

**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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## Contents

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<b>1.</b>	<b>Introduction</b>	<b>1</b>
1.1	Purpose and background	1
1.2	Report structure	1
<b>2.</b>	<b>Local context</b>	<b>2</b>
2.1	Introduction	2
2.2	Study area	2
2.3	Parking provision	3
<b>3.</b>	<b>Consultation method</b>	<b>5</b>
3.1	Background	5
3.2	Survey period	5
3.3	Survey methods	5
3.4	Survey questions	5
3.5	Drop-in session	5
<b>4.</b>	<b>Survey findings</b>	<b>6</b>
4.1	Introduction	6
4.2	Understanding the survey sample	6
4.3	Impact to business owners/managers	8
4.4	Impact to residents/visitors	11
4.5	Summary of drop-in session findings	18
<b>5.</b>	<b>Summary</b>	<b>20</b>
5.1	Responses from business owners	20
5.2	Responses from residents / visitors	21
5.3	Summary of policy suggestions	22

## Tables

Table 2-1	Summary of parking provision in The Groves area	3
Table 2-2	Summary of daytime short stay parking charge increases – Sunday to Thursday	4
Table 4-1	Demographic comparison between survey sample and Yorkshire and the Humber population (2021 Census)	6

## Figures

Figure 2-1	The Groves study area	2
Figure 4-1	Types businesses owned/managed by respondents (Q3)	8
Figure 4-2	Changes in customer spending since April 2025 price increases (Q4)	9
Figure 4-3	The impact of April 25 parking charge increases in being able to park or take deliveries (Q5)	9
Figure 4-4	Business owner key themes when considering York’s Transport Strategy (Q12)	10
Figure 4-5	Trip frequency of residents driving to and parking in The Groves (Q6)	11
Figure 4-6	Residents reason for travelling via car (Q7)	12

Figure 4-7 Resident parking habit changes since the April 25 price increases (Q9)	13
Figure 4-8 Trip frequency post April 25 price increases (Q11)	13
Figure 4-9 Type of parking space accessed by residents in The Groves (Q8)	14
Figure 4-10 Distance residents are willing to travel from their destination for cheaper or free parking (Q10)	15
Figure 4-11 Residents key themes when considering York’s Transport Strategy (Q12)	15
Figure 4-12 Sub themes of theme 1: reduce parking charges (Q12)	16
Figure 4-13 Sub themes of theme 3: improve public transport (Q12)	17

## Appendices

<b>Appendix A</b>	<b>A-1</b>
The Groves Parking Charges (pre and post April 2025)	A-1
A.1 Monk Bar Car Park charges – January 2025	A-2
A.2 Monk Bar Car Park charges– April 2025	A-2
A.3 Lord Mayor’s Walk Car Park Charges January 2025	A-3
A.4 Lord Mayor’s Walk Car Park Charges April 2025	A-3
A.5 Outer ResPark on-street parking charges January 2025	A-4
A.6 Outer ResPark on-street parking charges April 2025	A-5
A.7 Outer ResPark on-street parking charges July 2025	A-6
<b>Appendix B</b>	<b>B-7</b>
Right to Challenge Car Parking Price Consultation Survey	B-7

# 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 17<sup>th</sup> December 2025 to 27<sup>th</sup> 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.

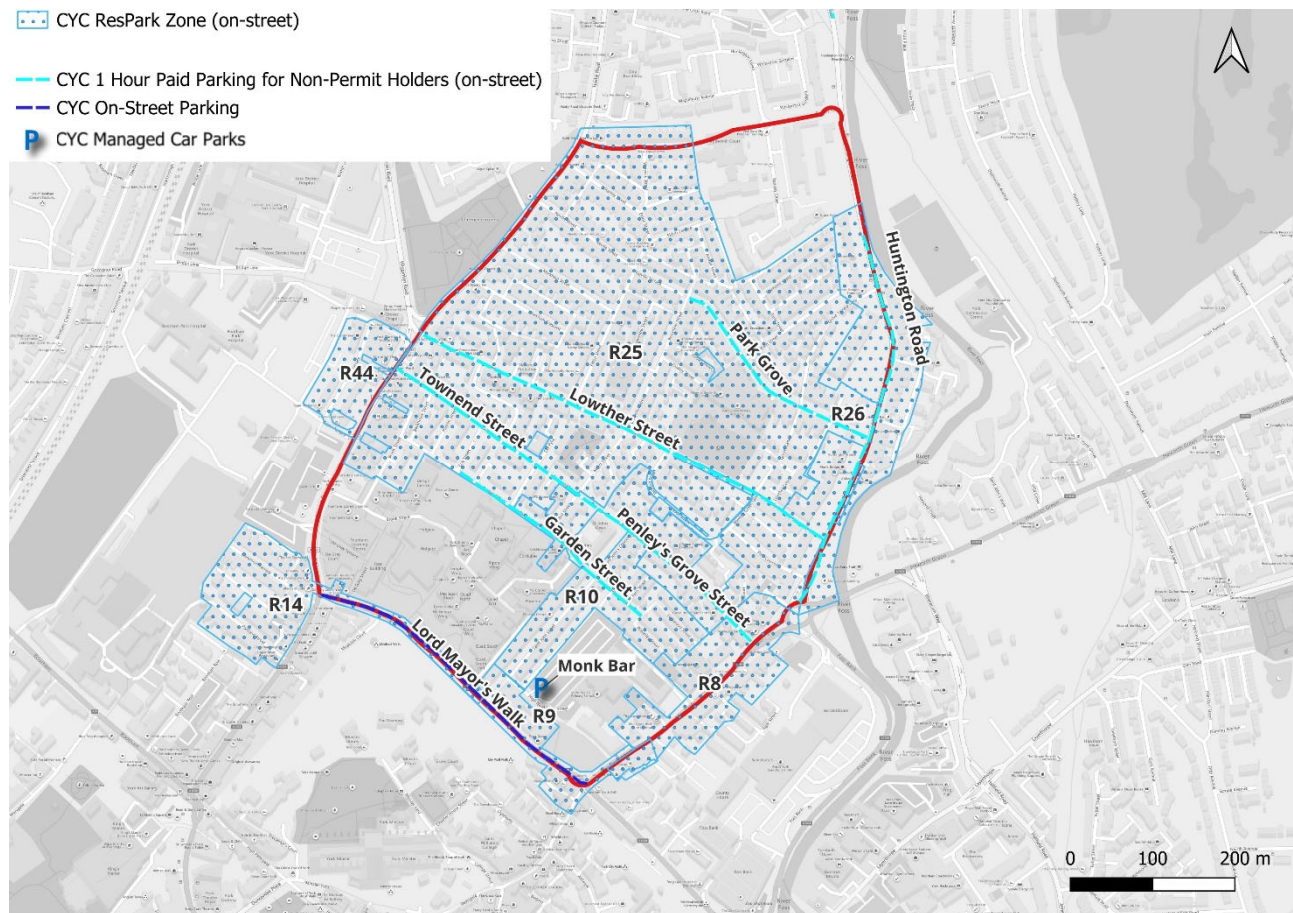


Figure 2-1 The Groves study area

## 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. <b>Up to 1 hour</b> 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. <b>Up to 1 hour</b> 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. <b>Up to 10 minutes</b> 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. <b>Up to 10 minutes</b> 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. <b>Up to 10 minutes</b> 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 <b>up to 10 minutes</b> or <b>up to 1 hour</b> 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. <b>Up to 1 hour</b> 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 17<sup>th</sup> of December 2025 and closed on the 27<sup>th</sup> of February 2026.

### 3.3 Survey methods

An online survey was launched on the CYC Citizen Space platform on the 17<sup>th</sup> of December 2025 and was live until 27<sup>th</sup> 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 UK<sup>1</sup> and it aligns with CYC's Accessible Communications Standards<sup>2</sup>.

### 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 26<sup>th</sup> of March 2026. Attendees were able to share their views upon parking charges and suggestions to improve parking in their local area.

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

<sup>2</sup> 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
<b>Age<sup>3</sup></b>		
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%
<b>Gender<sup>4</sup></b>		
Female	45%	50.9%

	The Groves Respondents	Yorkshire and the Humber
Male	38%	49.1%
<b>Disability status - Do you consider yourself disabled?<sup>5</sup></b>		
Yes	13%	18.6%
No	71%	81.4%

<sup>3</sup> 16% of respondents answered prefer not to say

<sup>4</sup> 17% of respondents answered prefer not to say

<sup>5</sup> 16% of respondents answered prefer not to say

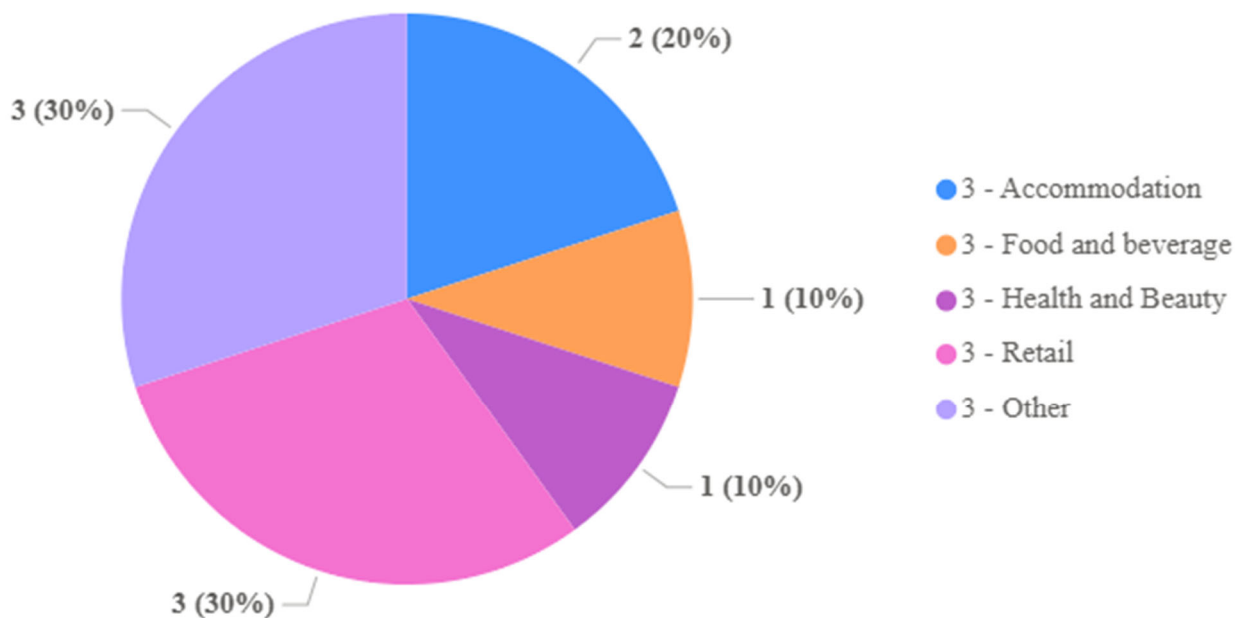
### 4.3 Impact to business owners/managers

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.

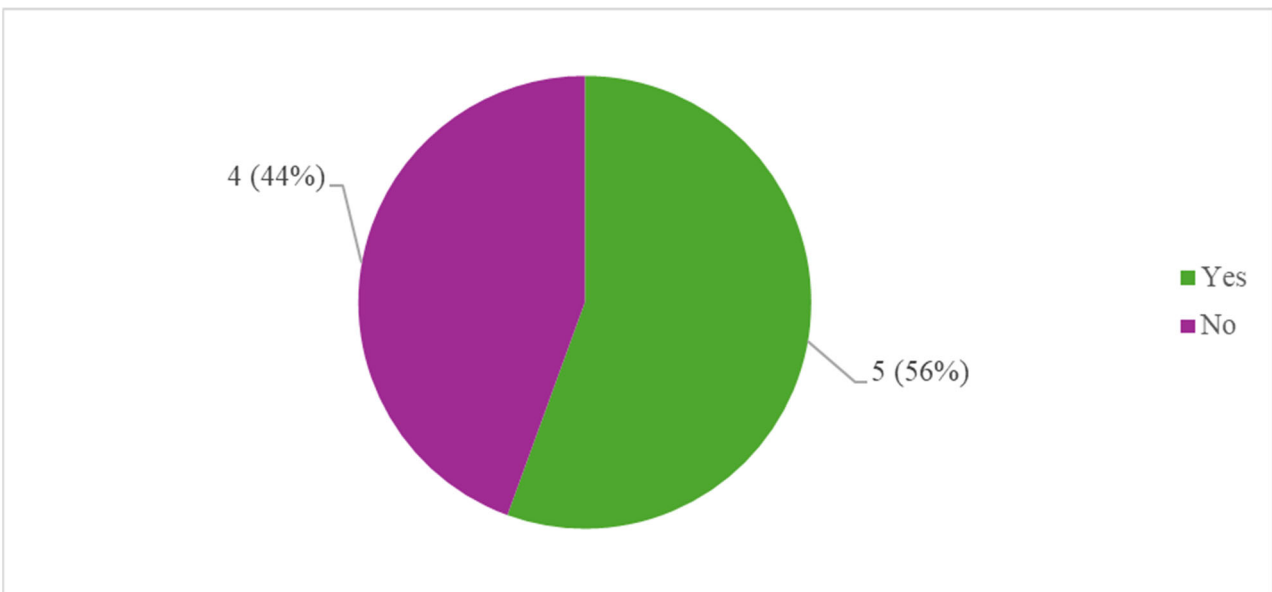


Figure 4-3 The impact of April 25 parking charge increases in being able to park or take deliveries (Q5)

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 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.

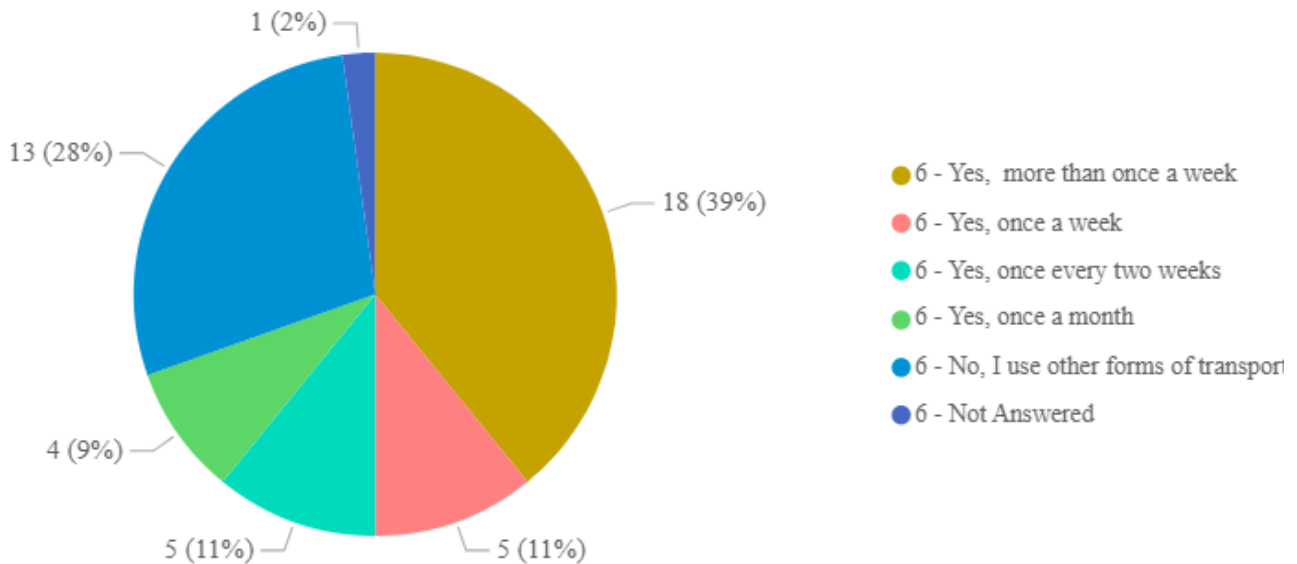


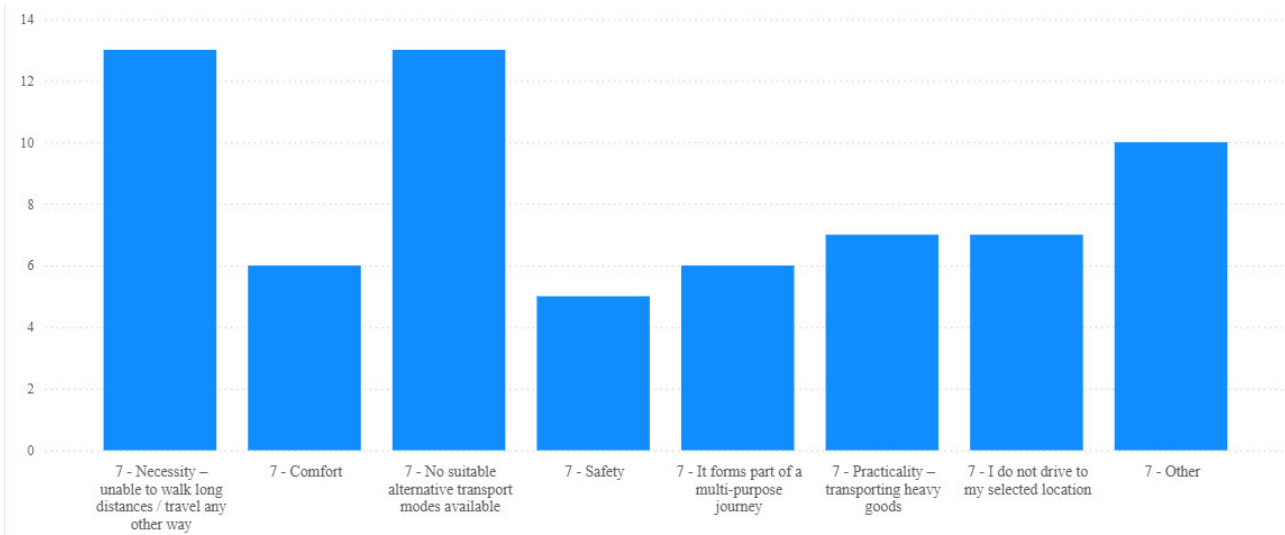
Figure 4-5 Trip frequency of residents driving to and parking in The Groves (Q6)

### 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)**

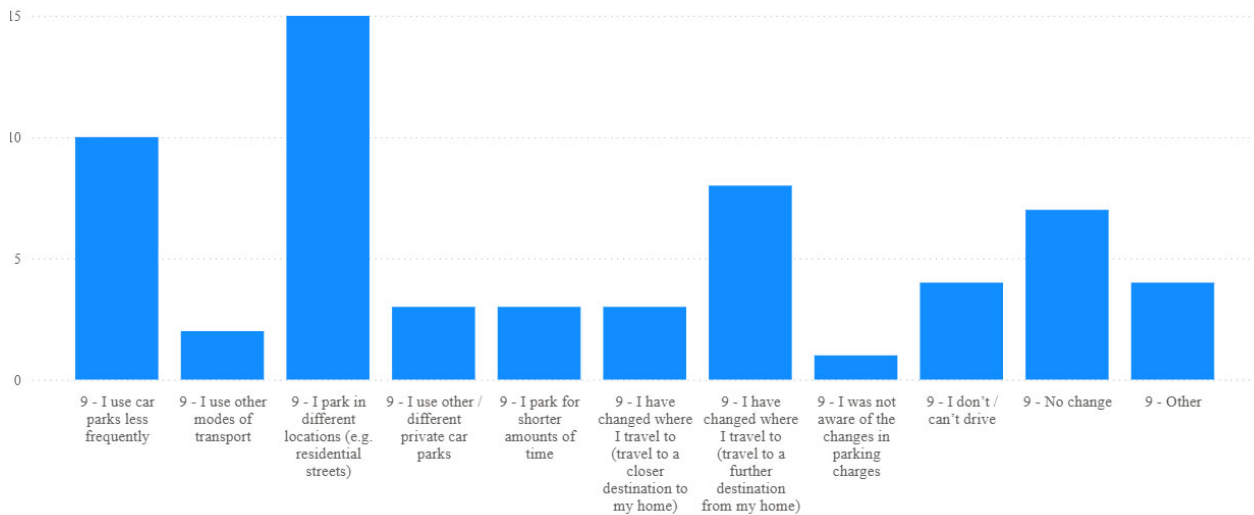
#### 4.4.3 Impact on travel to the area

##### 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.*

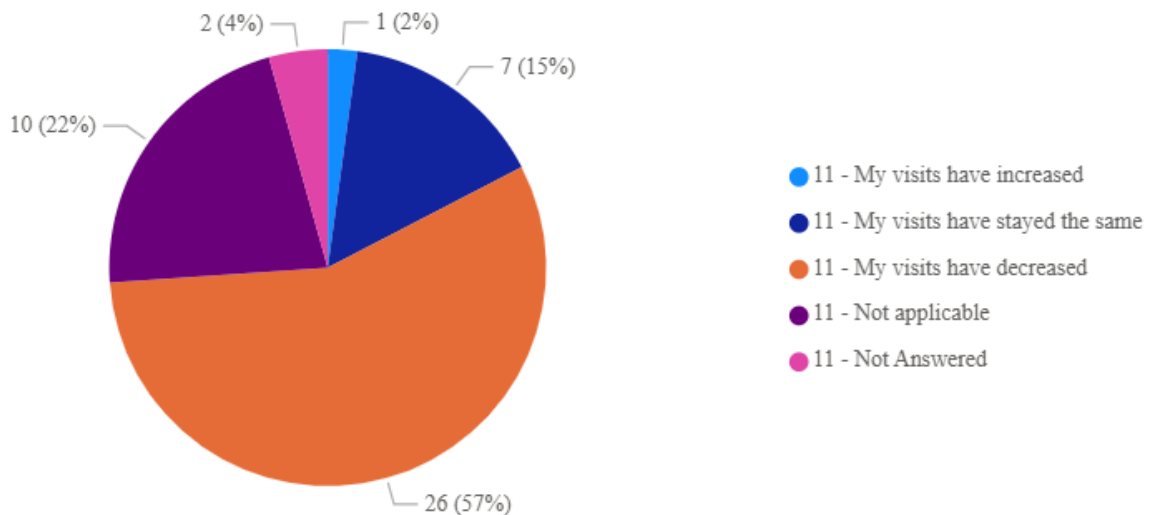
*Q11: What impact have you seen from the increased charges in terms of your visits to local businesses*

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)**

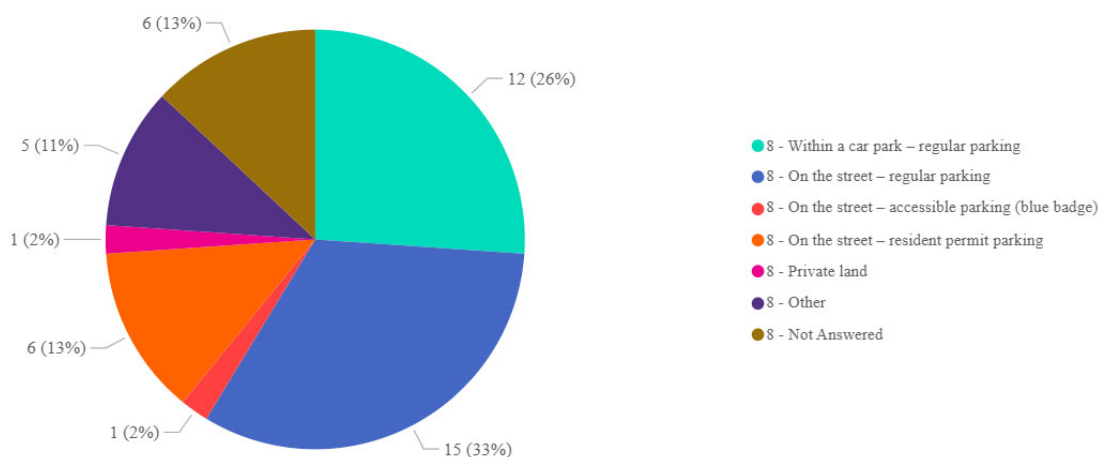
#### 4.4.4 Parking requirements

##### Relevant Question(s)

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

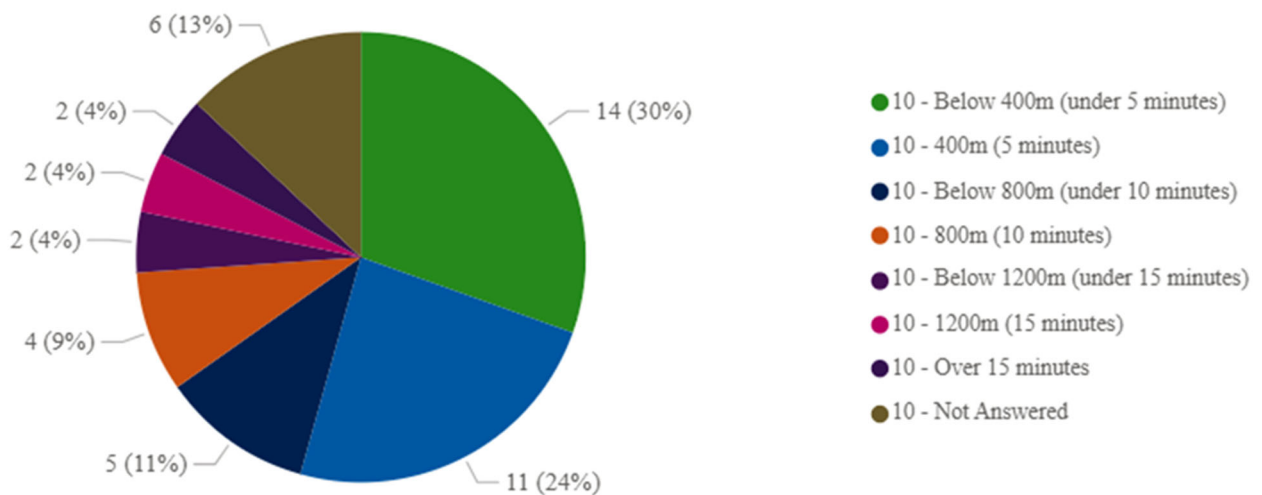
*Q10: How far away from the area you selected are you willing to park in order to have cheaper or free parking?*

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.



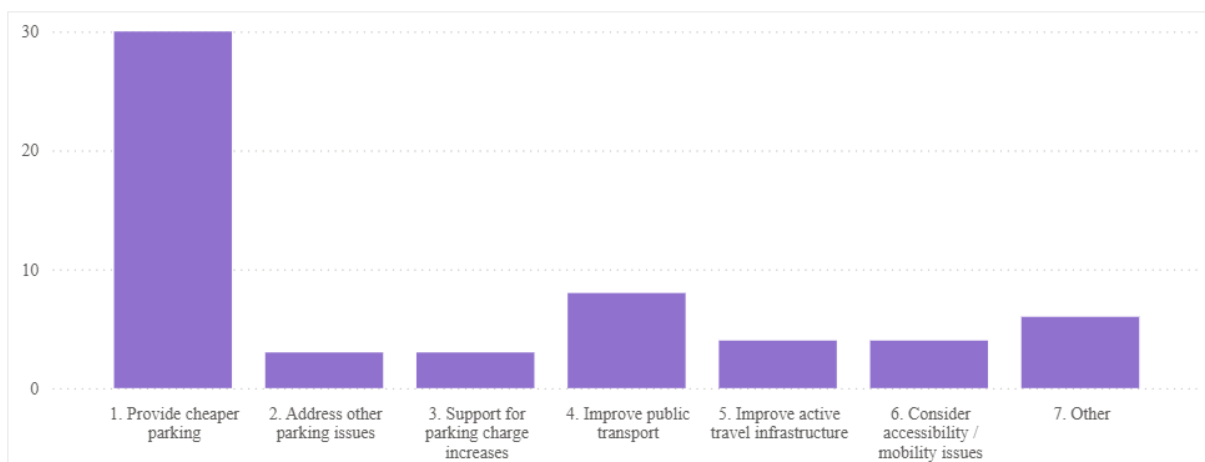
**Figure 4-10 Distance residents are willing to travel from their destination for cheaper or free parking (Q10)**

#### 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.



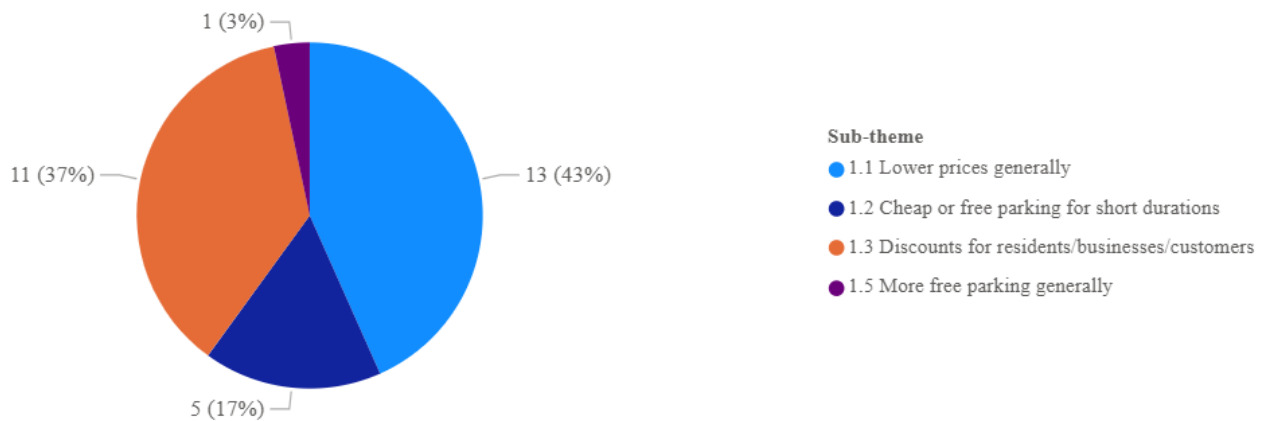
**Figure 4-11 Residents key themes when considering York’s Transport Strategy (Q12)**

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”*



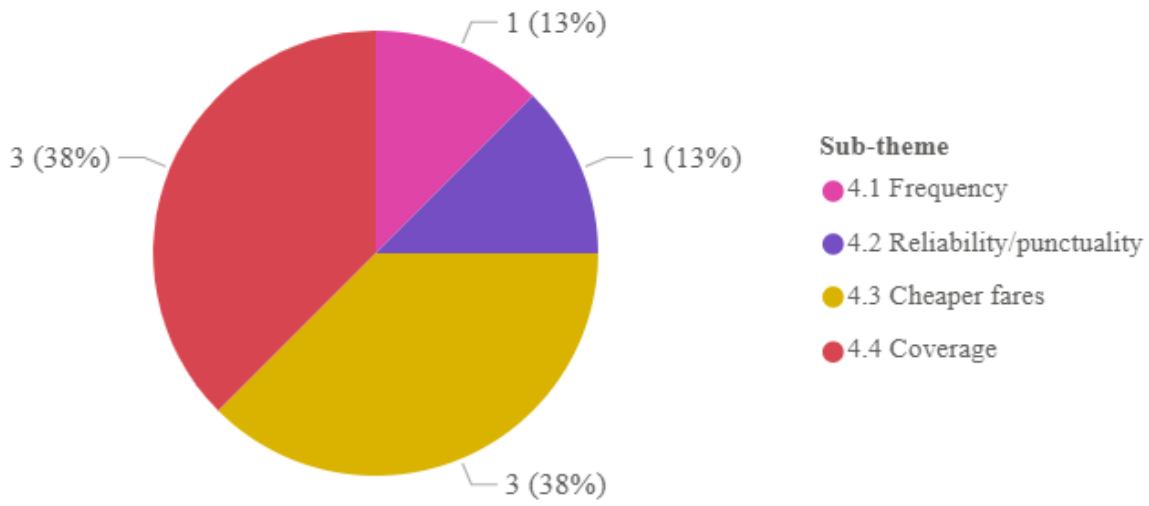
**Figure 4-12 Sub themes of theme 1: reduce parking charges (Q12)**

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 26<sup>th</sup> 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

**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 27<sup>th</sup> 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](http://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](http://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](mailto: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](http://www.york.gov.uk/CouncilRetentionSchedule)

## Your rights

To find out about your rights please see:

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

