible due to the cost and lack of ease of getting in.

Many visitors to our premises are not well and may have come to us via other health services [...] This means that they often are not well enough to travel on public transport or they don't have time to or they have already paid huge parking charges at the hospital.

I would like to see a 1hr free parking or very cheap parking for the first hour (the issues we're seeing now started when the 2hr free Layerthorpe parking was removed and gave been exacerbated by the huge parking

charges in Lord Mayor's Carpark). This would also help local businesses win back local regular customers.”

5.2 Responses from residents / visitors

5.2.1 Impact of parking charge increase

Overall, the resident/visitor responses indicate that the April 2025 parking charge increases are perceived to be influencing travel behaviour and reducing trips to The Groves for a substantial proportion of respondents. Parking demand remains relatively high, with 39% of respondents reporting that they drive to and park in the area more than once a week, although 28% stated they use other forms of transport. Among those who travel by car, the most commonly reported reasons were that driving is a necessity and that there are no suitable alternative modes available (13 responses each), with other factors such as comfort, safety, practicality and multi-purpose trips also cited. In terms of behavioural change following the price increases, many respondents reported altered parking habits, most commonly parking in different locations such as nearby residential streets, alongside using car parks less often and changing trip patterns and destinations. Consistent with these reported changes, 57% of respondents indicated that their trip frequency to The Groves has decreased since the April 2025 price increases.

The findings also suggest that, even when seeking cheaper parking, most respondents would only be willing to park relatively close to their destination (with the largest shares willing to walk up to 5–10 minutes), reinforcing the importance of local short-stay provision. Several respondents also raised accessibility-related concerns (including medical appointments, mobility issues and age-related difficulty using public transport), and a small number highlighted public transport constraints, particularly gaps in route coverage, as a barrier to shifting away from car travel. More broadly, the open responses suggest limited support for the charge increases and frequently contextualised impacts within The Groves, including its socio-economic profile, the need for resident-/permit-holder discounts, and concerns that road closures and reduced through-routes (alongside higher charges) have increased congestion and vehicle mileage as drivers re-route and seek alternative parking.

5.2.2 Policy suggestions

Overall, the resident/visitor responses strongly emphasise parking price and structure as the primary policy issue in The Groves. Cheaper parking dominates the open responses, with 34 of 46 respondents (74%) identifying this as their main theme, and only four responses (8.7%) explicitly supporting the parking charge strategy. Within the calls for cheaper parking, differentiated pricing for York residents (including residents' permits and Minster pass holders) was highly requested (14 responses), alongside a clear focus on maintaining affordable short-stay provision (10 responses calling for cheap or free parking for short durations, typically 30 minutes to 2 hours) to support local shops and services and enable “nip-in” visits. This aligns with the quantitative findings that most respondents would only be willing to park a short distance from their destination to access cheaper or free parking.

A smaller number of residents highlighted complementary measures that would enable reduced reliance on car travel. Four responses identified public transport as their primary theme, most commonly citing the need for improved coverage (for example, bus routes not serving key areas), alongside affordability.

5.2.3 Selected quotes

“Dramatically reduce the cost it’s ridiculous, my husband recently had hip surgery so no alternative but to pay and park, we can’t use disability bays legally when it’s a short term issue but it’s still needed and get charged so much that we have less to spend in shops and cafes.”

*“Reduce the charges in places where there are small local shops trying to keep going such as the Groves
Free parking on Sundays for church goers which includes older people
Improve cycle paths between , for instance, New Earswick and the city centre - currently dangerous due to increased number of cars on Haxby Rd and potholes. Cycle path is unlit and bumpy”*

*“Cheaper parking for residents,
Especially resident on street parking
More expensive parking for non residents”*

*“A strategy that does not look at providing alternatives before raising parking charges is destined to fail.
The Groves is in looks of way almost land locked.
The traffic on Haxby Road and Huntingdon Road and are the routes to the hospital that has no dedicated
public transport from a specific point that would make a tremendous difference to traffic reduction.”*

*“Putting a more extensive public transport network. Dedicated bus lanes would be great as once the main
arteries of the city are jammed everything is jammed.”*

5.3 Summary of policy suggestions

This section provides a non-exhaustive list of policy interventions that were suggested through the open responses to Question 12. These do not reflect the views of Arup, and will be further developed into a set of actionable recommendations in the Executive Summary report across all four areas.

- Reduce short-stay parking charges (including consideration of a much lower tariff for the first 30 minutes to 2 hours, e.g. 1–1.5 hours, to support “nip-in” visits and local trade)
- Introduce differentiated pricing / discounts for York residents and permit holders (including residents’ permits and Minster pass holders), with respondents noting a preference for simpler access to discounts
- Provide free or cheaper parking at specific times and for specific needs (e.g. Sundays, evenings/overnight, and situations such as medical appointments), reflecting affordability and accessibility concerns
- Improve public transport as an alternative to car trips (including cheaper fares, more direct/less circuitous routes, improved coverage to key destinations, higher frequency and reliability, and a more effective Park and Ride offer with sufficient capacity)
- Address parking displacement into residential streets and perceived imbalances between permit and non-permit spaces, to reduce inappropriate/unsafe parking and pressure on local streets
- Improve the accessibility of parking operations (e.g. clearer/up-to-date signage and consideration of barriers created by cashless-only payment systems for some users)
- Review wider network changes raised alongside parking charges (including concerns about road closures/through-routes and junction operation), where these were perceived to increase congestion and car mileage

Appendix A

The Groves Parking Charges (pre and post April 2025)

A.1 Monk Bar Car Park charges – January 2025

Open 24 hours. Charges apply from 8.00am to midnight. Charges apply every day including Sundays and Bank Holidays.

No maximum stay.

Length of stay	Pay and display	Minster Badge holder
Up to 1 hour	£3.10	£2.40
Up to 2 hours	£6.20	£4.80
Up to 3 hours	£9.30	£7.20
Up to 4 hours	£12.40	£9.60
Up to 5 hours	£15.50	£12.00
Over 5 hours	£20.00	£20.00
Evening parking - 6.00pm to 8.00am	£4.00	£1.00

A.2 Monk Bar Car Park charges– April 2025

Open 24 hours. Charges apply from 8.00am to midnight. Charges apply every day including Sundays and Bank Holidays.

No maximum stay.

Length of stay	Sunday to Thursday	Friday, Saturday and events	Minster Badge Holder Sunday to Thursday	Minster Badge Holder Friday, Saturday and events
Up to 1 hour	£4.85	£5.30	£3.70	£4.10
Up to 2 hours	£9.70	£10.60	£7.50	£8.20
Up to 3 hours	£11.20	£13.50	£8.60	£10.40
Up to 4 hours	£14.90	£17.50	£11.50	£13.50
Up to 5 hours	£18.60	£21.50	£14.30	£16.50
Over 5 hours	£22.50	£25.00	£17.30	£19.20
Evening parking - 6.00pm to 8.00am	£4.00	£4.80	£2.00	£2.00

A.3 Lord Mayor's Walk Car Park Charges January 2025

On-street parking charges:

Length of stay	Charges	Minster Badge Holder
Up to 1 hour	£3.10	£3.10
1 to 2 hours	£6.20	£6.20
2 to 3 hours	£9.30	£9.30
Evening parking	£4.00	£1.00

Parking for over 2 hours is only allowed after 3.00pm.

1 and 2 hour charges apply every day from 8.00am to 6.00pm, except for Priory Street where the charges on Sunday do not start until 1.00pm.

Evening charges apply to all the above streets from 6.00pm until midnight.

A.4 Lord Mayor's Walk Car Park Charges April 2025

On-street parking charges:

Length of stay	Sunday to Thursday	Friday, Saturday and events	Minster Badge Holder Sunday to Thursday	Minster Badge Holder Friday, Saturday and events
Up to 1 hour	£4.85	£5.30	£3.70	£4.10
1 to 2 hours	£9.70	£10.60	£7.50	£8.20
2 to 3 hours	£11.20	£13.50	£8.60	£10.40
Evening parking	£4.00	£4.80	£2.00	£2.40

Parking for over 2 hours is only allowed after 3.00pm.

1 and 2 hour charges apply every day from 8.00am to 6.00pm.

Evening charges apply to all the above streets from 6.00pm until 11.59pm.

A.5 Outer ResPark on-street parking charges January 2025

Parking location	Pay By Phone location code
Garden Street	808723
Huntington Road	808724
Lowther Street	808729
Park Grove	808732
Townend Street	808738

All the ResPark pay and display bays allow parking for 1 hour only.

The charges apply every day from 8.00am to 8.00pm apart from Lead Mill Lane where they do not apply on Sundays.

- 1 hour: £1.20

A.6 Outer ResPark on-street parking charges April 2025

Parking location	Pay By Phone location code
Garden Street	808723
Huntington Road	808724
Lowther Street	808729
Park Grove	808732
Townend Street	808738

Length of stay	Sunday to Thursday	Friday, Saturday and events	Minster Badge Holder Sunday to Thursday	Minster Badge Holder Friday, Saturday and events
Up to 1 hour	£4.85	£5.30	£3.70	£4.10
1 to 2 hours	£9.70	£10.60	£7.20	£8.20
2 to 3 hours	£11.20	£13.50	£8.60	£10.40
Evening parking	£4.00	£4.80	£2.00	£2.40

All the ResPark 'pay by phone' bays allow parking for 1 hour only.

The charges apply every day from 8.00am to 8.00pm. Parking on Lead Mill Lane is free on Sundays,

A.7 Outer ResPark on-street parking charges July 2025

Parking location	Pay By Phone location code
Garden Street	808723
Huntington Road	808724
Lowther Street	808729
Park Grove	808732
Townend Street	808738

Length of stay	Monday to Sunday	Minster Badge holder Monday to Sunday
Up to 1 hour	£3.00	£2.10

Appendix B

Right to Challenge Car Parking Price Consultation Survey

ARUP

**Right to Challenge Car
Parking Price Consultation –
Bishopthorpe Road, Micklegate,
The Groves and Heworth**

Right to Challenge Car Parking Price Consultation – Bishopthorpe Road, Micklegate, The Groves and Heworth

This consultation closes on Friday 27th February 2026

Arup is undertaking an independent review of car parking charges in four areas of the city.

Traders and residents in Bishopthorpe Road, Micklegate and The Groves have initiated a challenge to parking charges through The Right to Challenge Parking Policies Statutory Guidance under the Traffic Management Act 2004. Separately, traders in Heworth have raised a petition against the proposed increases in car parking charges. This follows the Council's decision to increase charges for the local, council owned, car parking. On completion of the review, the Council will publish the findings from independent review and details of when it will be considered. The outcome of the decision will be published via the council website.

Please return completed copies of your survey to one of the following locations:

- Dringhouses Library
56 Tadcaster Road, Dringhouses, York, YO24 1LR
- York Explore Library and Archive
Library Square, Museum Street, York, YO1 7DS
- Bishopthorpe Library
Main Street, Bishopthorpe, York, YO23 2RB
- Tang Hall Explore Café The Centre @
Burnholme, Mossdale Avenue, York YO31 0HA

Alternatively, you can return your survey by Freepost. Details of the Freepost option are included on page 5 of this document.

Why we want to hear from you

Your feedback will help ensure the independent review of car parking charges reflects the needs and concerns of local residents, traders and the wider community.

Privacy Notice

Full City of York Council Privacy Notice

Please read our full privacy notice:

www.york.gov.uk/privacy

This Privacy Notice was created or updated in December 2024.



What information are you collecting?

We are collecting your information, such as:

- your name
- your contact details
- protected characteristics such as disability, gender, ethnicity, age etc.
- your responses opinions and thoughts

Full City of York Council Privacy Notice

Where required, we will seek your consent to take photos, video or audio recordings. You can find out how we may use these at:

www.york.gov.uk/privacy/communications



How is my information being collected?

We get information directly from you when you take part. This may be through a survey, attending events or focus groups.

Completing the survey - online

When we use Citizen Space to process responses, you can find out how they use your information here:

Delib's CitizenSpace (digital citizen engagement platform). You can find out how they use information in the Delib Privacy Notice.



Completing the survey - paper forms

If you have completed a paper survey, once you complete and return it to us, we will transfer the information you have given us onto the council's secure network and then destroy the paper copy confidentially.

How will my comments help you?

We want to hear directly from people across the city about what needs to change and how we can work together to build a fairer York for everyone. We may use your information to create reports that are anonymised and cannot be linked back to you or other individuals.

This may include:

- statistical analysis
- statutory returns
- audit framework
- see how the council and its partners are supporting individuals
- help design better services
- inform funding decisions

How do I withdraw my consent if I change my mind?

We are using the information you give us in the survey with your consent. You can withdraw your consent at any time by contacting: communications@york.gov.uk

How long will you keep my information?

We will only keep your information for as long as it is needed then it will be securely and confidentially deleted or disposed of.

You can find more details about how long the council keeps records here:

www.york.gov.uk/CouncilRetentionSchedule

Your rights

To find out about your rights please see:

www.york.gov.uk/privacy



Contact us

If you have any questions about this privacy notice.

Want to exercise your rights.

Have a complaint about how your information has been used.

t: 01904 554145

e: information.governance@york.gov.uk


Or write to:

Data Protection Officer,
City of York Council,
West Offices, Station Rise,
York, YO1 6GA

Please tick the box to confirm you have read and understood the Privacy Notice and give your consent to your information being used as described within it.

Please note, if you do not give your consent then you are unable to continue.

Ways to complete and return your questionnaire

1	Complete the survey online	You can access the online questionnaire by using the QR code opposite or by typing the following link: https://ourbigconversation.york.gov.uk/business-intelligence/yorkcarparking/	
2	Scan and email	Complete, scan and email your response to: YorkCarParking@arup.com	
3	Visit us	Drop into any of the libraries listed on page 2 or West Offices where we can assist you to complete Online.	
4	Get help over the phone	Call customer Service on 01904 551550 and leave your number and we will call you back.	
5	Drop off	Hand in the completed form at any of the libraries listed above on page 2.	
6	Paid return envelope	Call our Customer Services team on 01904 551550 to request a freepost return envelope.	
7	Return by freepost	York Car Parking Consultation Freepost RTEG-TYYU-KLTZ (to be updated by CYC BI team) CYC, West Offices, Station Rise, York YO1 6GA	
8	Video Relay Service (BSL)	Use our BSL Video Relay Service, details are provided below.	

Alternative formats statement

If you require any reasonable adjustments or this document in another format (e.g. large print, braille, Audio, BSL or Easy Read) please:

Email us: cycaccessteam@york.gov.uk

Call us: 01904 551550 and customer services will pass your request onto the Access Team

Use our BSL Video Relay Service:
www.york.gov.uk/BSLInterpretingService
Select 'Switchboard'
from the menu.



Questions

**1. Which area are you answering the questions from?
Please select only ONE location**

Bishopthorpe Road	
Micklegate	
The Groves	
Heworth	

**2. Are you a business owner or manager in York?
(Select one)**

Yes	
No	

If you answered **YES**, please answer questions 3 – 5. If you answered **NO**, please continue to question 6.

Business Ownership and Parking in York

3. What type of business do you own or manage?

Retail		Food and beverage	
Entertainment and Recreation		Accommodation	
Financial Services		Health and Beauty	
Other:			

**4. What impact have you seen from the increased parking charges directly on your business? (Select one)
Please provide evidence of this impact, you can email us at
YorkCarParking@arup.com. Please include your response to this question in the email.**

More customers, greater spend		More customers, lower spend	
Fewer customers, greater spend		Fewer customers, lower spend	
No change		Don't know / unsure	
Other:			

5. Has the increase in parking charges impacted your ability to park at your business or take deliveries?

--

If you are a business owner, please proceed to Question 12.

6. Do you drive to and park at the location you selected, and how often do you make this journey?

Yes, more than once a week	
Yes, once a week	
Yes, once every two weeks	
Yes, once a month	
No, I use other forms of transport	

8. What type of parking space do you usually park in when visiting your selected area?

Within a car park – regular parking	
Within a car park - accessible parking (blue badge)	
Within a car park - parent and child parking	
Within a car park - resident permit parking	
Within a car park – electric vehicle parking	
Within a car park – motorcycle parking	
On the street – regular parking	
On the street – accessible parking (blue badge)	
On the street – parent and child parking	
On the street – resident permit parking	
On the street – electric vehicle parking	
On the street – motorcycle parking	
Private land	
Other:	

7. If you drive to your selected area, why do you travel by car instead of other modes e.g. public transport, walking? Select all that apply.

Necessity – unable to walk long distances / travel any other way	
Comfort	
No suitable alternative transport modes available	
Safety	
It forms part of a multi-purpose journey	
Practicality – transporting heavy goods	
I do not drive to my selected location	
Other:	

9. How has the increase in parking charges (April 2025) affected your parking habits in your selected area? Select all that apply.

I use car parks less frequently	
I use other modes of transport	
I park in different locations (e.g. residential streets)	
I use other / different private car parks	
I park for shorter amounts of time	
I have changed where I travel to (travel to a closer destination to my home)	
I have changed where I travel to (travel to a further destination from my home)	
I was not aware of the changes in parking charges	
I don't / can't drive	
No change	
Other:	

10. How far away from the area you selected are you willing to park in order to have cheaper or free parking?

Below 400m (under 5 minutes)	
400m (5 minutes)	
Below 800m (under 10 minutes)	
800m (10 minutes)	
Below 1200m (under 15 minutes)	
1200m (15 minutes)	
Over 15 minutes, please specify:	

11. What impact have you seen from the increased charges in terms of your visits to local businesses or services in your chosen area?

My visits have increased	
My visits have stayed the same	
My visits have decreased	
Not applicable	
Specific location(s)	
Other:	

All respondents please answer Question 12.

12. York's Local Transport Strategy envisages an accessible, affordable, sustainable, and resilient transport network that continues to actively improve health and support a thriving economy for decades to come. The strategy aims to discourage car use for journeys which could be made by sustainable modes and reduce the number of miles travelled on York's roads by at least 20% by 2030.

Thinking about the Strategy, what actions do you think the council could take in response to the challenge over car parking charge increases?

--

About you

All responses will be anonymised

On the next few pages we will ask some questions about you.

Any information you are happy to share will help us identify themes for the specific groups below which will assist us with any future support and policy planning and will not be used to identify you.

If you do not wish to complete this section, please return the completed form to us using any of the methods shown on page 3.

Would you like to complete the 'About You' section?

Yes		No	
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Your gender:

Yes		No	
Prefer not to say			

Is the gender you identify with the same as your sex registered at birth?

Male		Female	
Non-binary		Prefer not to say	

Is the gender you identify with the same as your sex registered at birth?

Bisexual		Gay or Lesbian	
Heterosexual / straight		Prefer not to say	
Other:			

Please select the appropriate box to describe your religion or belief:

Prefer not to say		Atheist	
Hindu		Christian	
Sikh		Muslim	
Buddhist		No Religion	
Jewish			
Other:			

Your age:

Under 16		16 to 24		60 to 64	
40 to 55		56 to 59		Prefer not to say	
65+		25 to 39			

What is your ethnic group?

Prefer not to say		Asian - Indian	
White – English / Welsh / Scottish / Northern Irish / British		Any other Asian background	
White – Irish		Asian – Bangladeshi	
White – Gypsy or Irish Traveller		Asian – Chinese	
White – Roma		Asian – Pakistani	
Any other White background		Black African	
Mixed – White & Black Caribbean		Black – Caribbean	
Mixed – White and Black African		Any other Black / Black British / African / Caribbean background	
Mixed – White and Asian		Other – Arab	
Any other Mixed / multiple ethnic background		Any other ethnic background	
Other:			

Do you consider yourself disabled?

Yes		No	
Prefer not to say			

Do you look after, or give any help or support to, anyone because they have long-term physical or mental health conditions or illnesses, or problems related to old age? (Excluding anything which is part of paid employment)

Yes		No	
Prefer not to say			

Do you have any experience of being in care?

Yes		No	
Prefer not to say			





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Annex D**Car parking Income and Expenditure**

The below show actual income and expenditure for 2025/26 and 2026/27 budget for Parking Services

	2025/26 Actual £'000	2026/27 Budget £'000
Parking Income		
Off Street	-10,522	-10,631
On-Street	-528	-559
Season Tickets	-592	-600
Penalty Charge Notices	-884	-889
Respark Permits	-1,156	-1,158
Other	-64	-54
Total Income	-13,746	-13,891
Parking Expenditure		
Car Park Operations	1,816	2,288
Parking Administration	1,738	1,753
Total Expenditure	3,554	4,041
Net Parking Income	-10,192	-9,850

Highways & Transport Income and Expenditure

The below show actual income and expenditure for 2025/26 and 2026/27 budget for Highways and Transport Services

	2025/26 Actual £'000	2026/27 Budget £'000
Transport		
Concessionary Fares	4,207	4,082
Transport Planning	1,216	1,362
West Yorkshire Transport Fund Levy	476	474
Subsidised Bus Services	458	881
Traffic Systems & Footstreet Ops	443	328
Road Safety	249	278
Transport Projects	322	278
Other Net Transport	-123	393
Total Transport	7,248	8,076
Highways		
Street Lighting	1,714	2,288
Asset Maintenance	1,475	1,753
Basic Maintenance	840	1,131
Winter Maintenance	609	726
Gully Emptying	378	291
Street Maintenance	222	228
Bridge Maintenance	4	141
Total Expenditure	5,242	6,558
*Borrowing costs for Highway and Transport Investment	5,314	5,845
Total Highway & Transport Revenue	17,804	20,479

*This is the accumulated cost of borrowing for Highways and Transport since 2011/12 which is when the council regularly started investing our own funds into Highways. The council uses an asset life of 40 years for borrowing on Highway Assets so a 2.5% Minimum Revenue Provision was applied with a notional 4% interest rate as an indicative cost – the budget for the expenditure is within Treasury Management.

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**Right to Challenge Car
Parking Price Consultation –
Bishopthorpe Road, Micklegate,
The Groves and Heworth**

Right to Challenge Car Parking Price Consultation – Bishopthorpe Road, Micklegate, The Groves and Heworth

This consultation closes on Friday 27th February 2026

Arup is undertaking an independent review of car parking charges in four areas of the city.

Traders and residents in Bishopthorpe Road, Micklegate and The Groves have initiated a challenge to parking charges through The Right to Challenge Parking Policies Statutory Guidance under the Traffic Management Act 2004. Separately, traders in Heworth have raised a petition against the proposed increases in car parking charges. This follows the Council's decision to increase charges for the local, council owned, car parking. On completion of the review, the Council will publish the findings from independent review and details of when it will be considered. The outcome of the decision will be published via the council website.

Please return completed copies of your survey to one of the following locations:

- Dringhouses Library
56 Tadcaster Road, Dringhouses, York, YO24 1LR
- York Explore Library and Archive
Library Square, Museum Street, York, YO1 7DS
- Bishopthorpe Library
Main Street, Bishopthorpe, York, YO23 2RB
- Tang Hall Explore Café The Centre @
Burnholme, Mossdale Avenue, York YO31 0HA

Alternatively, you can return your survey by Freepost. Details of the Freepost option are included on page 5 of this document.

Why we want to hear from you

Your feedback will help ensure the independent review of car parking charges reflects the needs and concerns of local residents, traders and the wider community.

Privacy Notice

Full City of York Council Privacy Notice

Please read our full privacy notice:

www.york.gov.uk/privacy

This Privacy Notice was created or updated in December 2024.



What information are you collecting?

We are collecting your information, such as:

- your name
- your contact details
- protected characteristics such as disability, gender, ethnicity, age etc.
- your responses opinions and thoughts

Full City of York Council Privacy Notice

Where required, we will seek your consent to take photos, video or audio recordings. You can find out how we may use these at:

www.york.gov.uk/privacy/communications



How is my information being collected?

We get information directly from you when you take part. This may be through a survey, attending events or focus groups.

Completing the survey - online

When we use Citizen Space to process responses, you can find out how they use your information here:

Delib's CitizenSpace (digital citizen engagement platform). You can find out how they use information in the Delib Privacy Notice.



Completing the survey - paper forms

If you have completed a paper survey, once you complete and return it to us, we will transfer the information you have given us onto the council's secure network and then destroy the paper copy confidentially.

How will my comments help you?

We want to hear directly from people across the city about what needs to change and how we can work together to build a fairer York for everyone. We may use your information to create reports that are anonymised and cannot be linked back to you or other individuals.

This may include:

- statistical analysis
- statutory returns
- audit framework
- see how the council and its partners are supporting individuals
- help design better services
- inform funding decisions

How do I withdraw my consent if I change my mind?

We are using the information you give us in the survey with your consent. You can withdraw your consent at any time by contacting: communications@york.gov.uk

How long will you keep my information?

We will only keep your information for as long as it is needed then it will be securely and confidentially deleted or disposed of.

You can find more details about how long the council keeps records here:

www.york.gov.uk/CouncilRetentionSchedule

Your rights

To find out about your rights please see:

www.york.gov.uk/privacy



Contact us

If you have any questions about this privacy notice.

Want to exercise your rights.

Have a complaint about how your information has been used.

t: 01904 554145

e: information.governance@york.gov.uk


Or write to:

Data Protection Officer,
City of York Council,
West Offices, Station Rise,
York, YO1 6GA

Please tick the box to confirm you have read and understood the Privacy Notice and give your consent to your information being used as described within it.

Please note, if you do not give your consent then you are unable to continue.

Ways to complete and return your questionnaire

1	Complete the survey online	You can access the online questionnaire by using the QR code opposite or by typing the following link: https://ourbigconversation.york.gov.uk/business-intelligence/yorkcarparking/	
2	Scan and email	Complete, scan and email your response to: YorkCarParking@arup.com	
3	Visit us	Drop into any of the libraries listed on page 2 or West Offices where we can assist you to complete Online.	
4	Get help over the phone	Call customer Service on 01904 551550 and leave your number and we will call you back.	
5	Drop off	Hand in the completed form at any of the libraries listed above on page 2.	
6	Paid return envelope	Call our Customer Services team on 01904 551550 to request a freepost return envelope.	
7	Return by freepost	York Car Parking Consultation Freepost RTEG-TYYU-KLTZ (to be updated by CYC BI team) CYC, West Offices, Station Rise, York YO1 6GA	
8	Video Relay Service (BSL)	Use our BSL Video Relay Service, details are provided below.	

Alternative formats statement

If you require any reasonable adjustments or this document in another format (e.g. large print, braille, Audio, BSL or Easy Read) please:

Email us: cycaccessteam@york.gov.uk

Call us: 01904 551550 and customer services will pass your request onto the Access Team

Use our BSL Video Relay Service:
www.york.gov.uk/BSLInterpretingService
Select 'Switchboard'
from the menu.



Questions

**1. Which area are you answering the questions from?
Please select only ONE location**

Bishopthorpe Road	
Micklegate	
The Groves	
Heworth	

**2. Are you a business owner or manager in York?
(Select one)**

Yes	
No	

If you answered **YES**, please answer questions 3 – 5. If you answered **NO**, please continue to question 6.

Business Ownership and Parking in York

3. What type of business do you own or manage?

Retail		Food and beverage	
Entertainment and Recreation		Accommodation	
Financial Services		Health and Beauty	
Other:			

**4. What impact have you seen from the increased parking charges directly on your business? (Select one)
Please provide evidence of this impact, you can email us at
YorkCarParking@arup.com. Please include your response to this question in the email.**

More customers, greater spend		More customers, lower spend	
Fewer customers, greater spend		Fewer customers, lower spend	
No change		Don't know / unsure	
Other:			

5. Has the increase in parking charges impacted your ability to park at your business or take deliveries?

--

If you are a business owner, please proceed to Question 12.

6. Do you drive to and park at the location you selected, and how often do you make this journey?

Yes, more than once a week	
Yes, once a week	
Yes, once every two weeks	
Yes, once a month	
No, I use other forms of transport	

8. What type of parking space do you usually park in when visiting your selected area?

Within a car park – regular parking	
Within a car park - accessible parking (blue badge)	
Within a car park - parent and child parking	
Within a car park - resident permit parking	
Within a car park – electric vehicle parking	
Within a car park – motorcycle parking	
On the street – regular parking	
On the street – accessible parking (blue badge)	
On the street – parent and child parking	
On the street – resident permit parking	
On the street – electric vehicle parking	
On the street – motorcycle parking	
Private land	
Other:	

7. If you drive to your selected area, why do you travel by car instead of other modes e.g. public transport, walking? Select all that apply.

Necessity – unable to walk long distances / travel any other way	
Comfort	
No suitable alternative transport modes available	
Safety	
It forms part of a multi-purpose journey	
Practicality – transporting heavy goods	
I do not drive to my selected location	
Other:	

9. How has the increase in parking charges (April 2025) affected your parking habits in your selected area? Select all that apply.

I use car parks less frequently	
I use other modes of transport	
I park in different locations (e.g. residential streets)	
I use other / different private car parks	
I park for shorter amounts of time	
I have changed where I travel to (travel to a closer destination to my home)	
I have changed where I travel to (travel to a further destination from my home)	
I was not aware of the changes in parking charges	
I don't / can't drive	
No change	
Other:	

10. How far away from the area you selected are you willing to park in order to have cheaper or free parking?

Below 400m (under 5 minutes)	
400m (5 minutes)	
Below 800m (under 10 minutes)	
800m (10 minutes)	
Below 1200m (under 15 minutes)	
1200m (15 minutes)	
Over 15 minutes, please specify:	

11. What impact have you seen from the increased charges in terms of your visits to local businesses or services in your chosen area?

My visits have increased	
My visits have stayed the same	
My visits have decreased	
Not applicable	
Specific location(s)	
Other:	

All respondents please answer Question 12.

12. York's Local Transport Strategy envisages an accessible, affordable, sustainable, and resilient transport network that continues to actively improve health and support a thriving economy for decades to come. The strategy aims to discourage car use for journeys which could be made by sustainable modes and reduce the number of miles travelled on York's roads by at least 20% by 2030.

Thinking about the Strategy, what actions do you think the council could take in response to the challenge over car parking charge increases?

--

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Any information you are happy to share will help us identify themes for the specific groups below which will assist us with any future support and policy planning and will not be used to identify you.

If you do not wish to complete this section, please return the completed form to us using any of the methods shown on page 3.

Would you like to complete the 'About You' section?

Yes		No	
-----	--	----	--

Your gender:

Yes		No	
Prefer not to say			

Is the gender you identify with the same as your sex registered at birth?

Male		Female	
Non-binary		Prefer not to say	

Is the gender you identify with the same as your sex registered at birth?

Bisexual		Gay or Lesbian	
Heterosexual / straight		Prefer not to say	
Other:			

Please select the appropriate box to describe your religion or belief:

Prefer not to say		Atheist	
Hindu		Christian	
Sikh		Muslim	
Buddhist		No Religion	
Jewish			
Other:			

Your age:

Under 16		16 to 24		60 to 64	
40 to 55		56 to 59		Prefer not to say	
65+		25 to 39			

What is your ethnic group?

Prefer not to say		Asian - Indian	
White – English / Welsh / Scottish / Northern Irish / British		Any other Asian background	
White – Irish		Asian – Bangladeshi	
White – Gypsy or Irish Traveller		Asian – Chinese	
White – Roma		Asian – Pakistani	
Any other White background		Black African	
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Mixed – White and Black African		Any other Black / Black British / African / Caribbean background	
Mixed – White and Asian		Other – Arab	
Any other Mixed / multiple ethnic background		Any other ethnic background	
Other:			

Do you consider yourself disabled?

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Prefer not to say			

Do you look after, or give any help or support to, anyone because they have long-term physical or mental health conditions or illnesses, or problems related to old age? (Excluding anything which is part of paid employment)

Yes		No	
Prefer not to say			

Do you have any experience of being in care?

Yes		No	
Prefer not to say			





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Meeting:	Place Scrutiny
Meeting date:	16/06/2026
Report of:	Dave Atkinson, Director of Environmental and Regulatory Services
Portfolio of:	Cllr Kent, Executive Member for Environment and Climate Change

Decision Report: Recycling Review Consultation Analysis

Subject of Report

1. Following Executives approval in March 2026 to undertake public engagement with residents on a recycling review, this report outlines the results and feedback from the consultation that was live between 23rd March to 1st May 2026.
2. Officers are keen to hear committee's views and feedback on the proposed move from recycling boxes to bins following consultation and survey.

Background

3. In March 2026, Executive approved a consultation with residents of York to seek feedback on a proposal to move kerbside domestic recycling collections from boxes to bins for circa 67,000 properties.
4. The rationale and detail for this proposal can be found in the background and supporting papers.

Consultation

5. Between 23rd March 2026 to 1st May 2026 there was a survey for residents to complete and submit to the Council to express their views and highlight any benefits or challenges residents may view as a barrier to replacing recycling boxes with bins. There were

online and offline options to complete the survey and detail can be found in Annex A, B, and C.

6. During this period, in person drop-in sessions were held to answer any queries or questions. There is a summary of these drop-in sessions in Annex E.
7. We also received various views from residents directly via email that was tracked, this is summarised in Annex D.
8. As part of the consultation, those residents who receive an assisted waste and recycling collections, were written to by the service informing them of the consultation, the drop-in sessions and given reassurance that there would be no change to their assisted collections service should containers change from boxes to bins.

Council Plan

9. Affordability:

- a) Kerbside collection costs are funded by council tax contributions and therefore there will be no increase in collection costs to residents.
- b) Currently recycling boxes are free to residents with no limit on the number of boxes required. Currently on average households have 3 recycling boxes. Replacement wheeled bins will be chargeable to residents if lost or damaged, unless this occurs through fault by the Council.

10. Environment:

- a) The move to recycling bins would increase recycling capacity increasing the opportunity to recycle, and reducing the need to make journeys to the HWRC for extra items.
- b) Simpler recycling reforms in March 2027 require the Council to collect soft film and plastics from the kerbside. Bins with fixed lids will contain new and existing materials better, reducing litter on the streets.

11. Equalities and Human Rights:

- a) Kerbside recycling collections are a universal service and therefore all domestic properties will continue to receive kerbside recycling collections.
- b) It may not be possible for some domestic properties to store additional bins and they may have to remain on box collections. These properties will not be included in any first phase of this proposal. Where possible, recycling bins will be offered to those who want them.

12. Health:

- a) The introduction of recycling bins has many benefits including increased capacity per household, which contributes to a sustainable environment.
- b) Recycling bins have musculoskeletal benefits for residents and operational staff with no crouching, bending, lifting or carrying required.

Recommendation and Reasons

- 13. Committee is recommended to consider the consultation feedback and provide feedback to officers to help inform a consideration to move recycling boxes to bins for properties in scope of the proposal.
- 14. Consider the incoming legislation changes to ensure York and the Council meets Simpler Recycling reforms by making kerbside recycling easier and safer for residents and Council employees in the most efficient way possible.

Consultation Analysis

- 15. The consultation received over 13000 responses. This is a positive response in terms of numbers, and demonstrates residents feel strongly about how their waste and recycling collections take place. Annex A shows the responses per ward.
- 16. Majority of the responses were from semi-detached and detached properties with this house type amounting to over 80% of the responses. Annex B provides further detail of house type response and ward detail.

17. Annex C shows the main questions and responses from the survey and as expected demonstrated that most properties use 3 recycling boxes.
18. In terms of current recycling capacity for properties, the highest two responses showed that residents use additional containers if they do not have space for materials or they store them until the next collection. Annex C supports this.
19. Residents felt that the main barriers to the current kerbside recycling collections were litter created on the streets and not enough capacity to recycle all items that households can recycle.
20. The majority of responses felt a move to recycling bins would make recycling easier to recycle.
21. Almost 39% of responses show the main barrier to supporting a switch to bins was lack of storage space although 55% felt there was no barrier.
22. Annex D shows the email communication the service received during the consultation. This is again broken down by house type and varies in feedback. Annex E is drop-in feedback captured.
23. Annex D and E shares feedback in detail but consistently showed common themes:
 - a) Space and storage concerns
 - b) Options for smaller bin sizes
 - c) Cost of the investment
 - d) Obstruction and enforcement concerns during collection and just after collection days
24. Officers answered all queries and questions openly and transparently. This was well received and welcomed by residents

and shared mixed outcomes and views, although demonstrated positive engagement and a good example of consultation.

25. Some properties were not eligible to complete the survey due to not being in scope of any changes to recycling collections at this stage. These properties were made up of flats/maisonettes and the properties in scope of the recent Bags to Bins project during 2025/26.

Options Analysis and Evidential Basis

26. As part of the drop-in session's officers demonstrated the size of the bins being proposed, 240l. These were shown against the size of current 180l refuse bins and 3 stacked current recycling bins.
27. Many of the barriers and concerns raised were around the storage of the bins and the differing needs for larger capacity containers due to the amount of waste and recycling created by residents with single occupiers especially expressing concern that they had no need for larger containers. There is no one size fits all.
28. There was acceptance from properties with storage challenges that this was a positive move and understanding of the rationale of the proposal but some residents felt that there should be options for smaller bins based on both storage challenges and the fact that some households create much less recycling than others.
29. To increase recycling and change behaviour, the ideal is to provide more capacity for the recycling than the residual (black bin) household waste. However, through the consultation and engagement it was noted that for some properties of single occupancy or smaller household numbers, the amount of waste and recycling generated was smaller and many households only use two boxes under the current system.
30. St Nicks currently have capacity to increase the collection service they currently provide for the Council in the city centre, with scope to widen their current scope of work and travel. Officers continue to explore this with St Nicks.

31. Although some concerns were raised around fire risk, officers feel there is no substantial evidence to suggest storing recyclable materials for longer, none of which are self-combustible would present or increase fire risk, and it would be difficult to account for a minority of anti-social behaviour. CYC wheelie bins are industry standard and are designed to collapse inwards should something inside be set alight.
32. The cost of the investment is based on an invest to save model and capital spend would be paid back through a reduction in revenue. The estimated capital investment would be circa £2.8m including manufacturing and delivery, with anticipated revenue reductions of £310k per year.
33. Officers are keen to hear committee views in particular on the following:
 - a) Should the Council offer smaller capacity recycling bins for those properties with storage challenges, and should this be 180l or 140l per bin. There would still be a requirement for each property to have a twin bin system as outlined in a previous report; one container for paper/card and one container for tins/plastic/glass.
 - b) Should the service look to work with St Nicks and where possible, expand their recycling collection service for those properties with storage challenges. This would mean any properties potentially collected by St Nicks would remain on box collections but continue to separate materials in a twin stream method.

Organisational Impact and Implications

34. Below are the relevant implications:
 - **Financial:** The cost of consultation was met from waste budgets. Depending on the outcome of the consultation, the costs of changing collection arrangements will need to be fully modelled, taking into account the capital cost of new bins, the impact on the number and staffing arrangements on rounds and impact on level of recyclates and income levels will all need to be considered in a full business case taken

forward to a future Executive report. Any new borrowing will need Full Council Approval.

- **Environment and Climate action:** Waste management accounts for the emission of 21,000 tonnes of carbon dioxide equivalent (CO₂e) in York (3% of total emissions). There is a need to increase reuse, repair and recycling rates, which is acknowledged in Objective 4.2 of the York Climate Change Strategy. The proposals in the review have the potential to contribute to that objective with improved messaging for residents and a simplified collection process.

Changes to recycling rates should be monitored as a result of any new processes being introduced.

- **Communications:** Any service change will require significant ongoing communications and engagement support. This is a universal service affecting all residents. We know from the response rate to the survey that this issue is of high priority for residents across the city. The survey responses indicate the customer issues around which this communications and engagement support needs to be focused, in order to support the successful roll-out of any change.

Wards Impacted

35. All wards in scope.

Contact details

For further information please contact the authors of this Place Scrutiny Report.

Author

Name:	Ian Hault
Job Title:	Head of Environmental Services
Service Area:	Environmental Services – Waste
Telephone:	ian.hault@york.gov.uk
Report approved:	Yes/No
Date:	08/06/2026

Co-author

Name:	Dave Atkinson
Job Title:	Director of Environmental and Regulatory Services
Service Area:	Environmental Services – Waste
Telephone:	Dave.atkinson@york.gov.uk
Report approved:	Yes/No
Date:	08/06/2026

Background papers

March 2026 Executive -

<https://democracy.york.gov.uk/ieDecisionDetails.aspx?ID=7653>

Annexes

Annex A - Participation by ward

Annex B - Types of households by ward

Annex C - Survey responses

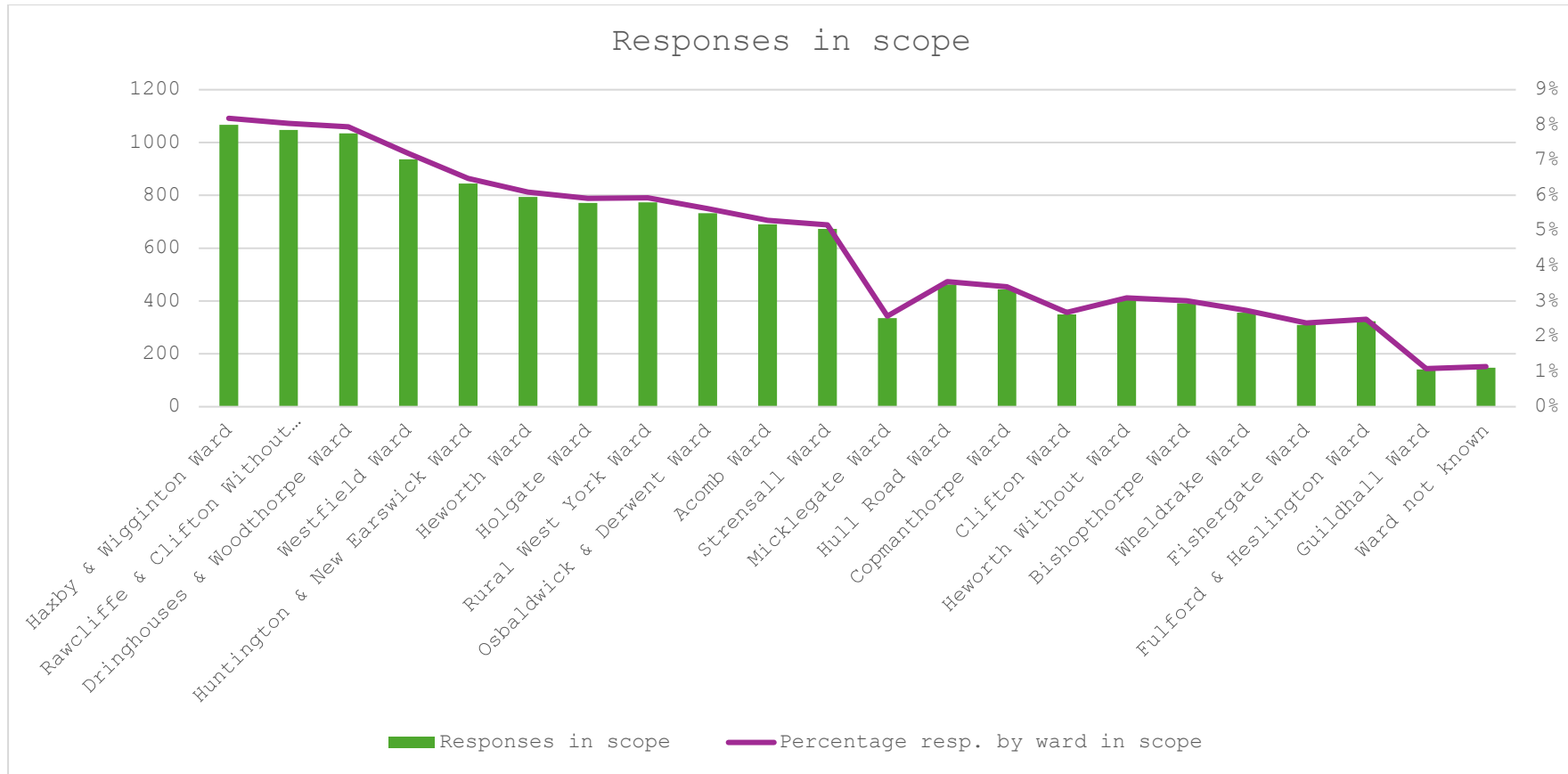
Annex D - Email communication analysis

Annex E - Drop-in sessions summary

Annex A – Participation by ward

Ward	Responses	Percentage resp. by ward	B2B	Responses in scope	Percentage resp. by ward in scope
Haxby & Wigginton Ward	1067	8%		1067	8%
Rawcliffe & Clifton Without Ward	1048	8%		1048	8%
Dringhouses & Woodthorpe Ward	1035	8%		1035	8%
Westfield Ward	937	7%		937	7%
Huntington & New Earswick Ward	845	6%		845	6%
Heworth Ward	802	6%	8	794	6%
Holgate Ward	796	6%	25	771	6%
Rural West York Ward	773	6%		773	6%
Osbalwick & Derwent Ward	733	5%		733	6%
Acomb Ward	690	5%		690	5%
Strensall Ward	673	5%		673	5%
Micklegate Ward	487	4%	152	335	3%
Hull Road Ward	467	3%	4	463	4%
Copmanthorpe Ward	444	3%		444	3%
Clifton Ward	409	3%	60	349	3%
Heworth Without Ward	403	3%		403	3%
Bishopthorpe Ward	392	3%		392	3%
Wheldrake Ward	356	3%		356	3%
Fishergate Ward	351	3%	41	310	2%
Fulford & Heslington Ward	324	2%		324	2%
Guildhall Ward	184	1%	43	141	1%
Ward not known	148	1%		148	1%
Grand Total	13364		333	13031	

Table 1 – All responses by ward

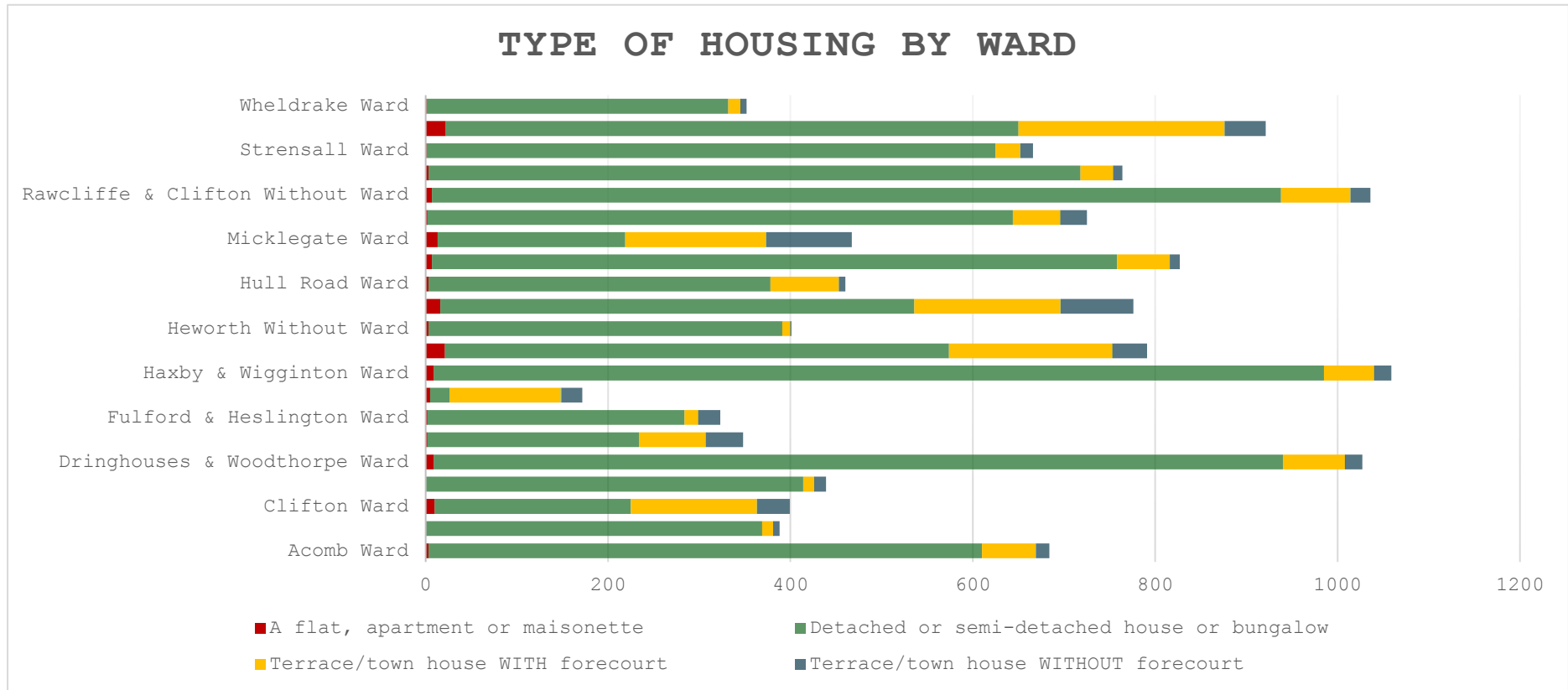


Graph 1 – Responses by ward excluding ‘Bags to Bins’ areas

Annex B – Types of households by ward

Ward	A flat, apartment or maisonette		Detached or semi-detached house or bungalow		Terrace/town house WITH forecourt		Terrace/town house WITHOUT forecourt		Total
Acomb Ward	3	0.44%	607	88.74%	59	8.63%	15	2.19%	684
Bishopthorpe Ward	0	0.00%	369	95.10%	12	3.09%	7	1.80%	388
Clifton Ward	10	2.51%	215	53.88%	138	34.59%	36	9.02%	399
Copmanthorpe Ward	0	0.00%	414	94.31%	12	2.73%	13	2.96%	439
Dringhouses & Woodthorpe Ward	9	0.88%	931	90.65%	68	6.62%	19	1.85%	1027
Fishergate Ward	2	0.57%	232	66.67%	73	20.98%	41	11.78%	348
Fulford & Heslington Ward	2	0.62%	282	87.31%	15	4.64%	24	7.43%	323
Guildhall Ward	5	2.92%	21	12.28%	122	71.35%	23	13.45%	171
Haxby & Wigginton Ward	9	0.85%	976	92.16%	55	5.19%	19	1.79%	1059
Heworth Ward	21	2.65%	553	69.91%	179	22.63%	38	4.80%	791
Heworth Without Ward	3	0.75%	388	96.76%	9	2.24%	1	0.25%	401
Holgate Ward	16	2.06%	520	67.01%	160	20.62%	80	10.31%	776
Hull Road Ward	3	0.65%	375	81.52%	75	16.30%	7	1.52%	460
Huntington & New Earswick Ward	7	0.85%	751	90.81%	58	7.01%	11	1.33%	827
Micklegate Ward	13	2.78%	206	44.11%	154	32.98%	94	20.13%	467
Osbalwick & Derwent Ward	2	0.28%	642	88.55%	52	7.17%	29	4.00%	725
Rawcliffe & Clifton Without Ward	7	0.68%	931	89.86%	76	7.34%	22	2.12%	1036
Rural West York Ward	3	0.39%	715	93.59%	36	4.71%	10	1.31%	764
Strensall Ward	1	0.15%	624	93.69%	27	4.05%	14	2.10%	666
Westfield Ward	22	2.39%	628	68.19%	226	24.54%	45	4.89%	921
Wheldrake Ward	1	0.28%	331	94.03%	13	3.69%	7	1.99%	352

Table 2 – Ward responses by housing type

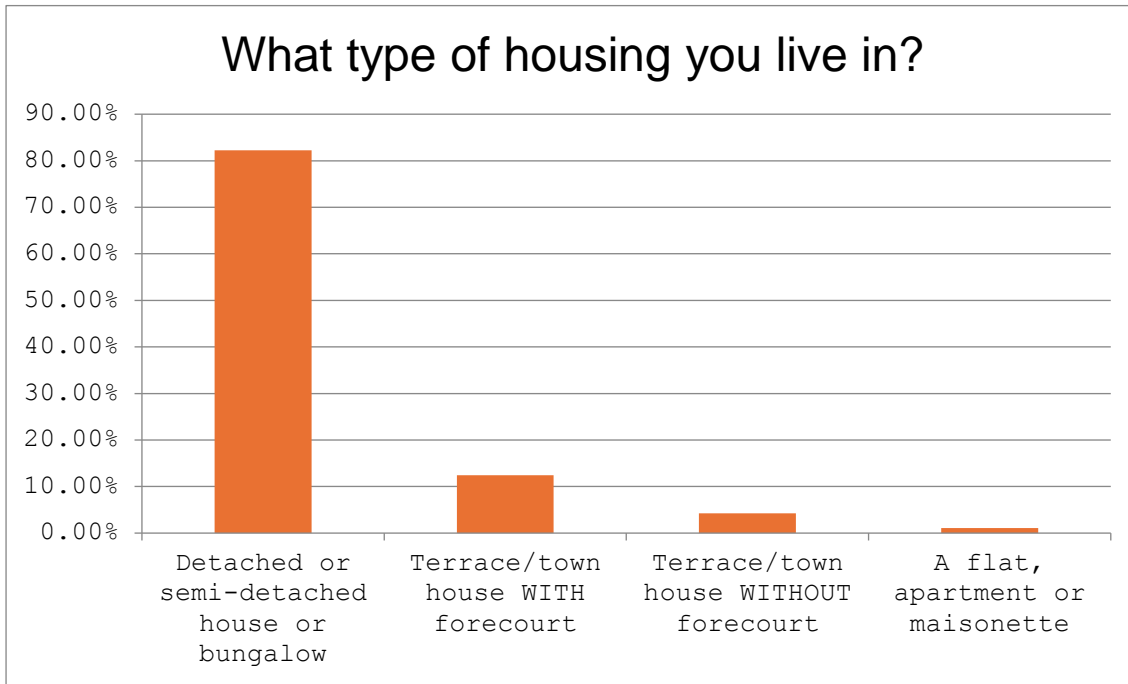


Graph 2 – Ward responses by housing type

Answer Choices	Responses	
Detached or semi-detached house or bungalow	82.25%	10829
Terrace/town house WITH forecourt	12.43%	1636
Terrace/town house WITHOUT forecourt	4.25%	560
A flat, apartment or maisonette	1.07%	141

Answered 13166

Table 3 – Total responses by housing type

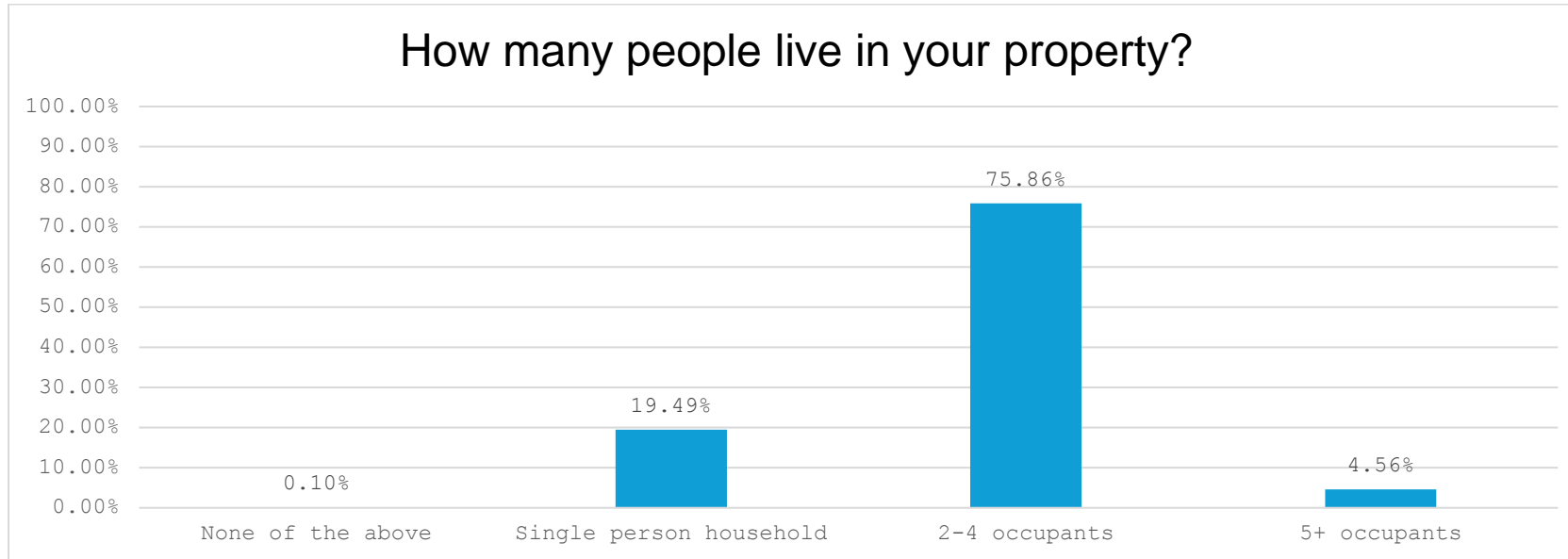


Graph 3 – Total responses by housing type

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Annex C – Survey responses

Question 2



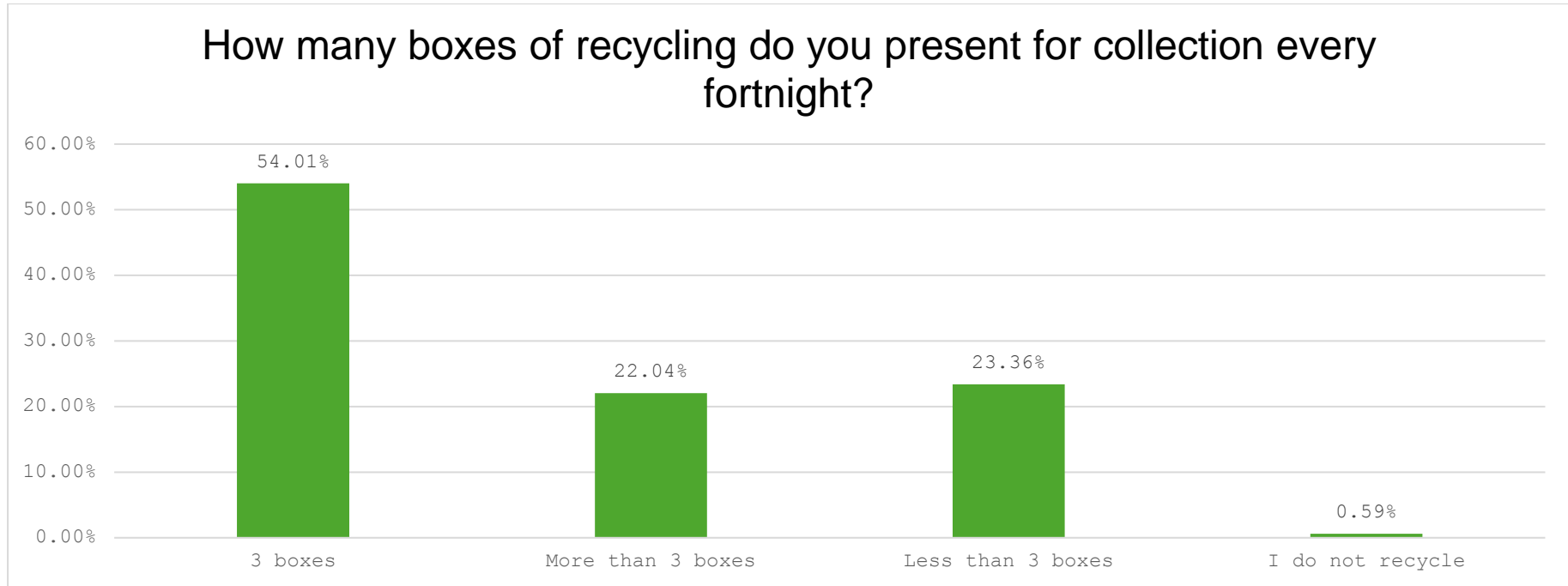
Graph 4 – How many people live in the property

Answer Choices	Responses	
None of the above	0.10%	13
Single person household	19.49%	2604
2-4 occupants	75.86%	10138
5+ occupants	4.56%	609

Answered 13364

Table 4 - How many people live in the property.

Question 6

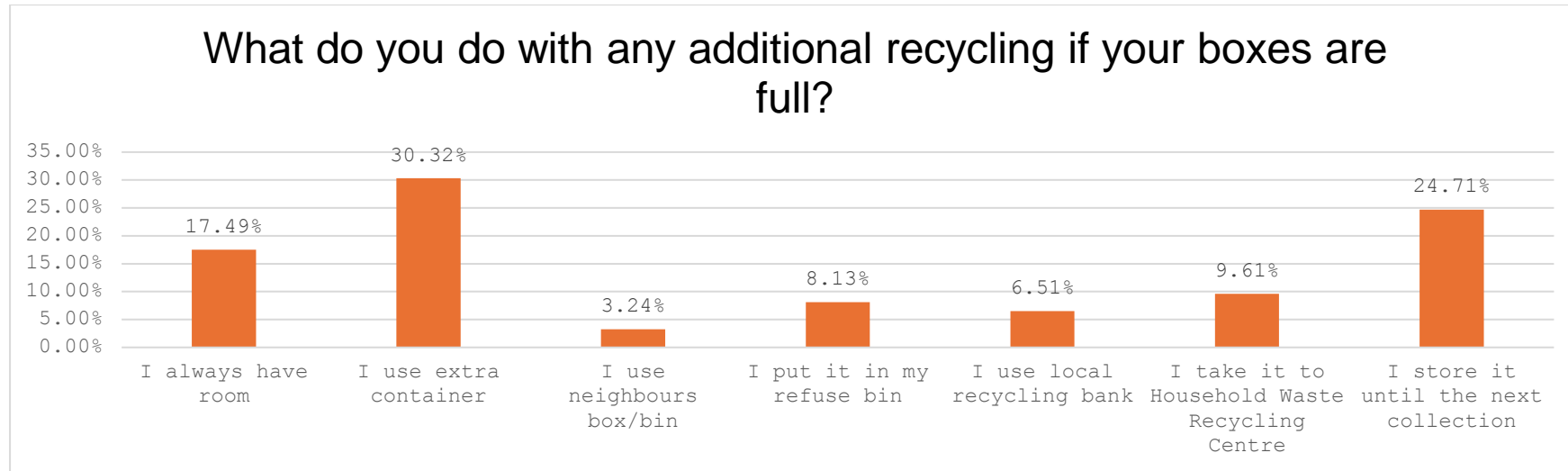


Graph 5 - How many boxes of recycling do you present for collection every fortnight?

Answer Choices	Responses	
3 boxes	54.01%	7011
More than 3 boxes	22.04%	2861
Less than 3 boxes	23.36%	3032
I do not recycle	0.59%	76
	Answered	12980

Table 5 - How many boxes of recycling do you present for collection every fortnight?

Question 7



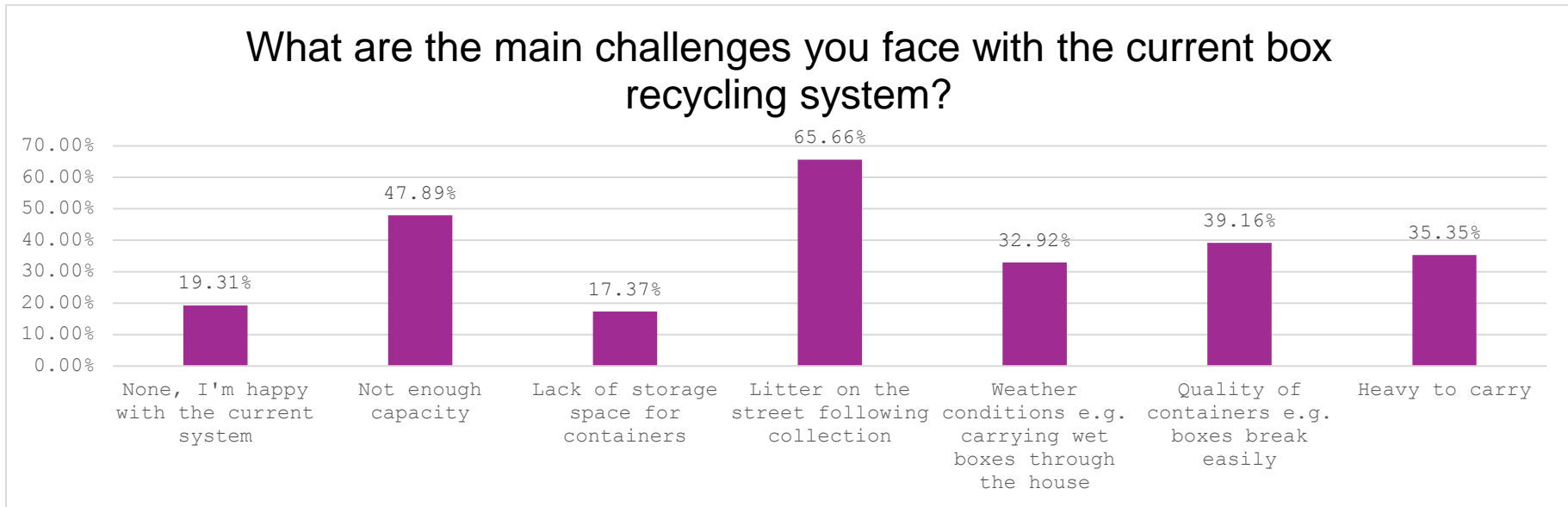
Graph 6 - What do you do with any additional recycling if your boxes are full?

Answer Choices	Responses	
I always have room	17.49%	1726
I use extra container	30.32%	2992
I use neighbours box/bin	3.24%	320
I put it in my refuse bin	8.13%	802
I use local recycling bank	6.51%	642
I take it to Household Waste Recycling Centre	9.61%	948
I store it until the next collection	24.71%	2439

Answered 9869

Table 6 - What do you do with any additional recycling if your boxes are full?

Question 8

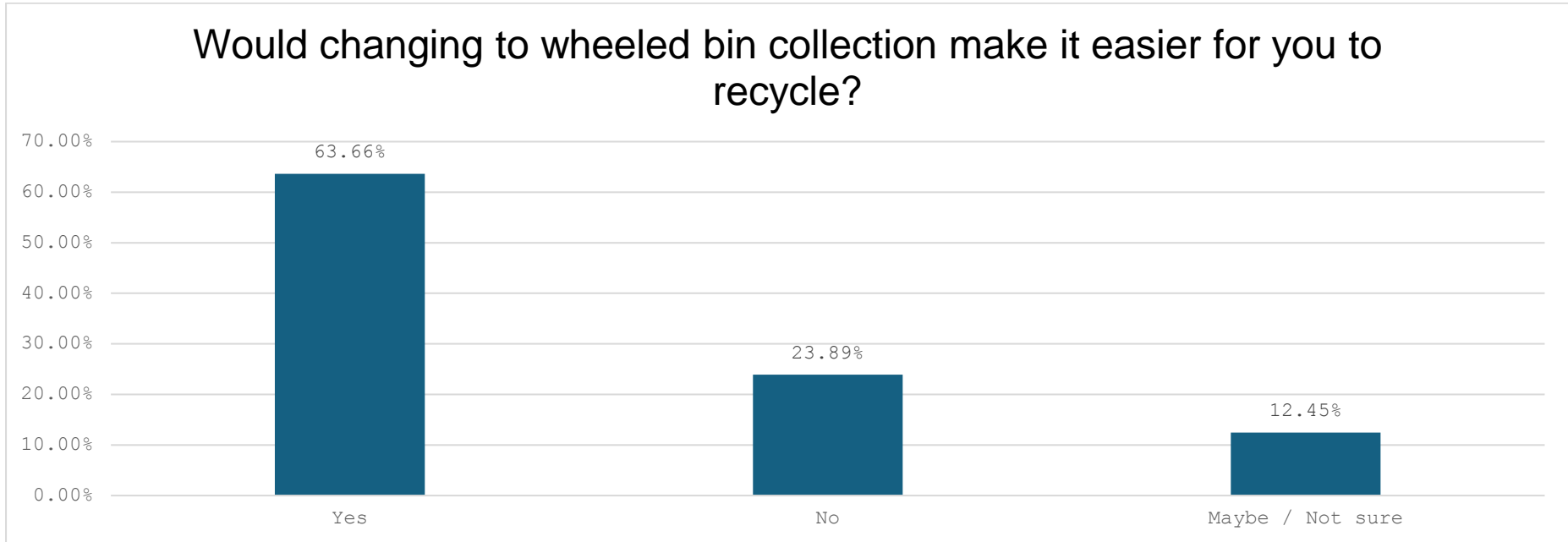


Graph 7 - What are the main challenges you face with the current box recycling system?

Answer Choices	Responses	
None, I'm happy with the current system	19.31%	2485
Not enough capacity	47.89%	6164
Lack of storage space for containers	17.37%	2236
Litter on the street following collection	65.66%	8450
Weather conditions e.g. carrying wet boxes through the house	32.92%	4237
Quality of containers e.g. boxes break easily	39.16%	5040
Heavy to carry	35.35%	4549
	Answered	12870

Table 7 - What are the main challenges you face with the current box recycling system?

Question 11

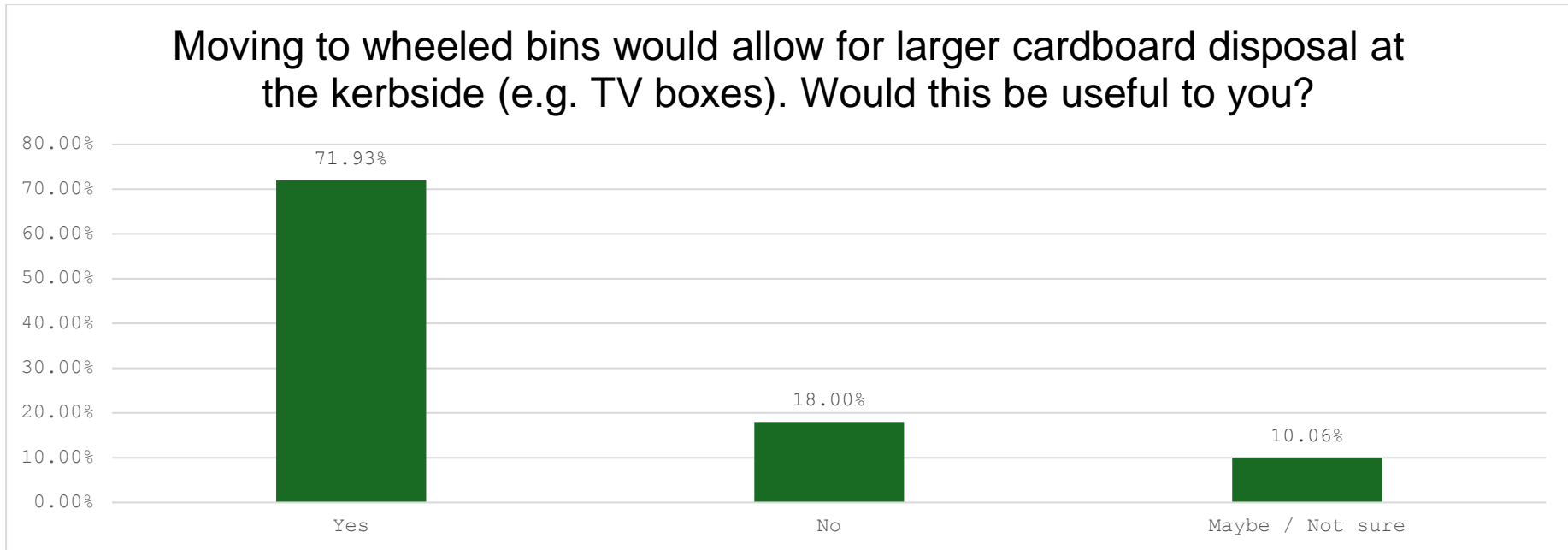


Graph 8 - Would changing to wheeled bin collection make it easier for you to recycle?

Answer Choices	Responses	
Yes	63.66%	8200
No	23.89%	3077
Maybe / Not sure	12.45%	1603
	Answered	12880

Table 8 - Would changing to wheeled bin collection make it easier for you to recycle?

Question 12

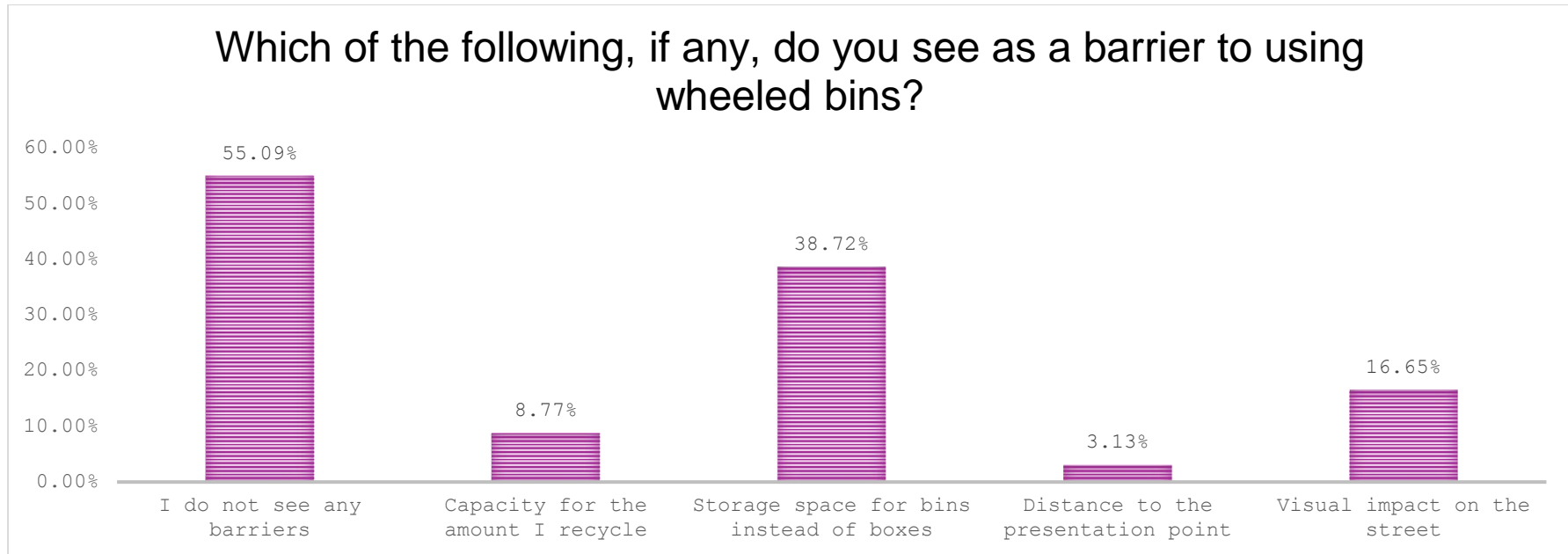


Graph 9 - Moving to wheeled bins would allow for larger cardboard disposal at the kerbside (e.g. TV boxes). Would this be useful to you?

Answer Choices	Responses	
Yes	71.93%	9265
No	18.00%	2319
Maybe / Not sure	10.06%	1296
	Answered	12880

Table 9 - Moving to wheeled bins would allow for larger cardboard disposal at the kerbside (e.g. TV boxes). Would this be useful to you?

Question 13



Graph 10 - Which of the following, if any, do you see as a barrier to using wheeled bins?

Answer Choices	Responses	
I do not see any barriers	55.09%	7096
Capacity for the amount I recycle	8.77%	1129
Storage space for bins instead of boxes	38.72%	4987
Distance to the presentation point	3.13%	403
Visual impact on the street	16.65%	2145
	Answered	12880

Table 10 - Which of the following, if any, do you see as a barrier to using wheeled bins?

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Annex D - Email communication analysis

Property type	Overall sentiment	Main concerns raised	Typical questions / requests	Key risks identified
Terraced – no front storage space	Predominantly negative	<ul style="list-style-type: none"> • No storage space for 2 additional bins • Bins left permanently in alleys • Fire risk and arson concerns • Obstruction of escape routes and pavements • Visual clutter 	<ul style="list-style-type: none"> • Can boxes be retained? • Can smaller bins be offered? • Are communal or shared hubs possible? • How will fire risks be managed? 	<ul style="list-style-type: none"> • Fire hazard in alleys • Enforcement challenges • Reduced participation in recycling • Increased street clutter
Terraced – with forecourt or front garden	Mostly negative to mixed	<ul style="list-style-type: none"> • Limited space despite forecourt • Difficulty moving multiple bins • Noise (glass) • Hygiene and contamination 	<ul style="list-style-type: none"> • Option for smaller bins? • Can boxes remain alongside bins? • Help for older residents? 	<ul style="list-style-type: none"> • Obstruction on collection days • Increased contamination • Accessibility issues
Semi-detached houses	Mixed	<ul style="list-style-type: none"> • Bins too large for low recyclers • Storage space still limited for some • Bins blocking driveways/pavements 	<ul style="list-style-type: none"> • Choice of bin size? • Can low-waste households opt out? • What happens if a collection is missed? 	<ul style="list-style-type: none"> • Under-used capacity • Resident dissatisfaction rather than operational failure
Detached houses	Generally neutral to supportive	<ul style="list-style-type: none"> • Capacity vs frequency confusion • Aesthetics of large bins • Missed collections 	<ul style="list-style-type: none"> • Could larger bins be offered for large households? • Why not food waste? 	<ul style="list-style-type: none"> • Lower risk overall • Risk mainly reputational if concerns ignored

Assisted collection households	Cautious to negative	<ul style="list-style-type: none"> • Difficulty manoeuvring bins • Fear of changed collection points • Do not generate enough recycling to justify bins 	<ul style="list-style-type: none"> • Will assisted collections remain unchanged? • Can smaller containers be used? 	<ul style="list-style-type: none"> • Reduced independence • Increased service complaints
Across all property types	Widespread concern	<ul style="list-style-type: none"> • Lack of free-text comment boxes • Perception of a predetermined decision • Confusion over legislation vs council choice • Cost and value for money 	<ul style="list-style-type: none"> • Why no open comments in survey? • What evidence supports bins over boxes? • Can education be prioritised over container changes? 	<ul style="list-style-type: none"> • Loss of trust in consultation • Reduced public buy-in

Table 11 – Analysis of email communication by household type.

Annex E - Drop in sessions summary

Date	Location	Number of participants	Issues raised/Questions asked	Key concerns
Thursday, 02 April 2026	St Nicholas Church, Dunnington	7	<ul style="list-style-type: none"> • Costing of the project, how it will be funded, and the time needed for repayment. • Storage issues. • Smaller households do not need larger bins for the amount they recycle. 	<ul style="list-style-type: none"> • Lack of storage space - This is the most consistent concern, particularly in terraced properties, where residents feel there is insufficient room for additional bins. • Visual impact (aesthetics) - Many residents feel that multiple bins at the front of properties are unsightly and negatively affect the appearance of streets.
Thursday, 09 April 2026	Village Hall, Bishopthorpe	1	<ul style="list-style-type: none"> • Will there be an option to opt out? 	<ul style="list-style-type: none"> • Bin size and suitability - Concerns that bins are too large for smaller households, elderly residents, or those who do not generate much recycling. There is demand for smaller or flexible bin size options.
Monday, 13 April 2026	Explore Library, Clifton	10	<ul style="list-style-type: none"> • The aesthetics of four bins are unsightly. • There are issues with space for four bins. • Concerns regarding terraced streets and the future timeline of Phase 2. • The frequency of collections is inadequate – would prefer 180L bins collected every fortnight. • Different bin size options are needed – especially for elderly or single people who may take longer to fill recycling. • Concerns about the fire hazard posed by the 240L paper and card bin. • Concerns about rats accessing the recycling bins. 	<ul style="list-style-type: none"> • Desire for flexibility and choice - Residents want options such as: <ul style="list-style-type: none"> ➢ Opting out of the scheme ➢ Sharing bins with neighbours ➢ Communal bins ➢ Split bins for multiple waste streams • Safety concerns - Including potential fire risks (particularly from paper/card bins) and vermin (e.g. rats accessing bins). • Collection frequency and service design - Some residents feel proposed collection schedule will be insufficient and would prefer more frequent collections and/or different bin capacities.
Tuesday, 14 April 2026	Online	9	<ul style="list-style-type: none"> • Limited storage in terraced houses. • Fire hazards from combustible materials in bins. • Obstruction of pedestrians. • General service queries regarding recyclable materials. 	<ul style="list-style-type: none"> • Cost and funding transparency - Questions about how the project will be funded and the cost implications for residents. • Practical/operational concerns - Including obstruction of pavements, where bins can be

Monday, 20 April 2026	St Barnabas Church, Holgate	11	<ul style="list-style-type: none"> • Storage in terraced areas is a huge issue. • Smaller bins are preferred, or residents would like to have their say on the size. • Can neighbours share bins? • There should be an opt-out option. • The survey is not clear regarding bin sizes and no option to indicate a smaller bin will be sufficient. • Residents that are happy with the bins, can they store them on the pavement? • Is there an option to have only one bin for plastics if paper is composted? 	<p>stored (e.g. on pavements), and general confusion about recycling rules.</p> <ul style="list-style-type: none"> • Enforcement concerns - Questions around whether residents will be fined for not recycling.
Friday 24 April 2024	Door 84 Community Centre, The Groves	2	<ul style="list-style-type: none"> • The option of communal bins for residents with limited space. • Concerns that storage space is at a premium, and bins kept at the front of properties are unsightly, particularly on terraced streets. • What will happen if residents refuse to recycle – will fines be issued? • Interest in having the option to share bins with neighbours. • A request for a single bin divided into two sections for different waste streams. 	

Table 12 – Summary of drop-in sessions



Place Scrutiny Committee**16 June 2026**

Report of the Head of Democratic Services

Place Scrutiny Committee Work Programme**Summary**

1. This report presents the Committee's draft work programme for the municipal year 2026/27 at Annex A for Members' consideration.

Background and Approach

2. The Committee sets its own programme of work, with input from Executive Members, officers and residents. A draft work programme is set at the start of the municipal year and, as a live document, is a standing item for consideration at each meeting.
3. The Committee's work programme should not be considered a fixed, rigid schedule, but instead can be adapted to reflect any new and emerging issues throughout the municipal year, and any timetabling issues that might occur from time to time.
4. In agreeing its work programme, the Committee should consider the resources, remit and powers available to it whilst also prioritising those areas of scrutiny which would be of most value. The role and remit of the Committee is set out fully in Article 8 of the Council's Constitution.
5. In considering any developments and/or modifications to the work programme, effort should be made to:
 - Avoid unnecessary duplication, including any existing groups already monitoring a particular issue.
 - Ensure any review work has clarity and focus of purpose, will add value, and can be delivered within an agreed timeframe.
 - Consider available resources and relevant timeframes, bearing in mind the Committee's workload and the type of scrutiny activity.

- Build in sufficient flexibility to enable consideration of any urgent matters that may arise during the municipal year, noting that items can be carried over to the following municipal year if required.

Implications and Risk Management

6. There are no direct implications or risks arising from this report; any relevant implications and risks will be identified in the cover report for each agenda item.

Recommendations

7. Members are asked:
 - i. To consider and agree the Committee's draft work programme for the 2026/27 municipal year.

Reason: To ensure that the Committee maintains an appropriate programme of work.

Contact Details

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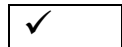
Report
Approved



Date 8 June 2026

Wards Affected:

All



For further information please contact the author of the report.

Background Papers

City of York Council Constitution, Article 8: Scrutiny,
<https://democracy.york.gov.uk/documents/s185896/08%20-%20Article%208%20-%20Scrutiny.pdf>

Annexes:

Annex A – Place Scrutiny Committee Draft Work Programme, 2026-27

ANNEX A Place Scrutiny Committee Draft Work Programme 2026/27

Reviewed June 2026

Committee Meetings

Item	Lead Officer / Executive Member	Notes
16 June 2026 (additional meeting)		
Recycling Review	Cllr Kent / Dave Atkinson / Ian Hoult	Move from boxes to bins: public engagement and business case. Pre-decision scrutiny.
Car Parking Charges Review	Cllr Ravilious / Claire Foale / Mike James	Pre-decision scrutiny.
21 July 2026		
Water Quality	Cllr Kent / Mark Henderson	Following aims of Motion on Water Quality passed at Full Council November 2025, to explore and consider all the ways CYC and partners can improve water quality in York.
22 September 2026		
TBC		
24 November 2026		
TBC		
12 January 2027		
TBC		
16 March 2027		
TBC		

ANNEX A Place Scrutiny Committee Draft Work Programme 2026/27

Reviewed June 2026

Potential or unallocated topics

Item	Lead Officer / Executive Member	Notes
Finance and Performance Quarterly Reports	Debbie Mitchell, Ian Cunningham / Cllr Lomas	Regular quarterly briefing to be shared with members via e-mail.
Library Needs Assessment Report (containing data from the Early Engagement Consultation)	Pauline Stuchfield / Cllr Kilbane	Briefing provided in October 2025 on feedback from consultation on library usage that fed into the Assessment of Need document. This information will then feed into a library strategy and associated budget savings (target £600k) proposals which will be then consulted on. Further opportunity further Scrutiny including either be a part of the consultation or pre scrutiny (or both) before recommended proposals for Executive likely in the first quarter of 2026.
Assets of Community Value (ACVs)	Nick Collins / Cllr Lomas	<p>How can CYC:</p> <ul style="list-style-type: none"> • Promote adding to the local register of ACVs; • Make it easier for residents and community groups to nominate an ACV; • Celebrate the success stories of ACVs in our community to encourage new nominations; • Prepare for law changes on the Community Right to Buy in securing a wider range of ACVs.
Car Parking provision across the city	Garry Taylor / Cllr Ravilious	Covering public, private and Park & Ride provision, Blue Badge parking, income received, usage, impact on closing Castle Car Park on the wider estate, wider aims e.g. shifting to less polluting

ANNEX A Place Scrutiny Committee Draft Work Programme 2026/27

Reviewed June 2026

Item	Lead Officer / Executive Member	Notes
		vehicles, approach taken for busy shopping areas outside of the city-centre (e.g. Haxby, Acomb Front St), future of Res Park.
Parking Enforcement	Garry Taylor / Cllr Ravilious	<p>Costs of service / Income generated - scope to improve? Can we offer services to private land owners?</p> <p>Activity across entire local authority area - How many enforcement officers do we have, how many fines issued, which areas of their city are they issued in, how often are Res Park zones visited. A view of this over the last 5 - 10 years would be helpful for identifying trends.</p> <ul style="list-style-type: none"> • Position on pavement parking • Consistency of enforcement (seen officers apply different limits to Double Yellow Lines) • Hotline performance - how many reports logged, how many of these received visits in a timely manner (or at all) • Out-of-hours drop in provision due to over-stretched Police unable to prioritise parking
Review of York's economy / economic development strategy	Claire Foale? Garry Taylor? Cllr Lomas? Cllr Kilbane?	Stock-take of performance against current strategy and its relevance next to the Combined Authority's economic development role, as well as key personnel changes within CYC; Pros and cons of combining economic development services with the Combined Authority
Planning and Development Services - enforcement	Dave Atkinson / Cllr Pavlovic	Operational challenges / opportunities, performance over the last 5-10 years relative to staffing numbers, numbers of (known)

ANNEX A Place Scrutiny Committee Draft Work Programme 2026/27

Reviewed June 2026

Item	Lead Officer / Executive Member	Notes
		breaches by developers. Non-parking enforcement generally; including A-Board ban.
Make It York	Andy Laslett	General update on their work, successes, challenges, relationship with all of the market traders, plans for Christmas Market (with reference to Committee's previous recommendation to look at ways to "spread" it out to reduce crowding and make it more accessible).
Park & Ride	Garry Taylor / Cllr Ravilious	Opportunity to feed into full tender, following likely short-term tender discussed at March 2025 Scrutiny.
Review of the original Bus Service Improvement Plan (BSIP) and other Bus-related matters	Garry Taylor / Cllr Ravilious	<ul style="list-style-type: none"> - Review of how the first BSIP has gone, achievements, next steps, future asks of the Combined Authority - Enhanced Bus Partnership; how effective is it, is this the best model for delivering service improvements for residents? - Bus stop improvements
York's Pay Gap	Claire Foale / Cllr Lomas	For 2026 as already had an initial report on the Gender Pay Gap – what is the city's pay gap like in relation to ethnicity and disability? What is the Council doing to support local businesses – especially smaller ones – to improve on their gender pay gap performance?
Highway Maintenance	Dave Atkinson / Cllr Ravilious	Adoption of the Highway Infrastructure Asset Management Plan will go through public decision making.

ANNEX A Place Scrutiny Committee Draft Work Programme 2026/27

Reviewed June 2026

Agreed Task and Finish Groups (TFGs)

Topic	Membership	Notes
Section 106 Agreements Process Improvements Date for consideration of draft report: September 2026 (TBC) .	Cllrs Steward, Merrett, Orrell, Vassie	Originated with agreed Council Motion, September 2025; remit agreed by Place Scrutiny Committee, 19 May 2026; full details at: https://democracy.york.gov.uk/documents/s189235/Task%20and%20Finish%20Proposal%20s106.pdf

Possible Task and Finish Groups (TFGs)

Topic	Origin	Notes
Holiday Lets	May 2025 Committee meeting.	Discussed at May 2025 EPAT meeting; no further action taken.
On-Street EV Charging	November 2025 Committee meeting.	Discussed at November 2025 Place Scrutiny meeting arising from item on Electric Vehicle Charging Strategy.

ANNEX A Place Scrutiny Committee Draft Work Programme 2026/27

Reviewed June 2026

Scrutiny Member Briefings

Topic	Committee	Lead Officer / Executive Member	Notes
30 June 2026			
Integrated Care Board (ICB) Changes	People Scrutiny Committee	Peter Roderick / Cllr Steels-Walshaw	Initial briefing on structural changes; to be followed by briefing on implementation phase and an appropriate point.
TBC			
29 September 2026			
TBC			
22 October 2026			
TBC			
3 December 2026			
TBC			
3 February 2027			
TBC			