

## **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