

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.

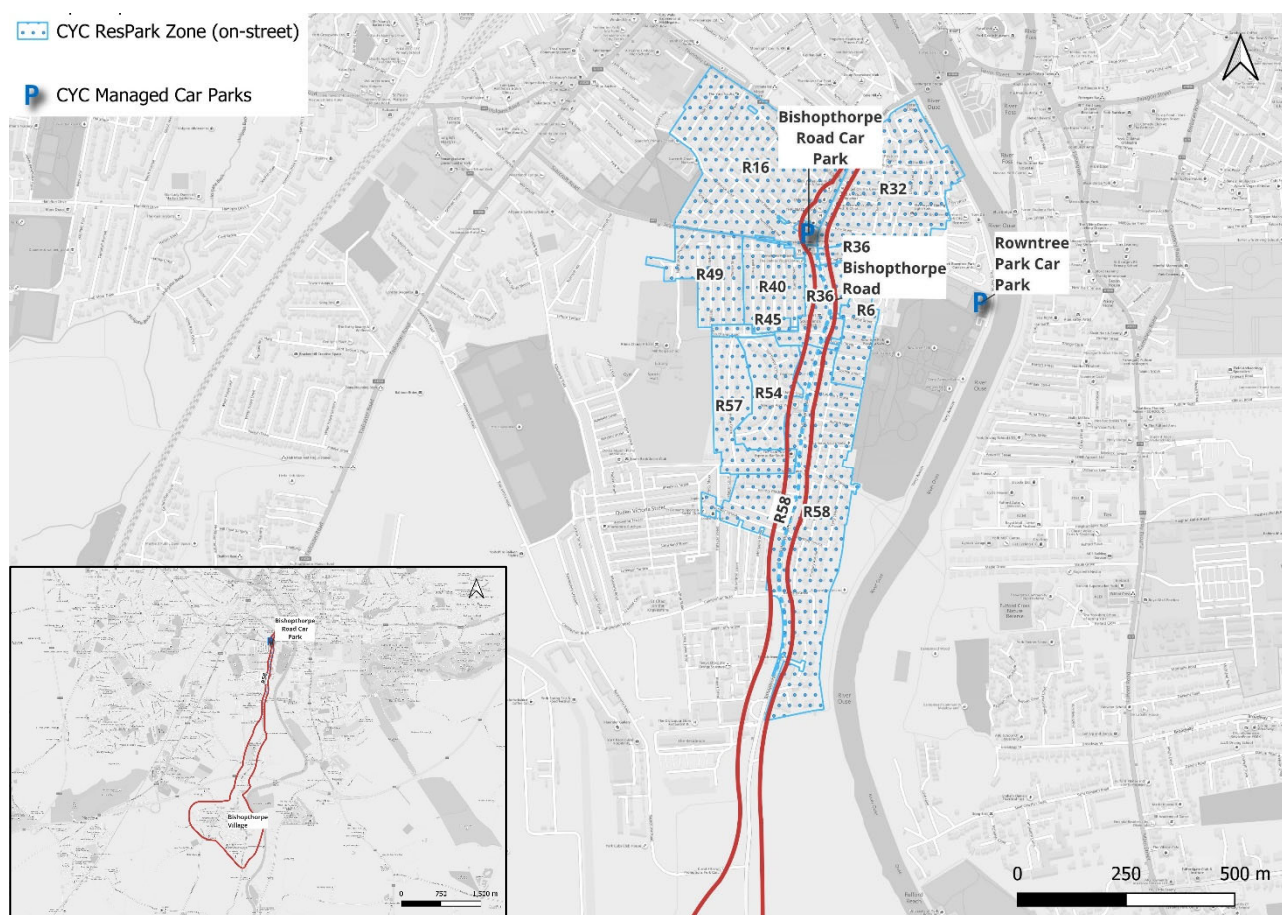


Figure 2-1 Bishopthorpe Road study area

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.

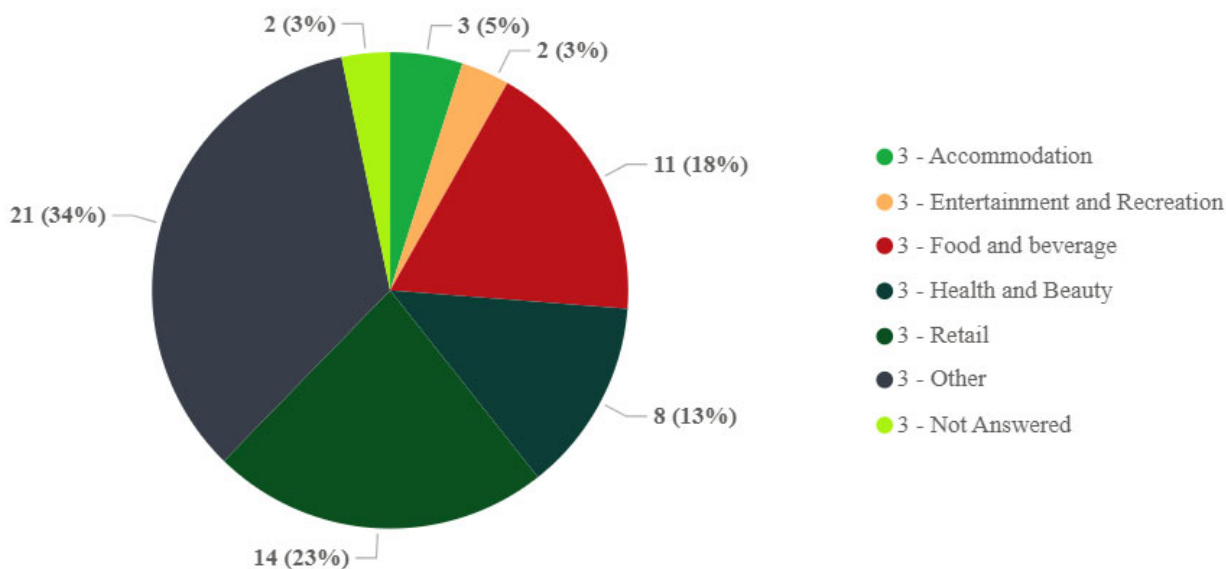


Figure 4-1 Types businesses owned/managed by respondents (Q3)

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.

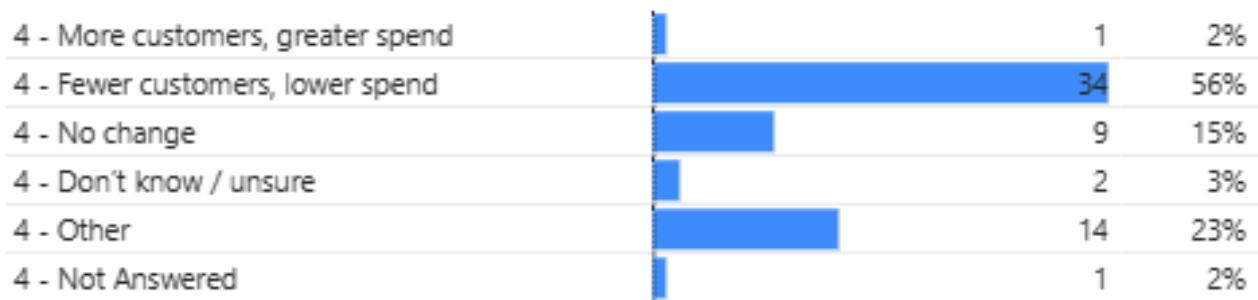


Figure 4-2 Changes in customer spending since April 2025 price increases (Q4)

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.

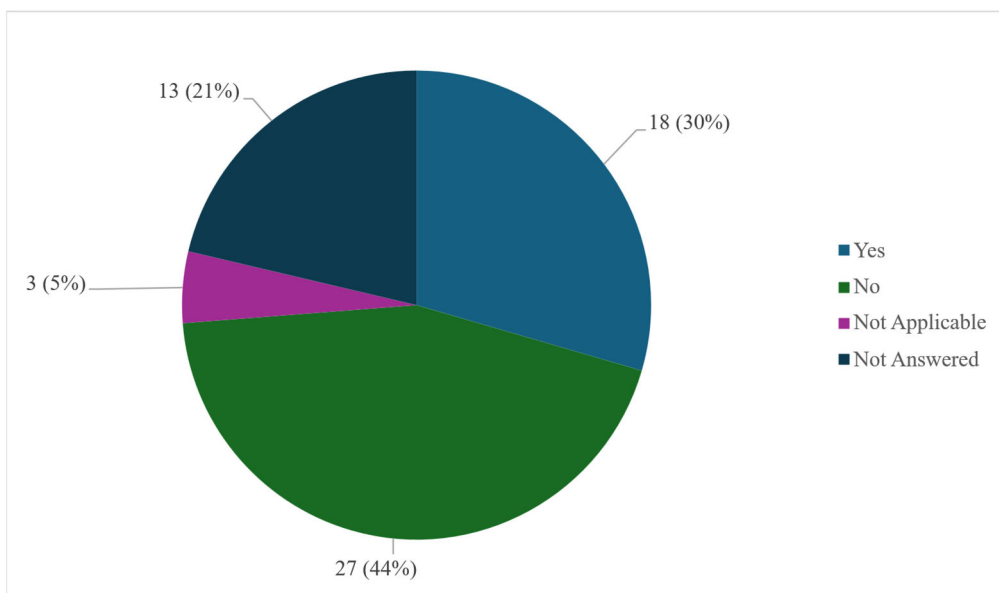


Figure 4-3 The impact of April 25 parking charge increases in being able to park or take deliveries (Q5)

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."

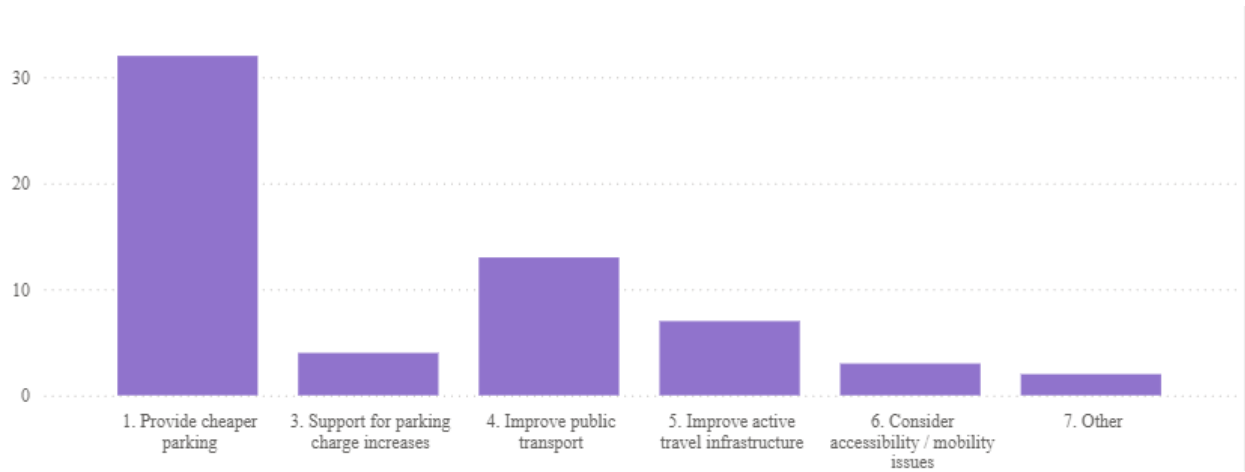


Figure 4-4 Business owner key themes when considering York's Transport Strategy (Q12)

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.

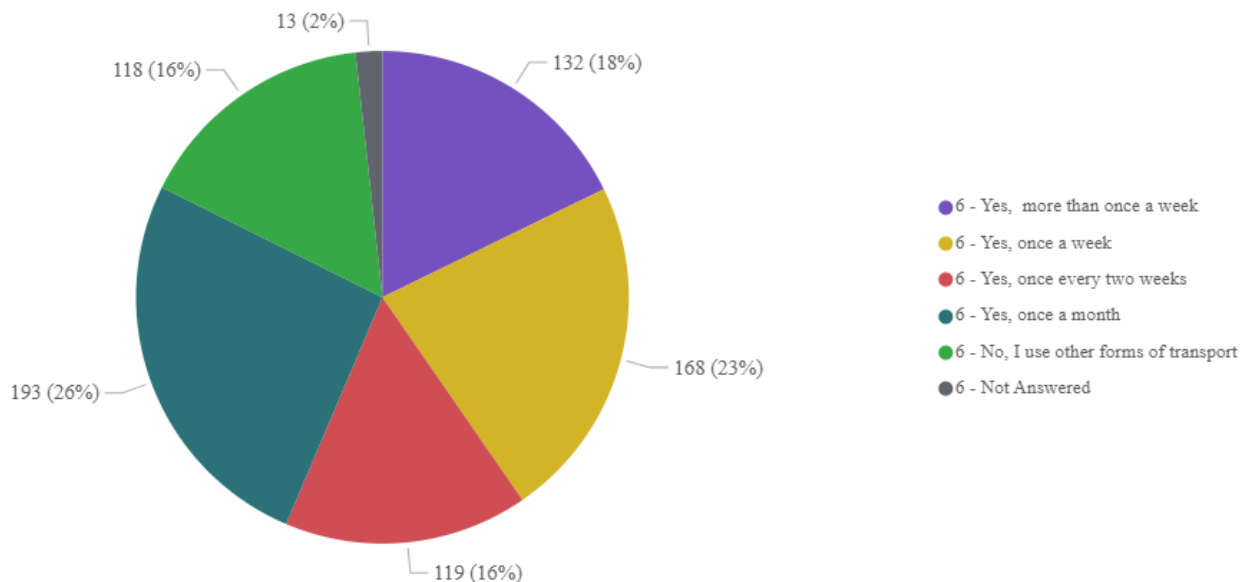


Figure 4-5 Trip frequency of residents driving to and parking in Bishopthorpe Road (Q6)

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.

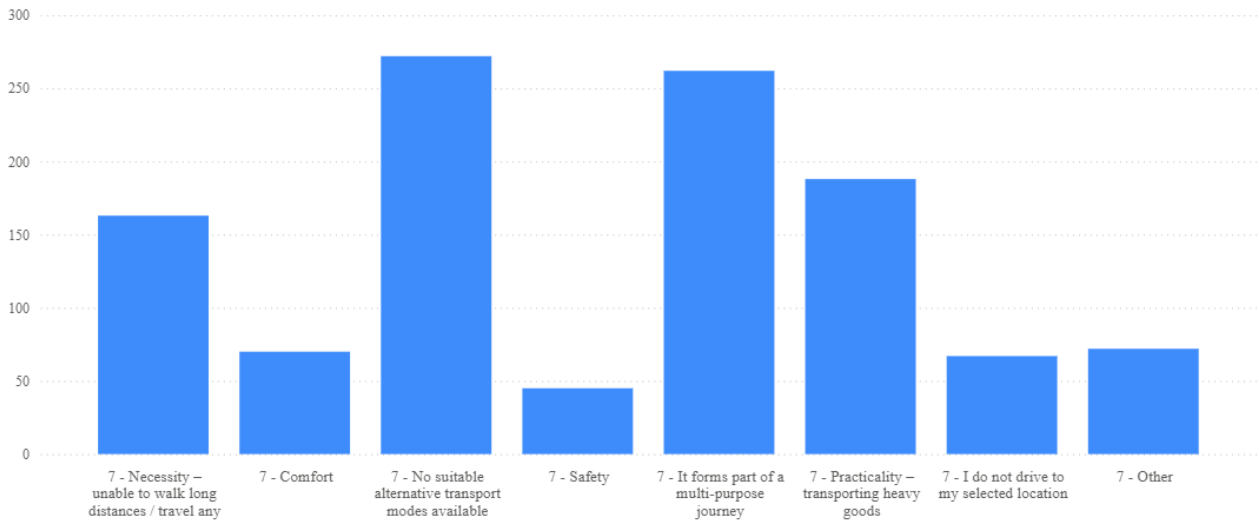


Figure 4-6 Residents reason for travelling via car (Q7)

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.

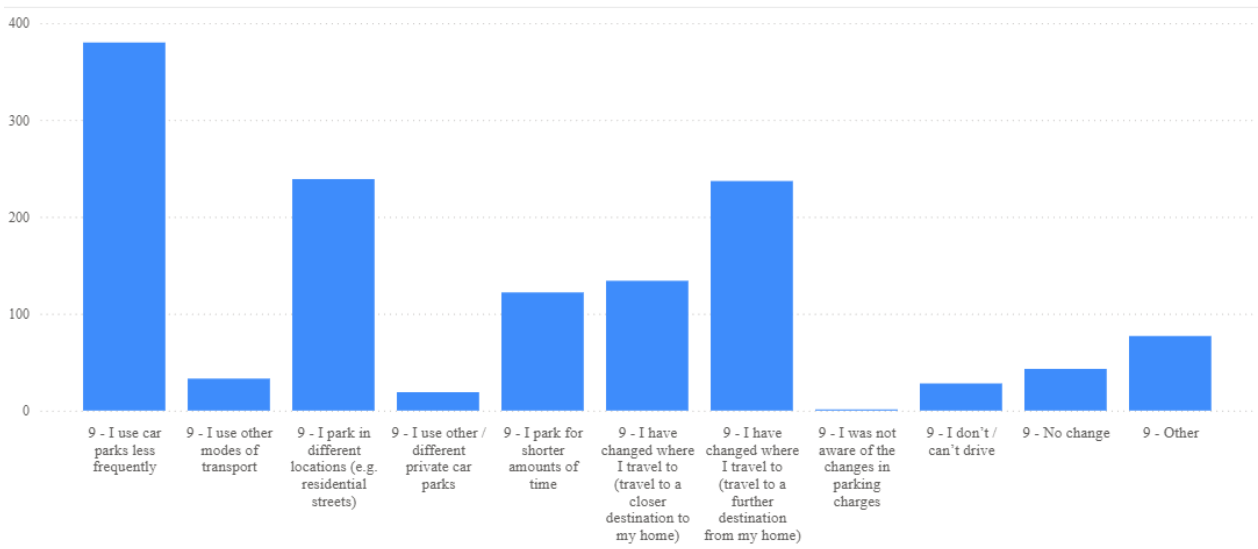


Figure 4-7 Resident parking habit changes since the April 25 price increases (Q9)

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.

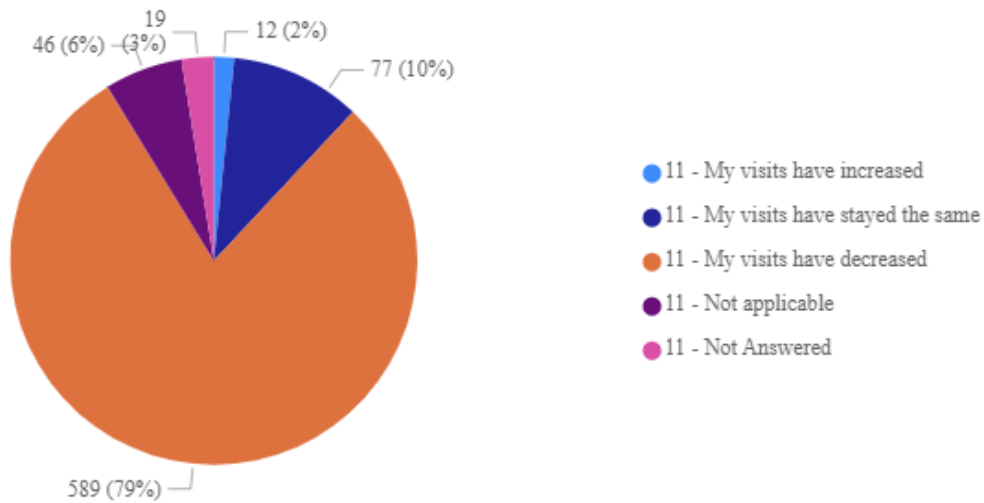


Figure 4-8 Trip frequency post April 25 price increases (Q11)

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.

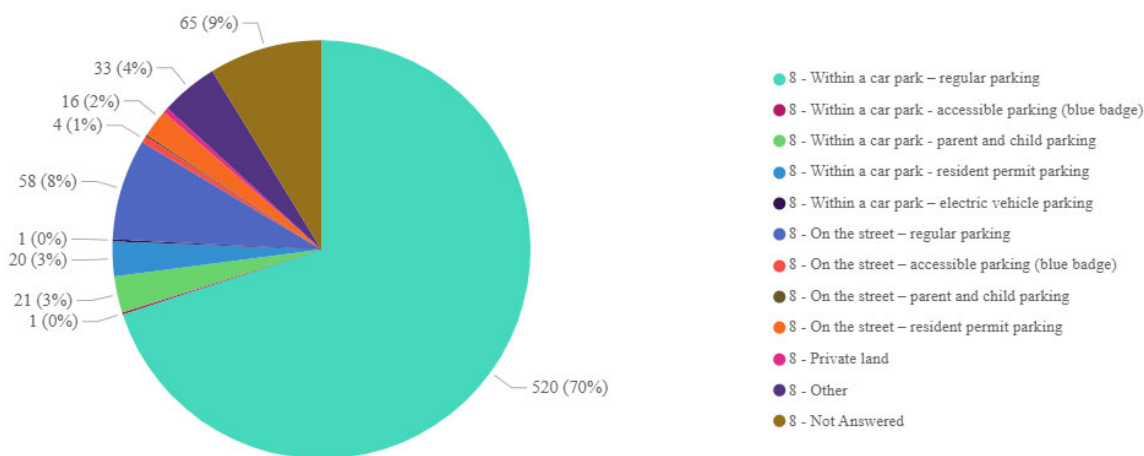


Figure 4-9 Type of parking space accessed by residents in Bishopthorpe Road (Q8)

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.

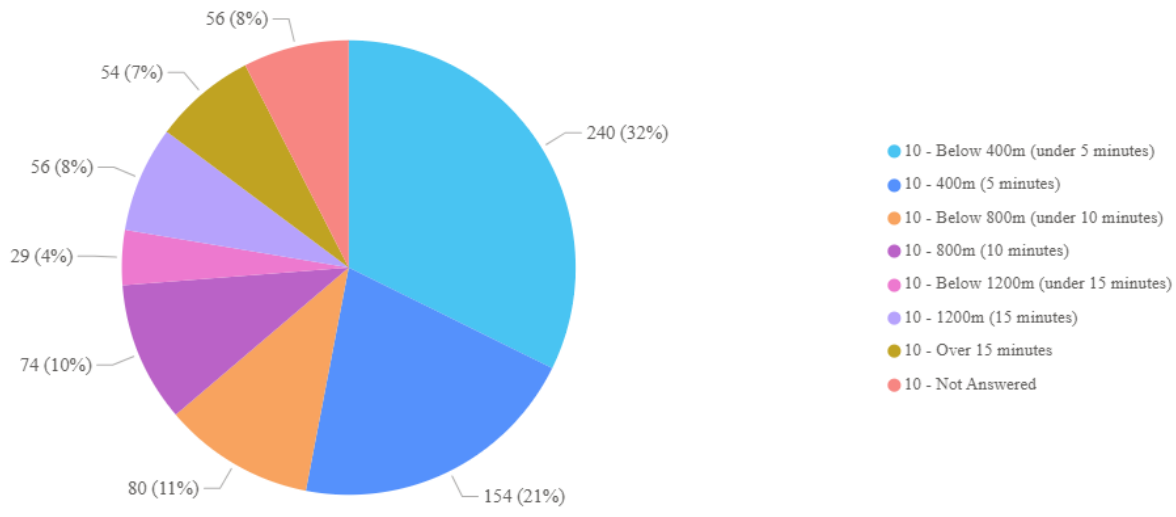


Figure 4-10 Distance residents are willing to travel from their destination for cheaper or free parking (Q10)

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.

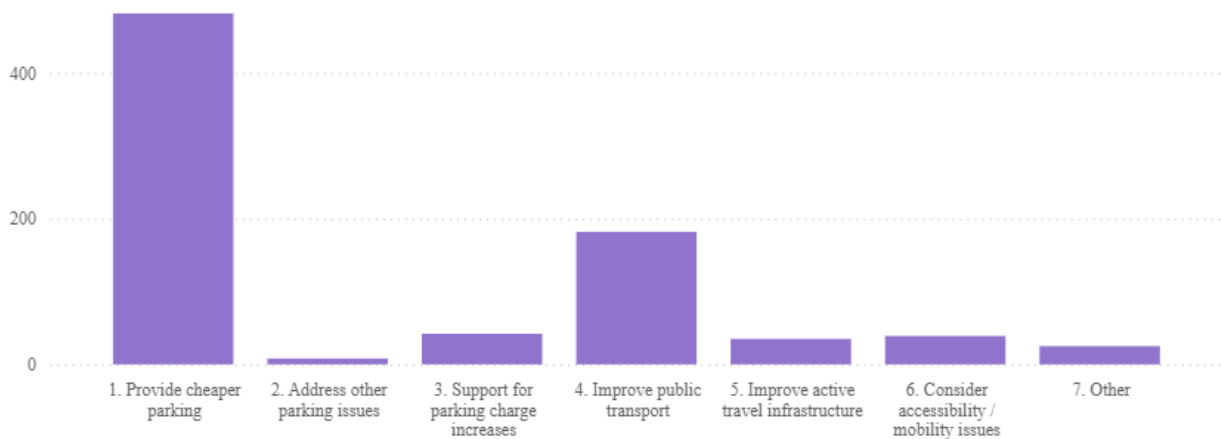


Figure 4-11 Residents key themes when considering York’s Transport Strategy (Q12)

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."

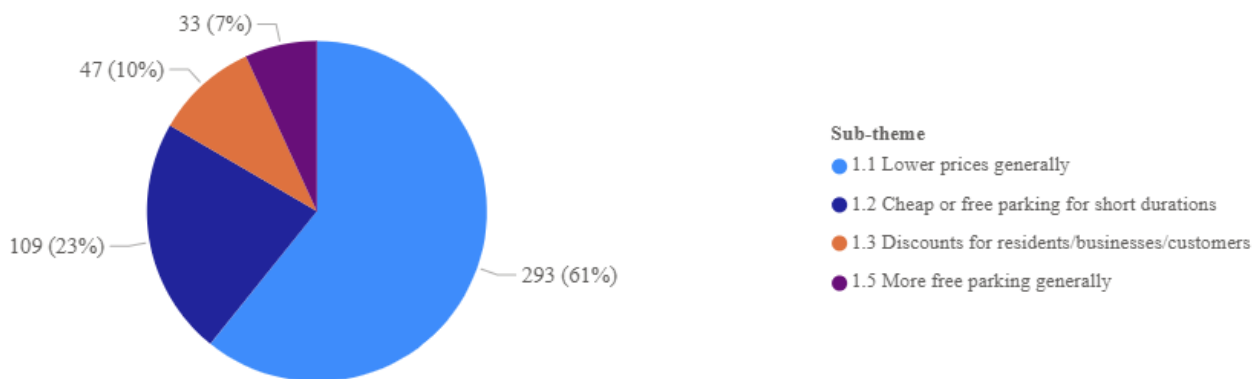


Figure 4-12 Sub themes of theme 1: reduce parking charges (Q12)

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.”

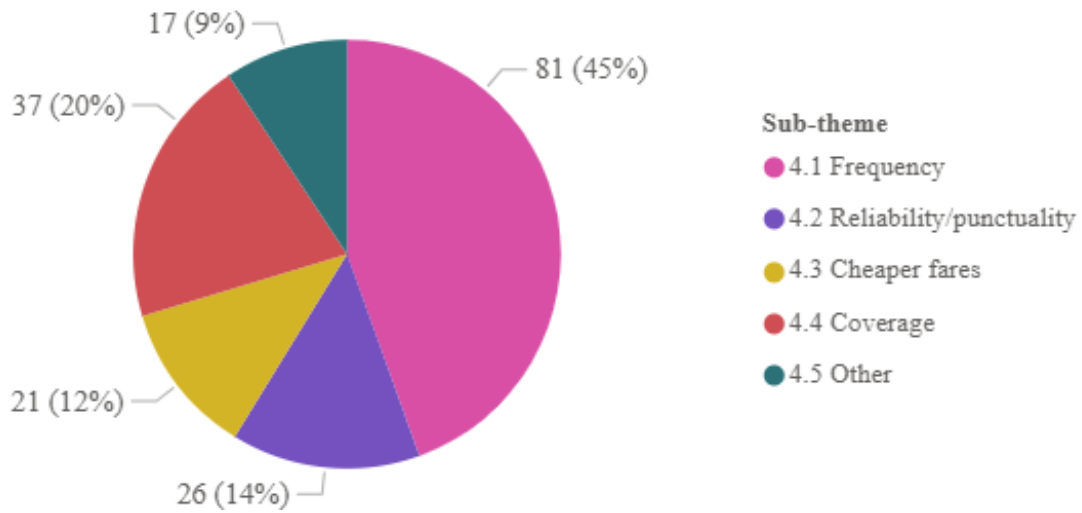


Figure 4-13 Sub themes of theme 3: improve public transport (Q12)

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

**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	

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:	

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:	

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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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			





ARUP

