



Notice of a public meeting of

Decision Session - Executive Member for Transport

To: Councillor Ravilious

Date: Tuesday, 21 October 2025

Time: 10.00 am

Venue: West Offices - Station Rise, York YO1 6GA

AGENDA

Notice to Members – Post Decision Calling In:

Members are reminded that, should they wish to call in any item* on this agenda, notice must be given to Democratic Services by **4:00 pm on Tuesday, 28 October 2025**.

*With the exception of matters that have been the subject of a previous call in, require Full Council approval or are urgent, which are not subject to the call-in provisions. Any called in items will be considered by the Corporate Services, Climate Change and Scrutiny Management Committee.

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00 pm on Friday, 17 October 2025**.

1. Apologies for Absence

To receive and note apologies for absence.

2. Declarations of Interest (Pages 7 - 8)

At this point in the meeting, the Executive Member is asked to declare any disclosable pecuniary interest, or other registerable interest, they might have in respect of business on this agenda, if they have not already done so in advance on the Register of Interests. The disclosure must include the nature of the interest.

An interest must also be disclosed in the meeting when it becomes apparent to the member during the meeting.

[Please see attached sheet for further guidance for Members].

3. Minutes (Pages 9 - 14)

To approve and sign the minutes of the Decision Session held on Tuesday, 16 September 2025.

4. Public Participation

At this point in the meeting members of the public who have registered to speak can do so. Members of the public may speak on agenda items or on matters within the remit of the committee.

Please note that our registration deadlines have changed to 2 working days before the meeting. The deadline for registering at this meeting is at **5.00pm on Friday, 17 October 2025.**

To register to speak please visit www.york.gov.uk/AttendCouncilMeetings to fill out an online registration form. If you have any questions about the registration form or the meeting please contact the Democracy Officer for the meeting whose details can be found at the foot of the agenda.

Webcasting of Public Meetings

Please note that, subject to available resources, this public meeting will be webcast including any registered public speakers who have given their permission. The public meeting can be viewed on demand at www.york.gov.uk/webcasts.

5. Lendal Bridge Major Refurbishment (Pages 15 - 46)

This report outlines the proposed major maintenance works to

Lendal Bridge, which is a critical transport link in central York and a Grade II listed structure. An investment of £1.9m has been agreed as part of the Highways Capital programme to fund the essential maintenance works.

Additional works to extend the longevity and improve the aesthetic of the bridge will be delivered as a concurrent phase of works subject to funding and future programming.

6. Resident Parking Review (Pages 47 - 74)

This report provides a response to the motion presented by Cllr Whitcroft at the 19 September 2024 Council meeting, entitled “Reforming Residents’ Priority parking in York”. The motion was adopted by the Council.

The recommendations aim to streamline the ResPark process where possible and support the implementation of the Council’s Transport Strategy.

7. Decision Report: Informal Consultation of Annual Review of Traffic Regulation Order Requests (Pages 75 - 96)

This report requests approval to advertise proposed amendments to the Traffic Regulation Order (TRO), required to introduce new restrictions. In addition, if there are no objections raised to the Statutory Consultation for proposals, approval is also requested to implement the amendments to the Traffic Regulation Order.

This provides the Council with the opportunity to progress the proposals to the Statutory Consultation for the amendment of the TRO, which is a legal requirement. The Statutory Consultation will allow for the Council to make a balanced decision on the implementation of any restrictions following representations made by all relevant stakeholders.

8. Decision Report: Consideration of representations received during the Statutory Consultation for the proposed R67 Huntington Road Resident’s Priority Parking Scheme (Pages 97 - 134)

This aims to report and consider the representations received from residents during the Statutory Consultation of the proposed R67 Huntington Road Resident’s Priority Parking Scheme (Respark).

A decision is important as the Statutory Consultation has provided the Council with the views of residents and will allow the Council to make a balanced decision on the implementation of any restrictions following representations made by all relevant stakeholders.

9. Urgent Business

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

Democracy Officer: Ben Jewitt

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Email: benjamin.jewitt@york.gov.uk

For more information about any of the following please contact the Democratic Services Officer responsible for servicing this meeting:

- Registering to speak
- Business of the meeting
- Any special arrangements
- Copies of reports and
- For receiving reports in other formats

Contact details are set out above.

Alternative formats

If you require this document in an alternative language or format (e.g. large print, braille, Audio, BSL or Easy Read) you can:



Email us at: 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.



We can also translate into the following languages:

我們也用您們的語言提供這個信息 (Cantonese)

এই তথ্য আপনার নিজের ভাষায় দেয়া যেতে পারে। (Bengali)

Ta informacja może być dostarczona w twoim własnym języku. (Polish)

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

یہ معلومات آپ کی اپنی زبان (ہولی) میں بھی مہیا کی جاسکتی ہیں۔ (Urdu)

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Declarations of Interest – guidance for Members

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

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

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

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

City of York Council

Committee Minutes

Meeting	Decision Session - Executive Member for Transport
Date	16 September 2025
Present	Councillor Ravilious – Executive Member
Officers in Attendance	Dave Atkinson – Director of Environmental and Regulatory Services David Mercer – Highway Engineering Design Manager Darren Hobson – Highway Regulation Manager

7. Apologies for Absence (10:03am)

There were no apologies.

8. Declarations of Interest (10:03am)

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

9. Minutes (10:03am)

Resolved: That the minutes of the Decision Session held on Tuesday, 17 June 2025 be approved and signed by the Executive Member as a correct record.

10. Public Participation (10:04am)

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

Mark Venables spoke on item 6, on behalf of Poppleton Traffic Action Group, asking that the successful Bishopthorpe model be adopted in Poppleton and other villages desirous of a 20mph speed limit. He also asked that specific traffic calming measures be implemented.

Cllr Nicholls spoke on item 6, on behalf of Bishopthorpe residents. He supported options 3 and 5 of the report, with specific suggestions regarding where traffic enforcement should be used.

Joe Nasson spoke on item 6 cautioning against returning to a 30mph limit on Appleton Road and Sim Balk Lane, particularly around the Junior and Infant schools. He felt that raising to 30mph would concede that the 20mph limit was not being adhered to, and rather than raise the limit again he suggested that stronger enforcement of the present 20mph limit should be implemented.

Chris Polack spoke on item 6, on behalf of York Civic Trust in support of option 5. He welcomed the successful trial of the 20mph zone. He noted that government guidance was that there should not be “excessive reliance” on enforcement, but the report had supposed there should be “NO reliance” on enforcement at all.

11. Irwin Avenue Speed Management Scheme (10:20am)

The report was presented by Highways Engineering Design Manager. He explained that recent consultation had not achieved consensus, and recommended that the scheme in its current form should be withdrawn, but that the council consider this area for a future potential scheme.

The Executive Member thanked officers and expressed full sympathy with residents, emphasising that the council were still absolutely committed to creating safer streets for walkers, cyclists, and residents.

She noted that the points closure system suggested by residents would not work in the context of the wider area, but the current one-way system was also not working, due to restrictions on vehicle access. She agreed that both schemes provided some very localised benefits, but the transport strategy required more strategic, widespread benefit for the city.

Given this, and the lack of support for the present scheme among local residents, the council would instead look to include this area in the forthcoming movement and place plan for wider benefit, along with a zebra crossing application for Heworth Green/Malton Road which had been designed but was on hold awaiting Section 106 funding.

The Executive Member

Resolved: To approve Option 3

- i. To do nothing and leave Irwin Avenue as existing.
- ii. To commit to a future scheme to review the Dodsworth Avenue/Heworth Green junction.

Reason: The view of most residents was that the proposals do not address the main areas of concern and this would therefore be a waste of resource, with funds better used elsewhere.

12. Decision Report: Bishopthorpe 20mph Experimental Traffic Regulation Order (10:27am)

The report was presented by the Highway Regulation Manager. He summarised that this was a review of the existing experiment order in place across the village of Bishopthorpe.

He advised that this provided a review of the experimental 20 miles per hour (mph) speed limit currently, including residents' views provided during a consultation period and speed survey data, undertaken before and during the experimental period.

He detailed the different options available regarding permanent speed limits for Bishopthorpe and recommended Option 3 - making the 20mph signed only speed limit permanent for most of the village, with the exception of three areas where compliance with the "signed only" limit had been poor. He acknowledged the points raised in public participation.

The Executive Member thanked officers, acknowledging the amount of work that had gone into recording speeds at various times, consulting residents and considering the different point of view.

She noted that across the City of York, an average of around five people every year lost their lives, and around 35 people suffered life-changing injuries, where speed was a significant contributing factor.

She stated that the impact of this, physically, emotionally and financially on those affected, emergency services and the city was unacceptable. She cited statistics from Wales and London evidencing that reducing speed has led to a reduction in casualties and agreed that doing so in York ensured a safer place for people to walk, cycle, and live. She noted that the transport strategy committed to "Vision Zero"; meaning eliminating all road deaths and taking action to reduce vehicle speeds constituted part of this strategy.

The Executive Member stated that the data from Bishopthorpe had indicated an overall a drop in speed since the 20mph speed limit was introduced, and there was a strong degree of support from the residents to retain that 20mph limit. She recognised that the compliance was not as good as it might be on three of the approach roads (with a top speed on Sim Balk Lane of over 90mph in September 2024 and 50mph on Church Lane, both in populated residential areas). She said that it was clear the 20mph signed only limit was working well in the bulk of the village but needed additional measures on these three approach roads to bring the speeds down.

She acknowledged the speaker from York Civic Trust who had noted that the local authority “decides and provides” rather than “predicts and provides” concluding that the council’s role was to create safe and healthy environments where people live, and she consequently intended to proceed with Option 5. She noted that there was £400,000 of Mayoral funding for speed reduction to implement additional measures to slow vehicles down.

She stated that she would also like to include consideration of the 30mph speed limit as far out as Middlethorpe, or speed reduction measures appropriate to enable people to walk and cycle along that road and cross the road to get to the bus stop.

She also noted that many other communities were requesting reduced speeds and safer roads, acknowledging the speaker from Poppleton. She confirmed that when Cllr Kilbane originally approved this trial at Bishopthorpe, he had made a commitment to look at Dunnington next as they were the next village that had asked for it, and she hoped to move forward on that now and establish a similar 20mph zone for Dunnington.

The Executive member thereby

Resolved: To approve Option 5 – to make a reduced area of the experimental Order permanent and allocate funding to undertake further work to reduce speeds on the approaches to the village.

Reason: This option introduces the reduced area as a permanent 20mph area whilst committing the Council to undertake further work to assess existing speeds, street character and measures, which supports the implementation of the wider ETRO area as a 20mph area with good levels of compliance.

Reallocated funding from the Mayoral Combined Authority budget will be required; the Executive Member noted that £400k funding was available.

Cllr K Ravilious, Executive Member

[The meeting started at 10.03 am and finished at 10.38 am].

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Meeting:	Transport Executive Decision Session
Meeting date:	21 October 2025
Report of:	Dave Atkinson, Director for Environmental and Regulatory Services
Portfolio of:	Executive Member for Transport

Decision Report: Lendal Bridge Major Refurbishment

Subject of Report

1. This report outlines the proposed major maintenance works to Lendal Bridge, which is a critical transport link in central York and a Grade II listed structure. An investment of £1.9m has been agreed as part of the Highways Capital programme to fund the essential maintenance works.
2. Additional works to extend the longevity and improve the aesthetic of the bridge will be delivered as a concurrent phase of works subject to funding and future programming.

Essential Maintenance Works

3. Lendal Bridge has significant corrosion and deterioration, including life-expired surfacing and failed waterproofing. The below works will directly address the following urgent issues:
 - Resurfacing the carriageway and footpaths
 - Re-waterproofing the structure
 - Urgent structural metalwork repairs (extent confirmed upon commencement)

These essential works will:

- Protect the bridge's long-term load carrying capacity
- Eliminate frequent emergency repairs
- Minimise the risk of more costly future interventions

Programme of works:

- Design currently progressing
- To be tendered from December 2025
- Contract to be awarded in February 2026
- Works to commence in April 2026
- Works to be completed within 8 weeks of commencement with 24/7, 7 days a week working pattern

This phase is funded with a confirmed budget of £1.9 million, a 6% contingency has been factored into the costs and the scheme will be delivered with minimal risk to exceeding this value.

Additional Works

4. To maximise the Essential Works investment, and avoid future return visits, we are recommending that the Council provides additional funding to deliver a comprehensive £1.3m package of improvements concurrently.

These additional works would include:

- Full repainting of all metalwork, including decorative features
- Coating of troughing, parapets, and elevation treatments
- Extended scaffolding and site access to deliver works to a high standard
- The works would be undertaken over a 38-week period commencing from the start of the main closure for the Essential Works. The works would not require a full road closure following completion of the 8-week Essential Works programme, but a single footway closure will be required to deliver these works.

5. The Lendal Bridge works have been programmed to ensure they support and reinforce the emerging city centre sustainable travel corridor improvements. This will ensure maximum outcomes and benefits for all users. The project is currently under development

and will soon be going to public consultation. Following this, a report will be taken to a decision session in early 2026. If approved, the construction phase will immediately follow the Lendal Bridge Essential Works.

Policy Basis for Decision

6. The proposals within this report are consistent with the 10-Year Plan for the city, known as “York 2032”, which recognises transport as a key priority for the city, setting the goal that York’s transport networks will be inclusive and sustainable, connecting neighbourhoods and communities.
7. In October 2023, the Executive approved a vision, objectives and Policy Focus area for a Local Transport Strategy. This project will support the following proposed objectives:
 - “Support delivery of the Climate Change Strategy” – Maintenance of an existing asset has a far lower carbon cost than allowing it to deteriorate and then replacing it.
 - “Enhance the reliability of the transport system” by reducing the need for emergency repairs.
 - “Protect the city’s heritage and enhance public spaces.” remedial works will safeguard the structure from dilapidation.
 - “Future-proof our city” by ensuring that this vital transport link remain serviceable for future generations.

Equalities and Human Rights

8. The proposal seeks to ensure that the Council fulfils its statutory duties in its capacity as the Highway Authority with the aim of improving the lifespan of the Bridge for the benefit of all the community. The report’s aim is to improve bridge utilisation for all modes of transport and ensure residents and visitors can benefit from the city and its strengths.

Affordability

9. The Essential Works are fully funded through the Highways Capital programme. The concurrent Additional Works will be delivered subject to confirmation of funding from re-prioritisation of Highways and Transportation budgets. The works will extend the life of an iconic bridge

in the centre of York, it is anticipated that no further major maintenance will be needed in the next 30 years. The works will safeguard an essential part of York's sustainable transport network.

Climate

10. All design elements will consider low embodied carbon and resilience to climate impacts (e.g. heavy rainfall, heat).

Health and Wellbeing

11. The proposed remedial works will safeguard the structure from reduced carrying load capacity and deterioration. Users will benefit from safer, more reliable infrastructure and a visibly upgraded heritage asset.

Financial Strategy Implications

12. A budget of £1.9 million has been allocated in the Highways Capital Programme to fund the required Essential Works. A £1.3m allocation from wider Highways and Transportation budgets has been recommended. Executive approval will be required to confirm this allocation to deliver the Additional Works programme.

Recommendation and Reasons

13. The Executive Member is recommended to:
 - i. Note that a procurement process for the award of a contract for all of the works is currently underway, and the works programme is to be delivered as laid out in paragraphs 3-5.
 - ii. Delegate authority to the Director of Environmental and Regulatory Services, in consultation with the Director of Governance and the Head of Procurement, to take such steps as are necessary to award and conclude the Contract for the

works and to determine the provisions of any subsequent modifications and/or extensions thereto post award and to seek Executive approval for the re-prioritisation of Highways and Transportation funding to deliver the Additional Works programme.

Background

14. Lendal Bridge is a key link on the road network in the centre of York. At 150-years old, the last major investment in the bridge was over 20 years ago. It has already comfortably exceeded the 125-year design life of modern structures, but the level of corrosion evident in parts of the structure and the extent to which water is leaking through the road and onto the metal structure from above is such that major maintenance is now essential to preserve the long-term future of the bridge.
15. An options report was produced by an appointed consultant in February 2022, which determined the required outcome of any such maintenance, namely:
 - A functional waterproofing system that will protect the main structure of the bridge from the corrosive effects of water draining off the highway.
 - A high specification surfacing that will help prevent ingress of water into the bridge structure and prevent the recurrence of the surfacing failures, rutting and potholing, which have become a regular problem in recent years.
 - A fully functional protective coating on all metal parts of the structure with a life of at least 30-years with the decorative features restored to full colour and gloss using a paint system that minimises colour fade and loss of gloss.

Without completion of the works the risk of the biennial bridge inspection process identifying further deterioration is heightened considerably, this could lead to weight restrictions being enforced causing considerable impact on movement in the city centre.

16. Extensive studies and contractor engagement concluded that closure to vehicular and cycle traffic, maintaining pedestrian access, with 24/7 working is the most efficient delivery model. This approach minimises disruption and ensures the highest quality finish.

Consultation Analysis

17. CYC has engaged with several experienced contractors to obtain their advice on the most efficient way of conducting the work with due consideration to cost, timescales and disruption to highway users and nearby businesses.
18. Streetworks have advised the need to consider the following: other ongoing construction projects nearby, the National Railway Museum Road Train, embargos, all event dates nearby, access for bar walls, blue light routes and bus diversions.
19. The closure will require further consultation from highway regulation and passenger transport teams when planning the diversion routes, including the relocation of relevant bus stops.

Conclusions and recommendations

20. It is recommended that the required works should be progressed in line with the recommendations made in paragraph 13 of this report to minimise the risk of bridge failure or the introduction of restrictions to all highway users in future years.

Organisational Impact and Implications

21. The following implications apply to this report:

- **Financial**

A budget of £1.9 million (including 6% contingency funding) has been allocated in the Highways Capital Programme for 2025/26 to fund the required Essential Works. No additional funding is required at this stage; however, should the project incur further costs, these will need to be covered from the existing Highways Capital budget.

- **Human Resources (HR)** - There are no HR implications in this report.

- **Legal**

It is noted there is a procurement process currently underway for all works. The terms of the proposed contract will need to be drafted by Legal Services or, in the case of a framework, reviewed by Legal Services to ensure the Council's interests are appropriately covered.

- **Procurement**

A compliant procurement process is being developed with the project team.

- **Environment and Climate action**

In delivering the maintenance work to Lendal Bridge, carbon emissions should be minimised through design, delivery, and operation; considering embodied carbon as well as emissions associated with the ongoing use and maintenance of the bridge.

The functional waterproofing system, surfacing and protective coating should be specified to consider the changing climate, with higher average temperatures and increasing frequency of heavy rainfall events.

- **Affordability** - There are no affordability implications in this report.

- **Equalities and Human Rights** - All impacts are identified in the EiA in Annex B of this report.

- **Data Protection and Privacy**

As there is no personal data, special categories of personal data or criminal offence data being processed, there is no requirement to complete a data protection impact assessment (DPIA). This is evidenced by completion of DPIA screening questions AD-07965.

- ***Communications,***

All options will require significant communications support with a robust communications plan and a high level of timely communications to support residents, businesses,

commuters, and visitors through these works. This should include considering learnings from the recent Queen Street Bridge closures and there also needs to be consideration of how this timeline fits in with the wider Local Transport Plan and the impact other projects could have on the city. This will need sufficient risk management and a separate action plan connected to the comms plan that mitigates any unforeseen circumstances.

- **Economy** - The team will need to work closely with local businesses to minimise the impacts with local businesses.

Risks and Mitigations

22. In compliance with the Council's risk management strategy, the main risks that have been identified in this report are:

- **Strategic Risks**, arising from judgements in relation to medium term goals for the service.
- **Physical Risks**, arising from potential underinvestment in assets.
- **Financial Risks**, from pressures on budget and unanticipated additional repairs.
- **Reputational Risks**, if closures are phased this will impact residents, tourists and local economy twice.
- **Operational Risks**, if done in two phases this may lead to procurement complications, contractor availability or increased lead-in times for deferred works.
- **Public Safety Risk**, deferring works may increase future deterioration and necessitate more expensive emergency works.
- **Efficiency Risks**, as multiple return visits result in reduced contractor efficiency and loss of economies of scale.
- **Political Risks**, if further closures are required it could lead to political criticism from members and public dissatisfaction.

Wards Impacted

The Ward where the maintenance works are to be carried out is the Guildhall ward.

Contact Details

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

Author

Name:	Siavosh Mahmoodshahi
Job Title:	Structure Manager
Service Area:	Highways
Telephone:	01904 552222
Report approved:	Yes
Date:	

Co-author

Name:	
Job Title:	
Service Area:	
Telephone:	
Report approved:	
Date:	

Background papers

All relevant background papers must be listed.

A 'background paper' is any document which, in the Chief Officer's opinion, discloses any facts on which the report is based, and which has been relied upon to a material extent in preparing the report. See page 5:3:2 of The Constitution.

Appendices

Appendix A – Lendal Bridge Location Plan

Annexes/Background Papers

Annex A – Lendal Bridge - DPIA screening questions

Annex B - Equalities Impact Assessment (EIA)

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Appendix A:

Lendal Bridge Location Plan



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Annex A:

Lendal Bridge - DPIA screening questions

The below screening questions should be used to find out if a DPIA is necessary. If you answer “Yes” to any of the questions below, it is an indication that a DPIA is required so please contact information.governance@york.gov.uk for advice and support on completing a DPIA

Please send your completed form to information.governance@york.gov.uk

Title/Reference	Lendal Bridge Major Maintenance - Temporary Traffic Management Options	
Brief description	Lendal Bridge has a high level of corrosion evident in parts of the structure. The surfacing is also life expired and requires regular emergency repairs	
Screening completed by		
Name	Siavosh Mahmoodshahi	
Job Title	Highways Structure Manager,	
Department	Environment Transport and Planning Directorate	
Email	siavosh.mahmoodshahi@york.gov.uk	
Review date	30-July 2025	
Screening Questions – please answer the below questions for how you are planning to or already do use, personal identifiable information eg personal data, special categories of personal data or criminal offence and conviction data		Yes or No
1	Use systematic and extensive profiling or automated decision-making to make significant decisions about people.	No
2	Process special category data or criminal offence data on a large scale.	No
3	Systematically monitor a publicly accessible place on a large scale.	No
4	Use new technologies, innovative technological or organisational solutions.	No
5	Use profiling, automated decision-making or special category data to help make decisions on someone’s access to a service, opportunity or benefit.	No
6	Carry out profiling on a large scale including evaluation or scoring	No
7	Process biometric or genetic data.	No
8	Combine, compare or match data from multiple sources.	No
9	Process personal data without providing a privacy notice directly to the individual and/or other processing involving preventing data subjects from exercising a right or using a service or contract.	No
10	Process personal data in a way which involves tracking individuals’ online or offline location or behaviour or other systematic monitoring	No

11	Process children's personal data for profiling or automated decision-making or for marketing purposes, or offer online services directly to them.	No
12	Process personal data which could result in a risk of harm in the event of a security breach.	No

City of York Council
Equalities Impact Assessment

Who is submitting the proposal?

Directorate:		Place	
Service Area:		Highways Maintenance	
Name of the proposal:		Lendal Bridge Refurbishment	
Lead officer:		Siavosh Mahmoodshahi	
Date assessment completed:		30-July-2025	
Names of those who contributed to the assessment:			
Name	Job Title	Organisation	Area of Expertise
Steve Wragg	Head of Highways and Asset Management	Highways Maintenance	Highways & Bridges
Siavosh Mahmoodshahi	Asset Manager	Highways Maintenance	Highways & Bridges
WSP	Consultant	WSP	Highways & Bridges

Step 1 – Aims and Intended Outcomes

1.1	What is the purpose of the proposal? Please explain your proposal in Plain English avoiding acronyms and jargon
<p>The City of York Council (CYC) Highways Structure Manager has commissioned a consultant to provide an Options Study into waterproofing, resurfacing the deck and general re-painting of the metallic elements of Lendal Bridge.</p> <p>On completion, the bridge is required to have:</p> <ul style="list-style-type: none">➤ A functional waterproofing system that will protect the main structure of the bridge from the corrosive effects of water draining off the highway.➤ A high specification surfacing that will help prevent ingress of water into the bridge structure and prevent recurrence of the surfacing failures and rutting that have been a recurring problem in recent years.➤ A fully functional protective coating on all metal parts of the structure, including Dame Judi Dench walk elevated section and access steps, with a life of at least 30 years with the decorative features restored to full colour and gloss using a paint system that minimises colour fade and loss of gloss.➤ Undertake metal work repairs as appropriate.➤ Provide some future proofing of the bridge to relocate telecommunication ducts out of the bridge deck footway.➤ Additional drainage at either end of span 3.➤ Provide lighting to the Dame Judi Dench access steps.	

1.2	Are there any external considerations? (Legislation/government directive/codes of practice etc.)
	<p>A Code of Practice for bridge repairs outlines the procedures and standards for maintaining and repairing highway structures. It covers aspects like assessment, design, materials, construction, and safety, ensuring structural integrity and public safety. Specific codes include those for highway structures (CS 450, CS 454, CS 456) and concrete repair (BS EN 1504 series)</p>

1.3	Who are the stakeholders and what are their interests?
<p>The Council ensures that relevant information associated with Lendal Bridge refurbishment Scheme is actively communicated through engagement with relevant stakeholders in setting requirements, making decisions and reporting performance. The stakeholders and their interests specific to the Lendal Bridge refurbishment are outlined below:</p> <p>Business users & residents, - Public perceptions of road and footway surface condition are influenced by the type of user. The vulnerable, including the elderly, whether pedestrians, motorists or passengers, notice surfaces more than any others and they are at a higher risk of being affected by defect hazards and poor-quality repairs. The Council makes a commitment to engagement with business users and residents by annual customer satisfaction surveys.</p> <p>Elected members, parish Council, resident association, - the Council allows the Council to communicate a better understanding of proposals and the contribution it makes to economic growth and the needs of local communities.</p> <p>Senior Decision Makers, - the Council allows senior decision makers to endorse a clearly documented and accessible approach to scheme document.</p> <p>Legal, - the Council demonstrated that the Council is committed to meeting the requirements of overall Council transport policy.</p> <p>Finance, - the Council provides a mechanism for reporting overall performance of highway infrastructure within the context of any constraints such as funding.</p> <p>Government, - through HM Treasury, DfT and other Departments, has an interest through legislation, provision of funding, and support in other ways.</p>	

1.4	<p>What results/outcomes do we want to achieve and for whom?</p> <p>This section should explain what outcomes you want to achieve for service users, staff and/or the wider community. Demonstrate how the proposal links to the Council Plan (2019- 2023) and other corporate strategies and plans.</p>								
<p>The proposed refurbishment scheme aligns with the Councils ‘Key Values’ by working together, encouraging continuous business improvement and making a difference by establishing commitments, communicating the commitments made and most importantly delivering them.</p> <p>The outcome that the Council want to achieve by this proposals are summarised below;</p> <table border="0"> <tr> <td data-bbox="197 603 728 778">Scheme proposals</td><td data-bbox="728 603 2040 778"> <ul style="list-style-type: none"> • Maximise the bridge service life. • Avoid the need for a replacement bridge for at least 50 years. This is a major contribution to sustainability targets. <p>Save cost and minimise traffic disruption in the long term</p> </td></tr> <tr> <td data-bbox="197 818 728 914">Communication</td><td data-bbox="728 818 2040 914">Pro-active communication through engagement with relevant stakeholders in setting requirements, making decisions and reporting performance.</td></tr> <tr> <td data-bbox="197 1010 728 1106">Performance Management Framework, -</td><td data-bbox="728 1010 2040 1106">A performance management framework that is clear and accessible to stakeholders as appropriate and supports the proposals.</td></tr> <tr> <td data-bbox="197 1201 728 1361">Lifecycle Plans, -</td><td data-bbox="728 1201 2040 1361">An asset management team approach to lifecycle planning aligned with the level of funding, that also supports investment decisions and substantiates the need for appropriate and sustainable long term investment.</td></tr> </table>		Scheme proposals	<ul style="list-style-type: none"> • Maximise the bridge service life. • Avoid the need for a replacement bridge for at least 50 years. This is a major contribution to sustainability targets. <p>Save cost and minimise traffic disruption in the long term</p>	Communication	Pro-active communication through engagement with relevant stakeholders in setting requirements, making decisions and reporting performance.	Performance Management Framework, -	A performance management framework that is clear and accessible to stakeholders as appropriate and supports the proposals.	Lifecycle Plans, -	An asset management team approach to lifecycle planning aligned with the level of funding, that also supports investment decisions and substantiates the need for appropriate and sustainable long term investment.
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Works Programming, -	To be delivered as soon as possible
Leadership and Commitment, -	A commitment from senior decision makers that demonstrates leadership and commitment to enable the implementation of proposed scheme.
Making the case for the proposals, -	Deferring the work or carrying it out in stages will increase costs overall and cause more disruption to road and river users. Not doing the work is not considered to be an option due to the risk to the safety of the public and cost to future generations.
Competencies and Training, -	A Senior decision maker commitment to ensuring the competency required for this proposals is identified, and training is provided where necessary.
Risk Management, -	A consistent approach to strategic, tactical and operational risks.
AMX Systems, -	The introduction of an asset management system (AMX) that is accessible to relevant staff and, where appropriate, supports the provision of information for stakeholders.
Performance Monitoring, -	A performance framework that is reviewed regularly by senior decision makers and when appropriate, improvement actions are taken.
Benchmarking, -	The use of local and national benchmarking to promote continuous improvement.

Step 2 – Gathering the Information and Feedback

2.1	<p>What sources of data, evidence and consultation feedback do we have to help us understand the impact of the proposal on equality rights and human rights?</p> <p>Please consider a range of sources, including: consultation exercises, surveys, feedback from staff, stakeholders, participants, research reports, the views of equality groups, as well your own experience of working in this area etc.</p>
<p>There is currently no formal bridge focused data, evidence and consultation feedback specific to equality rights and human rights.</p> <p>We know from feedback that people with physical impairments have difficulty in accessing some parts of the city due partly to design and maintenance issues. People with mobility problems and visual impairments face particular difficulties. Parents with pushchairs are also affected.</p>	

Step 3 – Gaps in Data and Knowledge

3.1	What are the main gaps in information and understanding of the impact of your proposal? Please indicate how any gaps will be dealt with.	
Gaps in Data or Knowledge		Actions to deal with this
Feedback from staff, -		Ensure that feedback from staff is incorporated into future schemes by continuous improvement.
Customer surveys, -		Ensure that future NHT survey (included within the Structure Policy) considers groups who suffer from mobility and/or visual impairment can be expected to rise in line with this.

Step 4 – Analysing the Impacts or Effects

4.1	<p>Please consider what the evidence tells you about the likely impact (positive or negative) on people sharing a protected characteristic, i.e. how significant could the impacts be if we did not make any adjustments?</p> <p>Remember the duty is also positive – so please identify where the proposal offers opportunities to promote equality and/or foster good relations.</p>		
Equality Groups and Human Rights	Key Findings/Impacts	Positive (+), Negative (-), Neutral (0)	High (H) Medium (M) Low (L)
AGE	See assessment [1] below table	+	H
DISABILITY	See assessment [1] below table	+	H
GENDER		O	L
GENDER ASSIGNMENT		O	L
MARRIAGE & CIVIL PARTNERSHIP		O	L
PREGNANCY & MATERNITY	See assessment [1] below table	+	H
RACE		O	L
RELIGION & BELIEF		O	L
SEXUAL ORIENTATION		O	L

OTHER SOCIO-ECONOMIC GROUPS INCLUDING: CARER; LOW INCOME GROUPS; VETERANS; ARMED FORCES COMMUNITY; OTHER		O	L
IMPACT ON HUMAN RIGHTS: LIST ANY HUMAN RIGHTS IMPACTED.		O	L

Assessment [1] Key Findings / Impacts

Key findings / Impacts

A deteriorating highway network may affect older people, people with disabilities and pregnant people more than others. If the Council do not apply a structured approach, as promoted by the HIAMP, to highways asset management and maintain a steady state condition, the condition of our highway assets will deteriorate.

Positive Proposals

This proposal promotes an improved approach to asset management in terms of using asset data to monitor asset lifecycles and programming maintenance works based on need, the net result being that the condition of our highway network will not deteriorate in a manner that adversely affects older people, people with disabilities and pregnant people.

Impact Assessment

The Council has assessed the impact as high because the positive proposals and processes promoted by this proposals are very equality relevant to older people, people with disabilities and pregnant people.

Improved highway asset maintenance will encourage older people to have the confidence to use sustainable modes of transport, including travelling by bus, cycling and walking which all have accessibility and health benefits.

Improved highway asset maintenance specific to the needs of disabled people (eg, textured paving, dropped kerb crossing points, parking facilities & visual aids) will encourage disabled people to have the confidence to use the highway network to access facilities within the City.

Improved highway asset maintenance specific to the needs of pregnant people and people with small children (eg, access routes and stepped access areas) will encourage pregnant people and people with small children in buggies to have the confidence to use the highway network to access facilities within the City.

Use the following guidance to inform your responses:

Indicate:

Where you think that the proposal could have a POSITIVE impact on any of the equality groups like promoting equality and equal opportunities or improving relations within equality groups

Where you think that the proposal could have a NEGATIVE impact on any of the equality groups, i.e. it could disadvantage them

Where you think that this proposal has a NEUTRAL effect on any of the equality groups listed below i.e. it has no effect currently on equality groups.

It is important to remember that a proposal may be highly relevant to one aspect of equality and not relevant to another.

<p>High impact (The proposal or process is very equality relevant)</p>	<p>There is significant potential for or evidence of adverse impact.</p> <p>The proposal is institution wide or public facing.</p> <p>The proposal has consequences for or affects significant numbers of people.</p> <p>The proposal has the potential to make a significant contribution to promoting equality and the exercise of human rights.</p>
<p>Medium impact (The proposal or process is somewhat equality relevant)</p>	<p>There is some evidence to suggest potential for or evidence of adverse impact.</p> <p>The proposal is institution wide or across services, but mainly internal.</p> <p>The proposal has consequences for or affects some people.</p> <p>The proposal has the potential to make a contribution to promoting equality and the exercise of human rights.</p>
<p>Low impact (The proposal or process might be equality relevant)</p>	<p>There is little evidence to suggest that the proposal could result in adverse impact.</p> <p>The proposal operates in a limited way.</p> <p>The proposal has consequences for or affects few people.</p> <p>The proposal may have the potential to contribute to promoting equality and the exercise of human rights.</p>

Step 5 - Mitigating Adverse Impacts and Maximising Positive Impacts

5.1	Based on your findings, explain ways you plan to mitigate any unlawful prohibited conduct or unwanted adverse impact. Where positive impacts have been identified, what is been done to optimise opportunities to advance equality or foster good relations?
The Council plan to ensure that its annual highways customer satisfaction survey considers of age and disability groups.	

Step 6 – Recommendations and Conclusions of the Assessment

6.1	<p>Having considered the potential or actual impacts you should be in a position to make an informed judgement on what should be done. In all cases, document your reasoning that justifies your decision.</p> <p>There are four main options you can take:</p> <p><u>No major change to the proposal</u> – the EIA demonstrates the proposal is robust. There is no potential for unlawful discrimination or adverse impact and you have taken all opportunities to advance equality and foster good relations, subject to continuing monitor and review.</p> <p><u>Adjust the proposal</u> – the EIA identifies potential problems or missed opportunities. This involves taking steps to remove any barriers, to better advance quality or to foster good relations.</p> <p><u>Continue with the proposal (despite the potential for adverse impact)</u> – you should clearly set out the justifications for doing this and how you believe the decision is compatible with our obligations under the duty</p> <p><u>Stop and remove the proposal</u> – if there are adverse effects that are not justified and cannot be mitigated, you should consider stopping the proposal altogether. If a proposal leads to unlawful discrimination it should be removed or changed.</p> <p>Important: If there are any adverse impacts you cannot mitigate, please provide a compelling reason in the justification column.</p>
	<p>Having considered the potential or actual impacts we would recommend that no major change to the proposal is required – the EIA demonstrates the proposal is robust and will by continuous improvement and review continue to consider any equality implications.</p>

Step 7 – Summary of Agreed Actions Resulting from the Assessment

7.1	What action, by whom, will be undertaken as a result of the impact assessment		
Impact/issue	Action to be taken	Person responsible	Timescale
Implementation and communication of Lendal Bridge refurbishment proposed scheme	Publish documents that support Lendal Bridge refurbishment proposed scheme	Siavosh Mahmoodshahi	June 2022
Consideration of age and disability groups.	Ensure age and disability groups are considered in annual highways stakeholder surveys	Siavosh Mahmoodshahi	June 2022

Step 8 - Monitor, Review and Improve

8.1	How will the impact of your proposal be monitored and improved upon going forward? Consider how will you identify the impact of activities on protected characteristics and other marginalised groups going forward? How will any learning and enhancements be capitalised on and embedded?
<p>Performance of the Lendal Bridge refurbishment proposed scheme shall be monitored and reported annually by senior decision makers and when appropriate, improvement actions should be taken. The impact of Lendal Bridge refurbishment proposed scheme activities on protected characteristics and other marginalised groups shall be assessed as part of the customer / stakeholder satisfaction assessment.</p> <p>Any learning and enhancement proposals will be incorporated into the policy at the annual review.</p>	

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Meeting:	Executive Member for Transport Decision Session
Meeting date:	21/10/2025
Report of:	Garry Taylor, Director of City Development
Portfolio of:	Councillor Ravilious, Executive Member for Transport

Decision Report: Resident Parking review

Subject of Report

1. This report provides a response to the motion presented by Cllr Whitcroft at the 19 September 2024 Council meeting, entitled *“Reforming Residents’ Priority parking in York”*. The motion was adopted by the Council and is reproduced in Annex 1. Additional information about the motion is also available here: <https://democracy.york.gov.uk/ieListDocuments.aspx?CId=331&MId=14608&Ver=4>).
2. The recommendations aim to streamline the ResPark process where possible and support the implementation of the Council’s Transport Strategy.

Benefits and Challenges

3. **Benefits:** the recommendations aim to streamline the ResPark process where possible and support the implementation of the Council’s Transport Strategy. The move towards digital engagement is likely to make the process more accessible for some residents and businesses.
4. **Challenges:** if approved, the recommendations will result in fewer opportunities for public participation, including at formal council meetings, as more decisions will be made by officers. The final decision on whether to implement a scheme will however remain with the Executive Member at a public decision session and all objections will be fully considered as legally required for TROs. The move towards digital engagement will need to be supported by letters and emails (as currently) for those who are not able to

use a digital platform. The removal of officer guidelines to decide whether a proposed scheme can proceed to statutory consultation could result in schemes with very low levels of local support being implemented.

Policy Basis for Decision

5. This report presents options to address a motion adopted by Council and policies included in the Local Transport Strategy adopted by the Council's Executive.
6. The options considered relate to the Climate and Health commitments as described in the Council Plan. They also relate to Plan Priority d) Sustainable Transport: *"We will work with the city, partners, residents and businesses to change the way we move through and around the city, prioritising sustainable transport and discouraging non-essential vehicle journeys"*.
7. The options considered here are also linked to City of York Council's Local Transport Strategy (LTS) approved by Executive on 18 July 2024 (see Item 16 here: <https://democracy.york.gov.uk/ieListDocuments.aspx?CId=733&MIId=14499&Ver=4>).

Financial Strategy Implications

8. Whilst the recommendations presented here do not have a direct financial impact on the Council, the changes may lead to:
 - a) More streets and areas benefitting from a ResPark scheme. This has financial implications for the Council as the sale of permits will generate additional revenue but the implementation and enforcement costs for these areas will also increase. It has financial implications for local residents (as well as their visitors and service providers) and businesses as the cost of parking in local streets will increase for those who need to purchase parking permits, and parking may not be available on-street for all users who currently park in the area. Users may have to change transport mode, destination, or pay for on-street or off-street parking if available nearby. It is important to note that Blue Badge holders can park free of charge with no time limits in ResPark areas and bays.

- b) The need for the Council to further invest in digital platforms to support TRO digitisation and digital engagement will result in additional software costs but reduce printing and posting costs, which can be significant.
- c) Where ResPark schemes are approved with a change of kerbside use, these changes will need to be funded from specific programme/project budgets (for example to provide cycle hangers, plant trees, accommodate car-club cars or retrofit sustainable urban drainage).

Recommendation and Reasons

9. It is recommended that the Executive Member approve:

- a) The following changes to the process for the ResPark waiting list and of the decision to proceed to statutory consultation:
 - i. ResPark requests which are not submitted through a petition will be added to the waiting list by officers. An Executive Member decision will only be required where ward members and/or officers are opposed to the request being added to the waiting list. Once a proposal reaches the top of the waiting list, the first informal consultation will be undertaken without the need for a public decision; and
 - ii. Once the informal consultation has concluded, the decision to initiate the statutory consultation stage will be made by a senior officer (published Officer Decision). This will apply unless ward members and/or officers are opposed to the scheme progressing to statutory consultation. In these cases, the decision will be made by the Executive Member at a decision session.
- b) Changes to the informal consultation process so that it can be linked to the implementation of the wider Council's Transport Strategy by consulting residents and businesses on options for alternative uses of kerbside space in their area/street if a ResPark scheme is implemented, to provide alternative kerbside uses and activities (such as car club cars, cycle hangers, providing more space pedestrians,

cyclists, or buses, or planting trees, or retrofitting sustainable urban drainage solutions).

- c) Changes to the way officers consider the responses to the informal consultation to inform their recommendations, by removing the current officer guidelines (where 50% response rate and 50% of responses received in support are usually required for officers to recommend that the proposed scheme progresses to the statutory consultation stage).

Officers' recommendations on whether to proceed with a proposed scheme will be based on the applicable legal framework (see below), the Council's adopted policies and strategies, and a qualitative review of the feedback and objections received through the consultation process.

- 10. The Executive Member is also asked to note that officers will aim to implement and encourage the use of digital tools for engagement and consultation, retaining the options of letters and emails to ensure that the process remains inclusive.
- 11. Reasons: To respond to the motion presented by Cllr Whitcroft at the 19 September 2024 Council meeting, *entitled "Reforming Residents' Priority parking in York"*, streamline the ResPark process where possible, and support the implementation of the Council's Transport Strategy.

Background

Council motion

- 12. At the 19 September 2024 Council meeting, Cllr Whitcroft presented a motion entitled "Reforming Residents' Priority parking in York". The motion was adopted by Council. It is reproduced in Annex 1, and additional information is available here: <https://democracy.york.gov.uk/ieListDocuments.aspx?CId=331&MIId=14608&Ver=4>).
- 13. The motion noted that Resident Priority Parking (known as ResPark) is crucial to manage parking pressures, but the scheme is currently limited in scope and that changes are time consuming to implement. It noted parking pressure concerns from residents in areas where ResPark is not currently in place. It noted that *"the current consultation process for ResPark schemes is overly bureaucratic and expensive to the council and delays*

implementation of necessary parking controls, particularly with the 50% recommended turnout guideline”.

14. Council resolved to request that Executive:

a) “Simplifies the process for implementing and modifying ResPark schemes by:

- i. Developing a set of standardised criteria for ResPark eligibility;*
- ii. Developing a streamlined consultation and implementation process for ResPark schemes, in accordance with current legislation;*
- iii. Conducting a city-wide review of the ResPark process;*
- iv. Working to reform the turnout guideline in Residents’ Parking consultations to reflect area-specific issues for some streets, including consistently unoccupied properties, short-term and part time occupancy properties, and HMOs;*
- v. Reviewing the pricing structure for ResPark permits to ensure fair pricing for residents.*

b) Asks the Executive Member for Transport to work with Council officers to present a detailed plan and timeline for expanding and reforming ResPark, in accordance with existing legislation, to the Executive, when capacity exists;

c) Commits to implementing a reformed ResPark system, having considered the measures proposed in this motion and in accordance with existing legislation”.

15. This motion is broadly in line with Policy 6.7 of the Council’s Local Transport Strategy.

York’s Local Transport Strategy

16. City of York Council’s Local Transport Strategy (LTS) was approved by Executive on 18 July 2024 (see Item 16 here: <https://democracy.york.gov.uk/ieListDocuments.aspx?CId=733&MId=14499&Ver=4>). On car parking, the LTS states:

a) “We will manage parking to provide access for shops and business, while discouraging car use for journeys which

could be made by sustainable modes” (Policy Focus Area 7: Reduce car dependency);

- b) “Policy 1.1 - Provide Blue Badge parking spaces near significant trip attractors within the city centre, including the foot streets area, and in all district and village centres. Our target is to have BB parking spaces as close as possible, ideally within a 150m (over accessible terrain) distance of significant trip attractors”;*
- c) “Policy 5.2 – Use the powers available to local authorities to further incentivise EV/ hybrid replacement of petrol/ diesel engine vehicles in York – for example through differential parking charges for resident’s parking schemes”;*
- d) “Policy 7.5 - Develop a parking strategy to cover all Council managed parking within 400m of the city centre, which assesses parking needs and sets parking charges designed to make it more attractive to use Park and Ride or the bus, or to walk, wheel or cycle. Set Council managed parking supply to satisfy requirements for essential journeys to the city centre, and take steps to enhance the quality of that parking provision”;*
- e) “Policy 7.6 – We will keep under review our Residents’ Parking Scheme to ensure it delivers our policy and works to the benefit of all residents. Residents parking schemes allow you to park in your community, and they could be extended to cover all areas of the city, with an aim to reduce non-residents using residential streets for long-stay parking. On-street car parking may need to be reallocated to create space for bus and cycle facilities (in line with the council’s adopted hierarchy of road users see Policy 2.1). Where this results in a dedicated disabled bay needing to be moved the council will provide an alternative car parking space within 150m (or preferably less) of their home, with an accessible route between the resident’s home and the disabled car parking bay. In a similar way we will work with blue badge holders so the same principles apply where possible”.*

Current ResPark coverage

17. An overview of the current coverage of ResPark zones is provided in Annex 2. Areas with no or limited off-street car parking within walking distance of the city centre are generally covered by a ResPark scheme. Areas within walking distance of the University

of York are also generally protected. There are some exceptions to this as some streets are private and others have historically not supported the introduction of ResPark.

18. Some areas where significant parking pressure has been identified due to commuter and visitor parking adding to demand for parking by local residents are not currently covered by a ResPark scheme. These areas include streets to the east of Burton Stone Lane, where additional parking pressure is linked to the proximity of York Hospital, and streets south-east of Water End (Salisbury Road/Terrace, Kingsland Terrace area), where additional parking pressure is linked the proximity to the railway station and the city centre. Terraced streets off Lawrence Street and Fifth Avenue, due to commuter parking.
19. Some of these areas are likely to be consulted on the possible introduction of ResPark in the coming years. For example, the Salisbury Road/Terrace, Kingsland Terrace area is likely to be under significant parking pressure when the York Central development starts to be occupied. It is therefore likely that a consultation on ResPark for this area will take place in the near future. The areas off Burton Stone Lane and Lawrence Street are both currently on the ResPark waiting list.

Current ResPark process

20. The current ResPark process has been established to meet legal requirements (described later in this report) and has been developed over the years to enable the views of residents and other highway users to be considered in the decision process. The process is as follows:
 - a) **A request** for parking controls in a street/area is received by City of York Council. This is usually in the form of a petition from residents but can also be a request from local councillors (based on feedback they have gathered from local residents and businesses).
 - b) As the request is usually in the form of a petition, this is **reported to the Executive Member for Transport at a Decision Session** so that a decision can be made to either progress a review, potentially leading to the implementation of parking restrictions, or refuse the request. This is in line with the Council's petition scheme (available here: www.york.gov.uk/downloads/file/1421/city-of-york-council-petitions-scheme).

When a decision needs to be made at an Executive Member Decision Session, a specific timeline needs to be adhered to which includes the publication of a statutory forward plan notice/item at least 28 days before the Decision Session takes place. Reports then need to be prepared and reviewed internally before being finalised 10 to 12 days before the Decision Session so that all papers can be published in advance of the session. Decision Sessions are usually monthly.

- c) If the request is approved, the request is **added to the ResPark waiting list**. ResPark requests are then generally dealt with in order of when they were received. Some requests in areas which are close to each other are sometimes bundled to be considered together as the implementation of restrictions in one area would have an impact in the other area. The number of requests progressed per year depends on funding, staff resources, and how workloads are prioritised within the relevant CYC teams.
- d) Once an approved request reaches the top of the waiting list, an **informal consultation** is initiated. A draft scheme showing where and when restrictions would apply (sometimes including several options) and a questionnaire are sent out to all properties within the proposed area. This can also include some neighbouring areas or streets if these are likely to be affected in terms of access or displaced car parking. This is sent in paper format, by post. Responses are generally received by post or by email.

This early engagement enables CYC officers to gather detailed information and feedback from residents and businesses/ premises in specific streets/areas before the scheme is fully developed. This helps officers refine the proposals and assess the potential impact of a scheme on all highway users, including people and groups with protected characteristics under the Equality Act 2010. Adjustments made at this point can avoid or reduce the number of formal objections to the proposal during the statutory consultation stage (see below).

Officers currently use **internal officer guidelines to gauge whether a proposed ResPark scheme is supported by residents** and should be recommended for implementation. This means that officers will usually only recommend the

implementation of a proposed ResPark scheme when at least 50% of residents consulted have responded to the consultation and the majority of responses are in favour of the proposed scheme (equivalent to a **minimum 25% of residents supporting the proposal**). In some cases, officers may recommend that a proposed ResPark scheme be progressed on some streets where residents support the proposal, whilst recommending that the rest of the area or other streets be left out of the scheme as returns were below 50% or support for the proposed scheme is low.

- e) The **results of the informal consultation and a proposed scheme**, revised to take account of the feedback gathered during the informal consultation, are then **presented to the Executive Member for Transport's Decision Session** for a decision on whether to approve the statutory consultation of a Traffic Regulation Order (TRO).

It is important to note that the Executive Member for Transport does not have to follow officer recommendations when making a decision. For example, if officers have recommended no further action because the response rate to the early engagement is below 50%, the Executive Member can still decide that the scheme should proceed to the next stage.

- f) If the Statutory Consultation is approved by the Executive Member, a **"Notice of Proposals"** is prepared with the draft TRO and Statement of Reasons, which are **publicised for a statutory consultation**. The Notice is published in the local newspaper and affixed to street furniture in the affected areas. Letters are also sent to residents, businesses and other premises in the area (as for the early engagement) and to statutory consultees (this includes the Police, road haulage association, etc). The "Notice of Proposals" invites "objections and other representations" to be submitted to CYC. **The consultation must last at least 21 days**, but this period is often extended to give consultees more time to respond, especially if the consultation period includes holidays (e.g. summer holidays, Christmas, Easter, etc).
- g) Once the statutory consultation period has ended, **officers analyse the feedback received**. In some cases, officers need to contact objectors if the analysis shows that the objection is based on a misunderstanding of the impacts of

the proposal. **Officers must consider all objections which have been duly made and not withdrawn.**

- h) **Where many substantial objections have been received and not withdrawn, it may be necessary to significantly revise the proposals.** The revised proposals then need to be **taken back through the consultation process and to the Executive Member for approval** to progress. This is why early engagement, although sometimes seen as cumbersome, is often beneficial as it enables officers to refine the proposals to mitigate the impacts of the proposed scheme where possible, often avoiding or reducing the number of formal objections received during the statutory consultation stage.
- i) **Officers present their assessment** of the feedback received during the statutory consultation in a report **for a decision to be made on whether to implement, revise, or abandon the order.**

Where no objections have been received/remain, a formal decision to implement the order is usually made by a senior Council officer.

Where objections have been received and not withdrawn, the decision must be made by the Executive Member for Transport at their Decision Session. There are three possible outcomes at this stage:

- i. a decision to make the TRO as consulted on;
- ii. a decision to make a less onerous and/or less extensive order (for example, this could be reducing the area where ResPark will apply or reducing the number of days or time periods when ResPark restrictions are in place in the area); or
- iii. a decision to abandon the order.

If any other revision is required, the process must be re-started. Objectors must be notified of the decision.

- j) If a decision is made to implement the order, CYC officers then need to complete the legal process (including the publication of the “Notice of Making”) and **progress the scheme’s design and implementation.** There is also a 12-week lead time to allow for the area to be added to the

Parking system and for residents to apply for permits prior to the scheme coming into operation. There are no dedicated teams to design and implement ResPark schemes so, once approved, the schemes are included in the teams' overall work programmes and delivery is planned and prioritised alongside other highway schemes.

21. ResPark requests currently take several years to progress to implementation. It can be 2 to 4 years between the request being received and the area reaching the top of the waiting list. This depends on the number of requests received, the amount of staff resources allocated to dealing with ResPark requests, and how their workloads are prioritised against the schemes and priorities they work on.
22. Once a request reaches the top of the waiting list, the process described above often takes close to a year to complete, longer in some cases. This is mainly due to the requirements for consultation, time required to analyse the feedback received, and the process required to present reports to the Executive Member's Decision Sessions.

Cost of ResPark permits

23. Various types of ResPark permits are available for residents within ResPark zones and their visitors. This includes:
 - a) Household permits (and additional permits) – for people who live in a house or flat within a residents' priority parking scheme (ResPark) zone. Up to three permits can be issued per household (unless the property is located in a special control zone – see below);
 - b) Visitor parking permits - visitor parking permits are available to buy, whether or not the household owns a vehicle. Each household is entitled to an annual allocation of 200 daily visitor permits;
 - c) Special control parking permits – for residents of the Micklegate area, the North Street area and Agar Street. Unlike standard household parking permits, only 1 permit can be issued and no visitor parking permits can be purchased. Permit holders may also be restricted to certain bays within a zone. This is due to the restricted availability of on-street parking within the special control zones;

- d) HMO permits are currently available but a decision was made by the Executive Member for Transport on 12 November 2024 to proceed to statutory consultation to remove HMO permits entirely, with HMO properties becoming eligible for a maximum of 3 household parking permits per property if they are located in a ResPark zone (additional information available here:

<https://democracy.york.gov.uk/ieDecisionDetails.aspx?ID=7266>).

- 24. Permits are also available for people who may own properties within a zone or have a commercial requirement for parking there. This includes:
 - a) Guest house parking permits;
 - b) Property renovation parking permits;
 - c) Landlord and management agents permits;
 - d) Business parking permits;
 - e) Commercial parking permits – for people who need to visit residential or business premises within a ResPark zone;
 - f) Community parking permits - organisations whose employees need to be able to park in a ResPark zone to provide care for a resident in their own home.
- 25. Some developments are excluded from ResPark zones. This is in accordance with government guidelines and our policy of discouraging increased car ownership within central areas of the city. The exclusion of larger developments, such as blocks of flats or apartments, from the ResPark scheme prevents on-street parking from becoming overloaded in these areas. Developers are made aware of any exclusions within the area at the planning stage and should make purchasers and tenants aware of any applicable parking restrictions.
- 26. ResPark permits pricing is a budget matter and decisions on prices are made at Executive and Council meetings. Parking permits costs are detailed on the Council's website (see here: <https://www.york.gov.uk/ParkingPermitCosts>). Household permits costs are shown in the table below.

Permit type	Discounted rate	Standard rate	Premium rate
2024/25 charges (12 month permits)			
First household permit	£54.98	£109.95	£164.95
Second household permit	£120	£240	£340
Third household permit	£250	£500	£680
2025/26 charges (12 month permits)			
First household permit	£92	£115	£173
Second household permit	£211.20	£264	£374
Third household permit	£440.30	£550	£748
<p>Notes: Vehicles qualifying for the low emission parking discount include:</p> <ul style="list-style-type: none"> a. vehicles with a low CO₂ emission figure that qualifies the vehicle for a reduced rate of vehicle tax; b. vehicles in tax bands A to C (CO₂ emission level of vehicles in Bands A to C is up to 120g/km); c. electric or liquid propane gas (LPG) powered vehicles. <p>The premium rate applies to vehicles with emissions over 185g/km (vehicle tax bands J to M) or vehicles longer than 5 meters.</p>			

Consultation Analysis

27. No external consultation has been undertaken specifically for this paper as it focuses on changing internal processes to respond to the Council Motion and to take account of the feedback received through consultations previously undertaken for ResPark schemes.

Options Analysis and Evidential Basis

28. Options included in this report aim to address the following requests: *“Simplifies the process for implementing and modifying ResPark schemes by:*

- a) *Developing a set of standardised criteria for ResPark eligibility;*
 - b) *Developing a streamlined consultation and implementation process for ResPark schemes, in accordance with current legislation;*
 - c) *Conducting a city-wide review of the ResPark process; and*
 - d) *Working to reform the turnout guideline in Residents' Parking consultations to reflect area-specific issues for some streets, including consistently unoccupied properties, short-term and part time occupancy properties, and HMOs".*
29. The request to conduct a city-wide review of the ResPark process included the intention of reviewing the existing ResPark areas, whether they should be larger or cover different areas and how many permits should be permitted in zones, etc. This wider review of the scheme is not currently being progressed due to limited resources and capacity.
30. The request for a review of *"the pricing structure for ResPark permits to ensure fair pricing for residents"* is not addressed here. This is because the pricing structure for ResPark is a budget item, which is a matter for review and approval by the Executive and Full Council.

Implementing a more streamlined process

31. Options under consideration to streamline and accelerate implementation city wide include:
- a) Faster application process for inclusion on the ResPark waiting list, reducing the number of requests which need to follow the petition process and reducing the need for Executive Member decisions;
 - b) Allocation of additional resources to process requests, analyse consultation feedback, prepare decision reports and implement the schemes faster;
 - c) Removal of the early engagement/informal consultation step (this may not shorten the process however as described in the analysis section);
 - d) Changing the informal consultation process to consult on principles rather than detailed design options but also include

a public meeting with ward councillors (this may not shorten the process however as described in the analysis section).

32. These options to streamline the process are analysed in more detail below:

- a) **Inclusion on the waiting list and decision to proceed with statutory consultation** – This stage could be streamlined by removing the requirement to take each request for a ResPark scheme to an Executive Member Decision Session (EMDS) for an approval to add the proposal to the waiting list and then to proceed to statutory consultation.

Where requests are not submitted through a petition (as petitions have to follow a set process), requests could be added to the waiting by officers without the need for a public decision and only requests that officers propose to reject or requests that are not supported by local ward members would be presented to EMDS for a decision.

The same principle could apply to the decision to proceed to the statutory consultation stage following on from the informal consultation. The decision would be taken by a senior officer (published Officer Decision), unless officers propose not to progress with the scheme or ward members are opposed to the scheme progressing to statutory consultation. In these cases, the decision would be made by EMDS.

Although this process is likely to reduce the time for requests to be considered, it will also reduce the publicity of the process, making it less transparent.

- b) **Reducing the time spent on the waiting list and during the consultation and feedback analysis stages** – This is mainly a resource and prioritisation issue. If additional resources were allocated to the development and implementation of ResPark schemes, CYC officers would be able to work on several schemes in parallel, reducing the time spent on the waiting list for individual streets/areas. This would require a change in budget allocation to fund additional resources for the relevant teams.

Aggregating requests so that each process covers a wider area could also be considered. This is however not

guaranteed to speed things up as the consultation process would be more time consuming to organise and analyse and the proposals would be more likely to receive multiple objections.

As the Council is preparing for the move to digital TROs, it may be possible to start using a digital platform for the bulk of the consultation work, reducing the time officers spend gathering emails and letters, reviewing and analysing them and summarising them into reports. Letters and emails would still be accepted as representations for the consultation process but if most responses were received digitally, this would save significant officer time.

- c) **Removing early engagement** – The informal consultation stage is not a legal requirement under the Road Traffic Regulation Act 1984. Removing this consultation stage and relying entirely on the statutory consultation process could therefore be considered as an option to implement ResPark schemes faster.

In relation to consultation requirements, the general principles (also known as “Gunning principles” or “Sedley criteria”) apply. For consultation to be meaningful, it needs to be undertaken at a point where the mind of the decision-maker is still open to change and can, therefore, be influenced by the responses to the consultation.

The criteria require that *“the consultation must be at a time when the proposals are still at a formative stage”*. A proposed TRO remains in the formative stage during the statutory consultation and notice process. This is supported by case law (Surrey County Council 2016 case), where the High Court held that a council's consultation on a proposed TRO was adequate despite being issued at the same time as the statutory notice process and that the council's decision to consult on the proposed TRO, and not to consult in the formulation of the proposal, was not unlawful in itself.

Removing the early engagement stage and relying on the statutory consultation alone would therefore be possible in legal terms but it is important to consider the possible impacts of this change on the overall process.

Consulting with residents, businesses and interested stakeholders early in the process generally helps reduce the overall duration of the process as it:

- i. Provides useful feedback before the scheme is too far developed so that adjustments can be made where required before going to statutory consultation. If significant changes are required after statutory consultation, the whole process usually needs to start again. This is because the only changes, which can be made once the statutory consultation is complete, are to implement lesser restrictions than those which were consulted on;
 - ii. Enables officers to assess the impacts of the proposed schemes, including on groups with protected characteristics under the Equality Act 2010 (and to include mitigation measures in the revised scheme where possible); and
 - iii. Usually helps to reduce the number of objections received during the statutory consultation.
- d) **Changing the way early engagement is conducted.** One option would be to focus the informal consultation stage on the principles of ResPark in an area or street(s) and the desired outcomes, rather than the specific design options for a scheme.

This stage would generally be conducted through an informal digital/paper-based consultation and could include a public meeting with ward councillors if required, where residents would be invited to attend and discuss the proposals and ask questions/gather additional information on how a scheme would work for them.

This would reduce the resources used to prepare drawings to show options for a scheme for the informal consultation stage. It would however require additional resources to generate separate consultation materials, and where meetings are required, book and pay for a suitable venue, organise and attend a public meeting (with an impact on officer time and resources).

As noted above, the current phase of early engagement, including drawings showing how the scheme could be

implemented, enables CYC officers to gather detailed information and feedback from residents and businesses/ premises in specific streets/areas before the scheme is fully developed. This helps officers refine the proposals and assess the potential impact of a scheme on all highway users, including people and groups with protected characteristics under the Equality Act 2010. Adjustments made at this point can avoid or reduce the number of formal objections to the proposal during the statutory consultation stage. It is therefore important to provide initial drawings as part of this engagement so that local highway users can fully assess the potential impacts of the proposal.

Another option considered is to adapt the current informal consultation to provide information about the wider context for a proposed ResPark scheme and better align proposed schemes with the Council's Transport Strategy, for example by providing options where some on-street parking capacity would be removed to free up some space for other kerbside uses such as car club cars, cycle hangers, providing more space pedestrians, cyclists, or buses, or planting trees, or retrofitting sustainable urban drainage solutions.

As part of the informal consultation, additional questions would therefore be included to ask residents and businesses about their specific access needs and whether they would be interested in more car-club cars nearby, cycle hangars, pocket-park/kerbside cafes, etc.

This option is unlikely to result in a shorter consultation process but would enable the ResPark process to better tie-in with the wider implementation of the Council's Transport Strategy.

Standardised criteria and turnout guidelines

33. Turnout guidelines have been used by officers historically to gauge the support for a proposed schemes and inform officer recommendations. This is because local residents' support for the implementation of ResPark in their area has historically been seen as an important factor in making such a decision, since it has an impact on residents' lives and parking costs. These guidelines do not bind the Executive Member for Transport however, who can decide to implement a ResPark scheme against officer recommendations.

34. Officers' use of the guidelines has attracted some criticism, especially in areas where a significant proportion of dwellings, are rental properties, including Houses in Multiple Occupation (HMOs) and student accommodation, as these types of property tend to attract lower response rates.
35. Options considered to develop a set of standardised criteria for ResPark eligibility and reform the turnout guideline in ResPark consultations include:
 - a) Removal of the 50% response rate and 50% support for the scheme guidelines. Officers' recommendations on whether to implement a ResPark scheme would be based on the legal framework (see below), the Council's adopted strategies and policies, and a qualitative review of the objections and feedback received through the consultation process; or
 - b) Change the percentages considered to guide officers' recommendations, enabling a lower return rate and support rate to be interpreted as local residents supporting the scheme, or excluding some properties from the rates calculated (as described in the Council Motion).

Organisational Impact and Implications

- **Financial:** No direct impacts identified, see Financial Strategy Implication Section of the report for indirect impacts identified.
- **Human Resources (HR):** No direct impact identified.
- **Legal:**

ResPark schemes rely on Traffic Regulation Orders (TROs) to be enforceable. A TRO may be made where it appears expedient to the Council to do so for any of the reasons set out in Section 1(1) of the Road Traffic Regulation Act 1984, as follows:

- *“for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or*
- *for preventing damage to the road or to any building on or near the road, or*

- *for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or*
- *for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or*
- *(without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or*
- *for preserving or improving the amenities of the area through which the road runs;*
- *for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality)”.*

The TRO also needs to meet the Council’s wider duty under Section 122 of that Act. The duty of the Council is to “*secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway*”, whilst having regard to the following matters:

- *“the desirability of securing and maintaining reasonable access to premises”;*
- *“the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run”;*
- *“the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy)”;*
- *“the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles”;* and
- *“any other matters appearing to the local authority to be relevant”.* This includes the authority’s adopted policies and strategies such as the Local Transport Strategy.

The Road Traffic Regulation Act 1984, Section 45 (3) also requires that when the authority is considering charging/permitting for on street parking, it needs to consider the interests of traffic and those of the owners and occupiers of adjoining property, and in particular:

- the need for maintaining the free movement of traffic (including pedestrians);
- the need for maintaining reasonable access to premises; and
- the extent to which off-street parking accommodation, whether in the open or under cover, is available in the neighbourhood.

The 2015 Government statutory guidance *“Right to challenge parking policies - Traffic Management Act 2004: Network Management Duty Guidance”* states that *“parking strategies cannot simply be about restricting parking. They need to meet the best interests of road users, communities and businesses”*. The statutory guidance enables members of the public to request a review through a petition.

Proposed ResPark schemes (and other TROs) need to be considered on a case-by-case basis, within this legal context.

- **Procurement:** No procurement impacts identified. If a procurement exercise is required to support the move to digital engagement, this will follow all applicable procurement rules and regulations.
- **Health and Wellbeing:** No direct impact identified for the recommendations included in this report. When the implementation of future ResPark schemes is considered, where the demand for car parking is reduced through a ResPark scheme and funding is allocated to provide alternative uses for the vacant space, there is a potential for improved health and wellbeing by using kerbside space for measures which support sustainable travel (e.g. cycle hangars) or to improve wellbeing (e.g. pocket parks, benches, etc).
- **Environment and Climate action:** No direct impact identified for the recommendations included in this report. When the implementation of future ResPark schemes is considered, where the demand for car parking is reduced through a ResPark scheme and funding is allocated to provide alternative uses for the vacant space, there is a potential for positive impacts on environment and

climate change through reduced reliance on the private car and a switch to sustainable transport modes, by using kerbside space for measures which support sustainable travel (e.g. cycle hangars) or to improve the local environment (e.g. pocket parks, trees).

- **Affordability:** No direct impact identified for the recommendations included in this report. When the implementation of future ResPark schemes is considered, the impact of individual schemes on affordability for residents and their visitors and service providers will be considered when the decisions to progress and implement them are made.

The introduction of ResPark schemes has a negative impact on affordability for many residents who own one or several vehicles and either need to buy permits to park on street (noting that permits for a second or third car are more expensive – see costs here: <https://www.york.gov.uk/parking-permits-1/resident-parking-permit-costs>) or may decide to apply for or widen a dropped kerb to transform their front garden into a driveway/widen their driveway (where this option is available). There is very limited evidence of the impacts on low-income households.

Where the introduction of ResPark schemes result in lower levels of car ownership, this could result in lower travel costs for residents.

- **Equalities and Human Rights:**

No direct impact identified for the recommendations in this report, hence no Equalities Impact Assessment (EIA) required for this report.

The need for an EIA and the equality impacts of ResPark schemes are considered on a case-by-case basis when ResPark schemes are proposed and developed. Blue Badge holders can park free of charge and without any time restrictions in ResPark bays/areas.

Although digital engagement will be available and encouraged for consultations, the options of writing to the Council (by post or email) will be retained to ensure that the process remains as inclusive as possible.

- **Data Protection and Privacy:** The data protection impact assessment (DPIAs) screening questions were completed for the recommendations and options in this report and as there is no personal, special categories or criminal offence data being

processed to set these out, there is no requirement to complete a DPIA at this time. However, this will be reviewed following the approved recommendations and options from this report and a DPIA completed if required.

- **Communications:** Support from the Communications team will be required to develop the new consultation materials.
- **Economy:** No direct impact identified for the recommendations included in this report. When considering the implementation of future ResPark scheme, the evidence on economic impacts for resident parking charges is mixed, as the schemes result in higher car ownership costs, which can result in a decrease in car ownership in some cases but can also have a negative economic impact where residents are not able to switch to more sustainable modes of transport. There is very limited evidence of the impacts on low-income households.

Risks and Mitigations

36. No risks identified.

Wards Impacted

37. All wards within the City of York area.

Contact details

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

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Annexes

Annex 1 – Motion adopted by Council “Reforming Residents’ priority parking in York”

Annex 2 – Current ResPark coverage overview

Abbreviations used in this report

BB – Blue Badge

CYC – City of Council

DPIA - Data Protection Impact Assessment

EIA – Equalities Impact Assessment

EMDS – Executive Member Decision Session

EV – Electric Vehicle

HMO – House in Multiple Occupation

LPG - Liquefied Petroleum Gas

LTS – Local Transport Strategy

ResPark – Resident Parking

TRO – Traffic Regulation Order

To consider the following Motion on Notice under Standing Order B13:

Motions submitted for consideration directly by Council, in accordance with Standing Order 22.1

i) From Cllr Whitcroft

Reforming Residents' Priority Parking in York

“This Council notes that:

- Residents' Priority Parking (ResPark) schemes are crucial for managing parking pressures in residential areas of York;
- The current ResPark system is limited in scope and requires complex, time-consuming consultations for implementation or changes;
- Many residential streets currently lack ResPark protection, including a proportion of streets close to the city centre, and streets around schools and other key trip attractors throughout the city, leading to parking issues for residents.

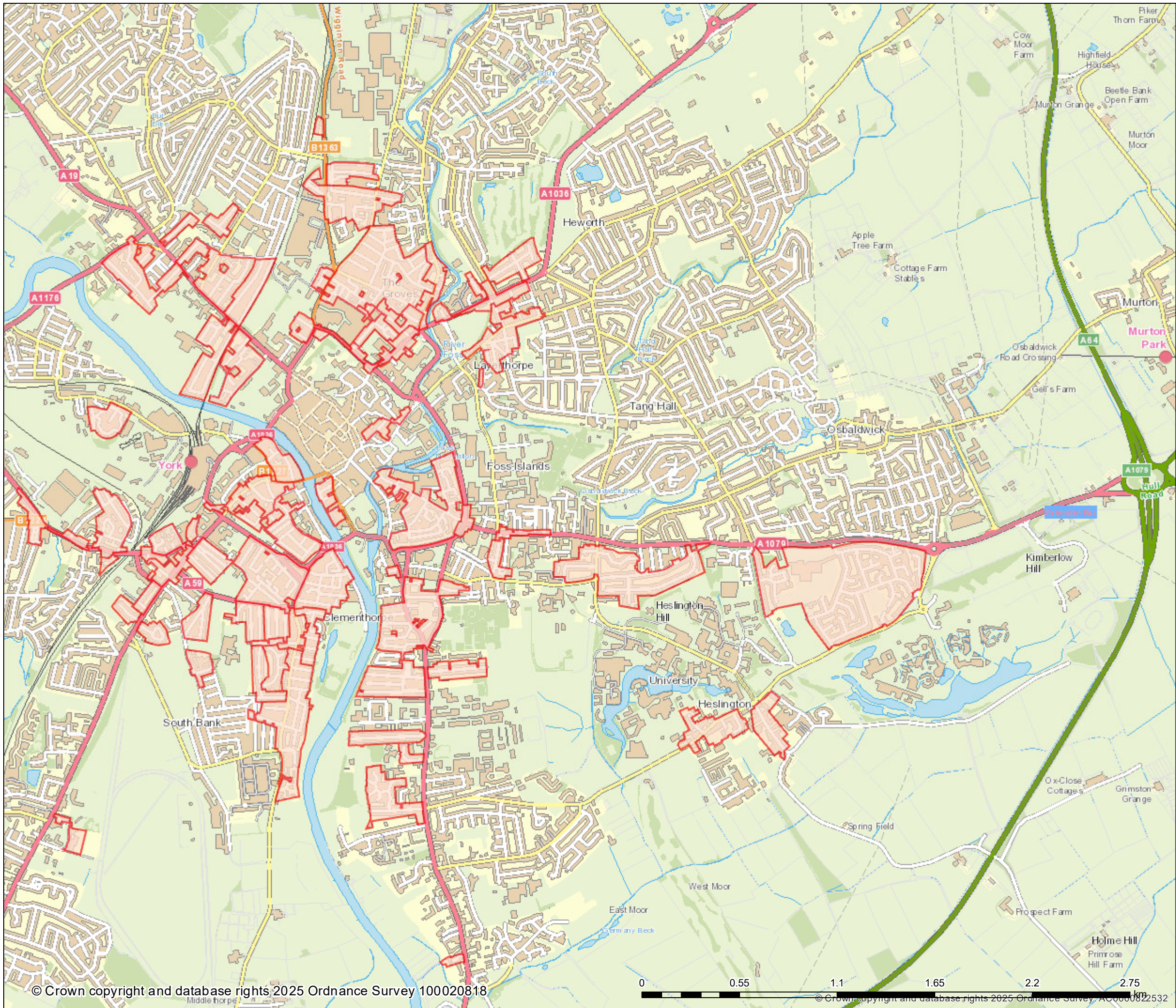
This Council believes that:

- All residents within the City of York boundary should have equitable access to car parking and ideally also car club schemes near to their homes, which can help to ease local parking pressures;
- The current consultation process for ResPark schemes is overly bureaucratic and expensive to the council and delays implementation of necessary parking controls, particularly with the 50% recommended turnout guideline;
- A more streamlined and comprehensive approach to ResPark would benefit residents and improve overall parking management in the city.

Council resolves to request Executive:

- Simplifies the process for implementing and modifying ResPark schemes by:
 - Developing a set of standardised criteria for ResPark eligibility;

- Developing a streamlined consultation and implementation process for ResPark schemes, in accordance with current legislation;
 - Conducting a city-wide review of the Respark process;
 - Working to reform the turnout guideline in Residents' Parking consultations to reflect area-specific issues for some streets, including consistently unoccupied properties, short-term and part time occupancy properties, and HMOs;
 - Reviewing the pricing structure for ResPark permits to ensure fair pricing for residents.
- asks the Executive Member for Transport to work with council officers to present a detailed plan and timeline for expanding and reforming ResPark, in accordance with existing legislation, to the Executive, when capacity exists;
- Commits to implementing a reformed ResPark system, having considered the measures proposed in this motion and in accordance with existing legislation.”



ResPark coverage

Author: City of York Council

Date: 27 Feb 2025

Annex 2:

Resident parking zones

Resident
parking zones

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Meeting:	The Executive Member for Transport Decision Session
Meeting date:	21/10/2025
Report of:	Garry Taylor
Portfolio of:	Cllr. Ravilious. Executive Member for Transport

Decision Report: Informal Consultation of Annual Review of Traffic Regulation Order Requests

Subject of Report

1. Approval is requested to advertise the proposed amendments to the Traffic Regulation Order (TRO) required to introduce the restrictions detailed in Annexes A to D. In addition, if there are no objections raised to the Statutory Consultation for the proposals, approval is requested to implement the amendments to the Traffic Regulation Order.
2. A decision is important as it provides the Council with the opportunity to progress the proposals to the Statutory Consultation for the amendment of the TRO, which is a legal requirement. The Statutory Consultation will allow for the Council to make a balanced decision on the implementation of any restrictions following representations made by all relevant stakeholders.

Benefits and Challenges

3. The benefits are that we meet our statutory obligation to consult with relevant stakeholders providing them with the opportunity to voice their opinions and take those forward when reaching a final decision.

4. The challenges are that should we not consult we are breaching our statutory obligations because of which we may be considered to have acted unlawfully in respect of due process.

Policy Basis for Decision

5. Considering this matter contributes to the Local Transport Strategy of 'Shaping a city that is accessible for everyone' and 'Improving Public Transport'.

Financial Strategy Implications

6. The report is requesting approval for Statutory Consultation, but should the proposal move on to implementation, then the implementation of any approved restriction will be covered by the signs and lines budget.

Recommendation and Reasons

7. It is recommended that the Executive Member consider the proposals, along with representations received from the ward councillor and make a decision from the options given.
 - a) Advertise the recommended proposals to amend the York Parking, Stopping & Waiting Order 2014 as set out in Annexes A to D and in the event that no objections are received to the proposals that authority be delegated to the Director of City Development to implement the proposed variations to the Order- Recommended
 - b) Take no further action- Not recommended
 - c) Advertise any of the alternative options to amend the York Parking Stopping & Waiting Order 2014 as set out in Annexes E or F- Not recommended

Reason: The proposals set out on Annexes A to D aim to address the issues of verge and footpath parking on Murton Way and Osbaldwick Link Road, and the bus access issues close to the junction of Osbaldwick Village and Osbaldwick Lane.

Background

8. The Council receives a large number of non-urgent requests for changes to the York Parking, Stopping & Waiting Order 2014 each year. Typically, these are for additional “no waiting at any time” (double yellow line) restrictions or minor changes to Residents’ Priority Parking (ResPark) Schemes. These requests are considered together on an annual basis; this saves officer time and money. It was agreed with the Executive Member to remove the requirement to present all requests at a decision session and leave the approval to advertise the Statutory Consultation to the Director if ward councillors agreed with the proposals. 130 areas were reviewed across the city. The individual ward items were then sent to councillors for an informal consultation and requested comments in support or objection to the proposed items.

Consultation Analysis

9. Cllr. Warters and the Parish Council originally raised the issue of vehicles parking on the verges near the junctions on Osbaldwick Link Road and Murton Way all day to access the nearby businesses. This was creating an issue with visibility for vehicles trying to access Osbaldwick Link Road and the footpath of Murton Way leading to the village of Murton.
During a previous review of Murton Way, representations from residents advised that the proposed restriction did not go far enough and requested an extension to the proposed restrictions. This request was reviewed following the installation of the previously approved restriction.
10. We received an objection from Cllr. Mark Warters regarding the proposed restrictions for Murton Way and Osbaldwick Link Road. Cllr. Warters also raised an issue of buses being unable to travel freely through the village of Osbaldwick and requested we consider introducing an Urban Clearway on Osbaldwick Village, Osbaldwick Lane and Murton Way. No comments in support or objection were received from Cllr. Martin Rowley of Osbaldwick & Derwent. The original proposal for Murton Way (both sections), Osbaldwick Link Road and the request for an Urban Clearway around the village of Osbaldwick and Murton Way are all considered below.

Options Analysis and Evidential Basis

11. **Option 1**- To approve the advertisement of the proposed restrictions set out and illustrated in Annexes A to D. This is the recommended option. Each of the areas and reasons are detailed below.

Osboldwick Link Road (Annex A)

Previously there were double yellow lines on Osboldwick Link Road, these were removed, as it was considered they were no longer required due to the nature of the businesses and the available parking at each site. Following the redevelopment of some businesses off Osboldwick Link Road and an increase in vehicle access to the sites, the issue of footpath parking started.

The proposed restriction will remove parking to the whole length of Osboldwick Link Road.

Murton Way in the direction of Murton Village (Annex B)

The parking in this location is occurring on the verge and footpath and removing access to the footpath for pedestrians. There is footpath to only one side of the carriageway.

The proposed Clearway restriction from the end of the existing No Waiting restriction to the village of Murton will remove all parking, including on the footpath and verge (with additional text signage).

Murton Way in the direction of Osboldwick village (Annex C)

During the previous consultation we received representations in support of the proposed restriction from residents, who also requested we extend the proposed No Waiting restriction (Double yellow lines) as the proposal would lead to vehicles parking close to the tactile crossing points and restrict visibility when exiting their driveways.

The proposed extension to the existing restriction will provide access to the tactile crossing points and improve visibility for pedestrians and vehicles using the Beckett Drive junction.

Osboldwick Village/Osboldwick Lane (Annex D)

Our Sustainable Transport team have reported bus access issues in the area of the junction of Osboldwick Village and Osboldwick Lane, including the straight section and round the bend of Osboldwick Lane. They report the issues can be at all times of the

day due to funerals/weddings at the church and parking opposite the church on Osbaldwick Lane.

The proposed No Waiting restriction (double yellow lines) will remove parking close to the junction and along Osbaldwick Lane. The Sustainable Transport team support the proposed restriction and have not reported access issues in any other location of the village.

Option 2- To approve the advertisement of the proposed restrictions set out and illustrated in Annexes A to C and to approve an Urban Clearway to Osbaldwick Village, Osbaldwick Lane and Murton Way (Annex E). This is not recommended.

An Urban Clearway requires two timings during the day, e.g 6-9am and 4-7pm. If the clearway was introduced to the whole of Murton Way, Osbaldwick Village and Osbaldwick Lane it wouldn't resolve the bus issue at the junction of the village and the lane as the parking also occurs out of those times. There is no Urban Clearway exemption for wedding or funeral vehicles in the TRO. There is an exemption for a wedding car and hearse on double yellow lines. An urban clearway would remove parking during the times of the restriction but does not resolve the issue at all other times of the day. Double yellow lines at the junction and then around the bend of Osbaldwick Lane addresses the issue in the specific area there is a problem.

Introducing an Urban Clearway would be to the detriment of all residents, local businesses and Blue Badge holders.

Option 3- To approve the advertisement of the proposed restrictions set out and illustrated in Annexes A and B and approve the advertisement of a No Waiting restriction (double yellow lines) from the end of the existing restriction on Murton Way to include the junction of Osbaldwick Village and along Osbaldwick Lane (Annex F).

This is not recommended.

This option would remove parking at all times and could lead to a displacement of parking to the centre of the village.

Option 4- Take no further action on all proposed restrictions in Annexes A to D.

This is not recommended as it does not resolve any of the concerns raised by residents, ward councillor or the Sustainable Transport team.

Organisational Impact and Implications

12.

- **Financial**, None, the report is requesting approval for Statutory Consultation, but should the proposal move on to implementation, then the implementation of any approved restriction will be covered by the signs and lines budget.
- **Human Resources (HR)**, None, the report is requesting approval for Statutory Consultation, but should the proposal move on to implementation, enforcement will fall to the Civil Enforcement Officers necessitating an extra area onto their workload. although they are already receiving reports of vehicles parked in the area and not currently able to enforce, which is creating work.
- **Legal**, The proposal would require an amendment to the York Parking, Stopping & Waiting Order 2014

The statutory consultation process for Traffic Regulation Orders requires public advertisement through the placing of public notices within the local press and on-street. It is a requirement for the Council to consider any formal objections received within the statutory advertisement period of 21 days. Formal notification of the public advertisement is given to key stakeholders including local Ward Members, Town and Parish Councils, Police and other affected parties.

The Council, as Highway Authority, is required to consider any objections received after formal statutory consultation, and a subsequent report will include any such objections or comments, for consideration.

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

Any public works contracts required at each of the sites as a result of a change to the TRO (e.g. signage, road markings, etc.) must be commissioned in accordance with a robust procurement strategy that complies with the Council's Contract Procedure Rules and (where applicable) the Public Contract Regulations 2015. Advice should be sought from both the Procurement and Legal Services Teams where appropriate.

- **Procurement**, None, the report is requesting approval for Statutory Consultation, but should the proposal move on to implementation in the future any lining works would be undertaken by the Council lining contractor.
- **Health and Wellbeing**, None
- **Environment and Climate action**, None
- **Affordability**, None
- **Equalities and Human Rights**, The Council recognises its Public Sector Equality Duty under Section 149 of the Equality Act 2010 (to have due regard to the need to eliminate discrimination, harassment, victimisation and any other prohibited conduct; advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and foster good relations between persons who share a relevant protected characteristic and persons who do not share it in the exercise of a public authority's functions). The impact of the recommendation on protected characteristics has been considered as follows:
 - Age – Positive, the introduction of parking restrictions will remove obstructive parking and conflict of movement, which will make a safer environment for walking and cycling for all age groups;
 - Disability – Positive, the introduction of parking restrictions will remove obstructive parking and increase the available area for use by all user, whilst the introduction of 'No Waiting at any time' restrictions would allow for vehicles displaying a Blue Badge to park to park for 3 hours;
 - Gender – Neutral;
 - Gender reassignment – Neutral;

- Marriage and civil partnership– Neutral;
- Pregnancy and maternity - Neutral;
- Race – Neutral;
- Religion and belief – Neutral;
- Sexual orientation – Neutral;
- Other socio-economic groups including :
 - Carer - Neutral;
 - Low-income groups – Neutral;
 - Veterans, Armed Forces Community– Neutral

It is recognised that individual traffic regulation order requests may impact protected characteristics in different ways according to the specific nature of the traffic regulation order being considered. The process of consulting on the recommendations in this report will identify any equalities implications on a case-by-case basis which may lead to an individual Equalities Impact Assessment being carried out in due course.

- **Data Protection and Privacy**, The proposals were received by ward councillors and the report does not contain any member of the public's personal information.
- **Communications**, there are no Communications implications
- **Economy**, There are no Economy implications

Risks and Mitigations

13. No detrimental risks have been identified.

Wards Impacted

14. Osbaldwick & Derwent.

Contact details

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

Author

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Service Area:	City Development
Telephone:	01904 551263
Report approved:	Yes/No
Date:	DD/MM/YYYY

Co-author

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Job Title:	Traffic Projects Officer
Service Area:	City Development
Telephone:	01904 551475
Report approved:	Yes/No
Date:	DD/MM/YYYY

Background papers

Annexes

Annex A, Plan of proposed restrictions on Osbaldwick Link Road

Annex B, Plan of proposed restrictions on Murton Way to the village of Murton

Annex C, Plan of proposed restrictions on Murton Way (East of Osbaldwick Link Road)

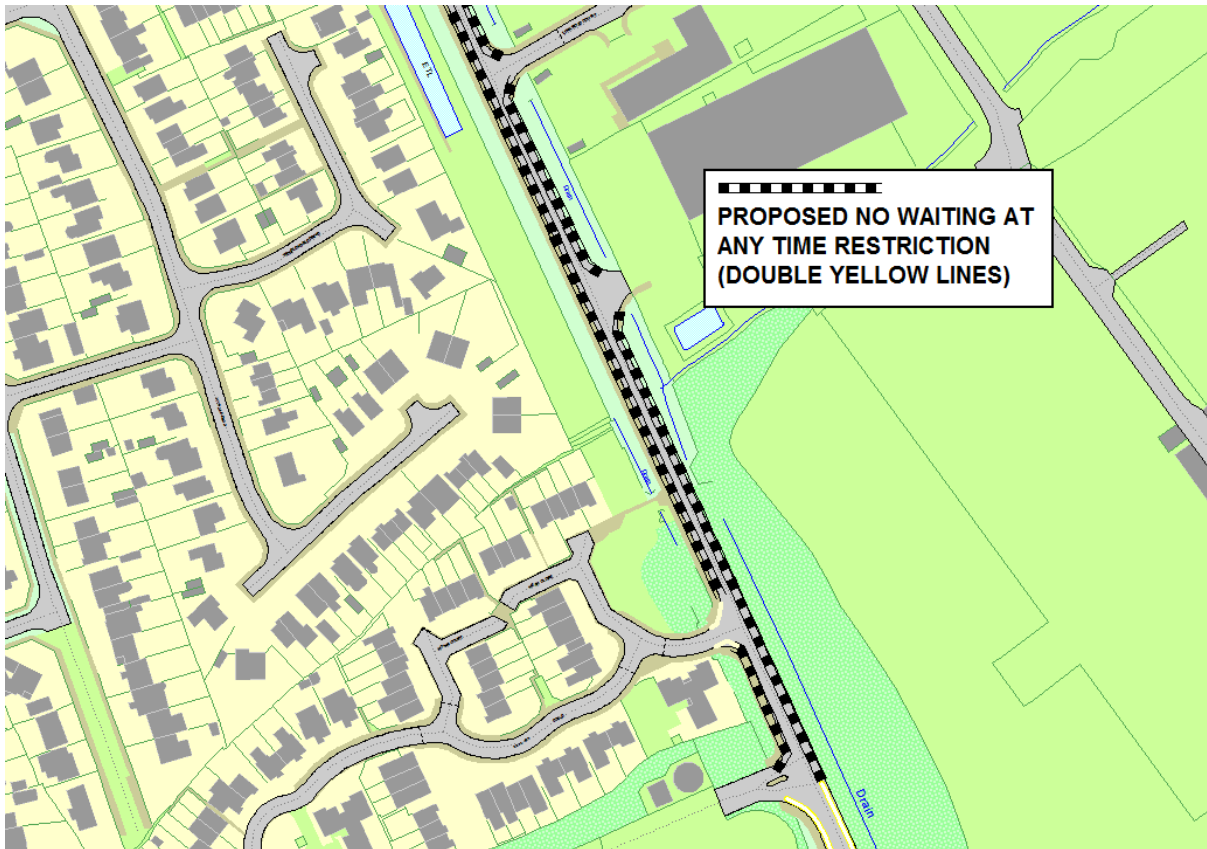
Annex D, Plan of proposed restrictions on Osbaldwick Village and Osbaldwick Lane

Annex E, Plan of an Urban Clearway on Osbaldwick Village, Osbaldwick Lane and Murton Way.

Annex F, Plan of possible No Waiting restrictions on Osbaldwick Lane, Osbaldwick Village and Murton Way

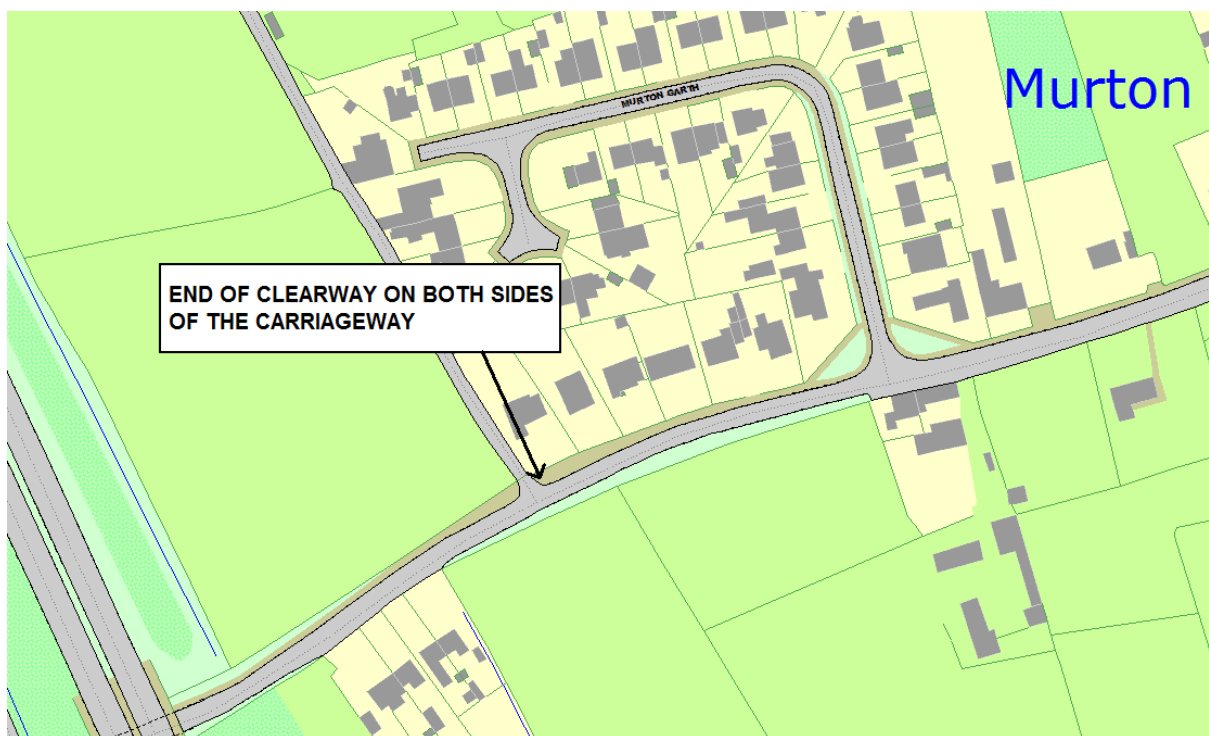
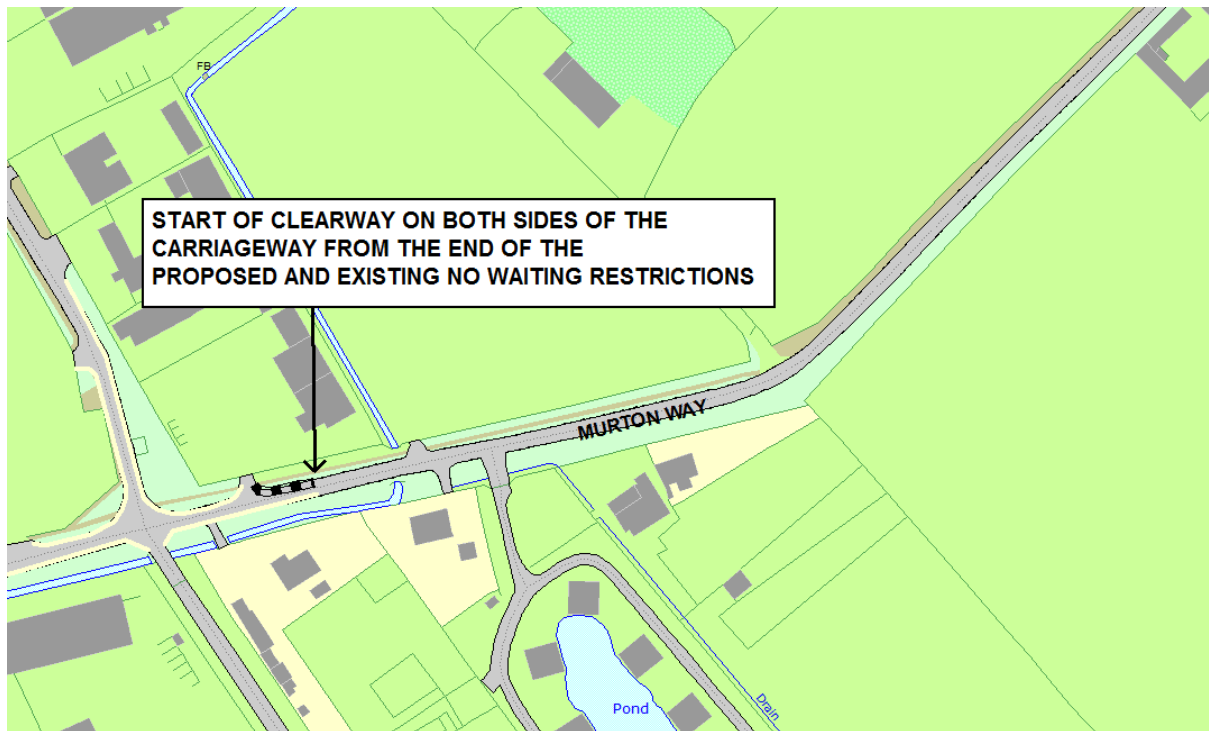
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Plan of proposed restrictions on Osbaldwick Link Road



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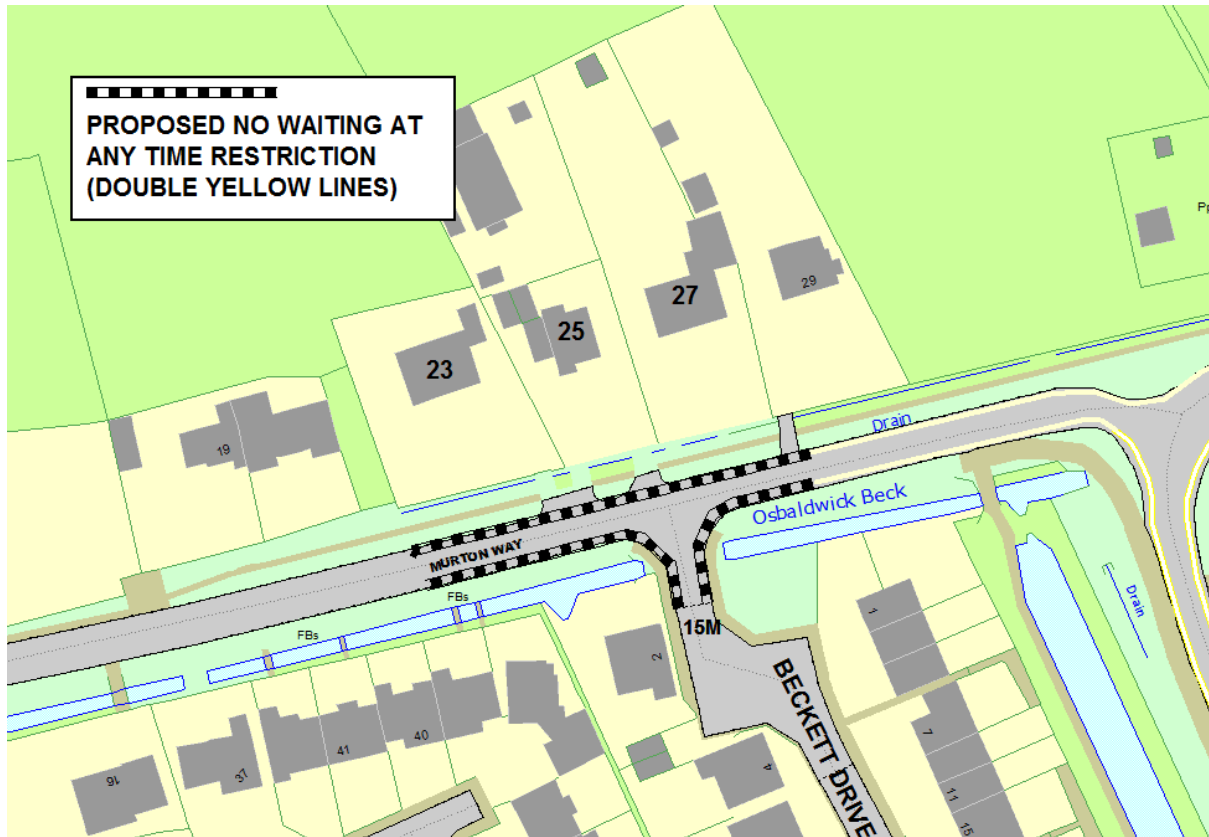
Annex B

Plan of proposed restrictions on Murton Way to the village of Murton

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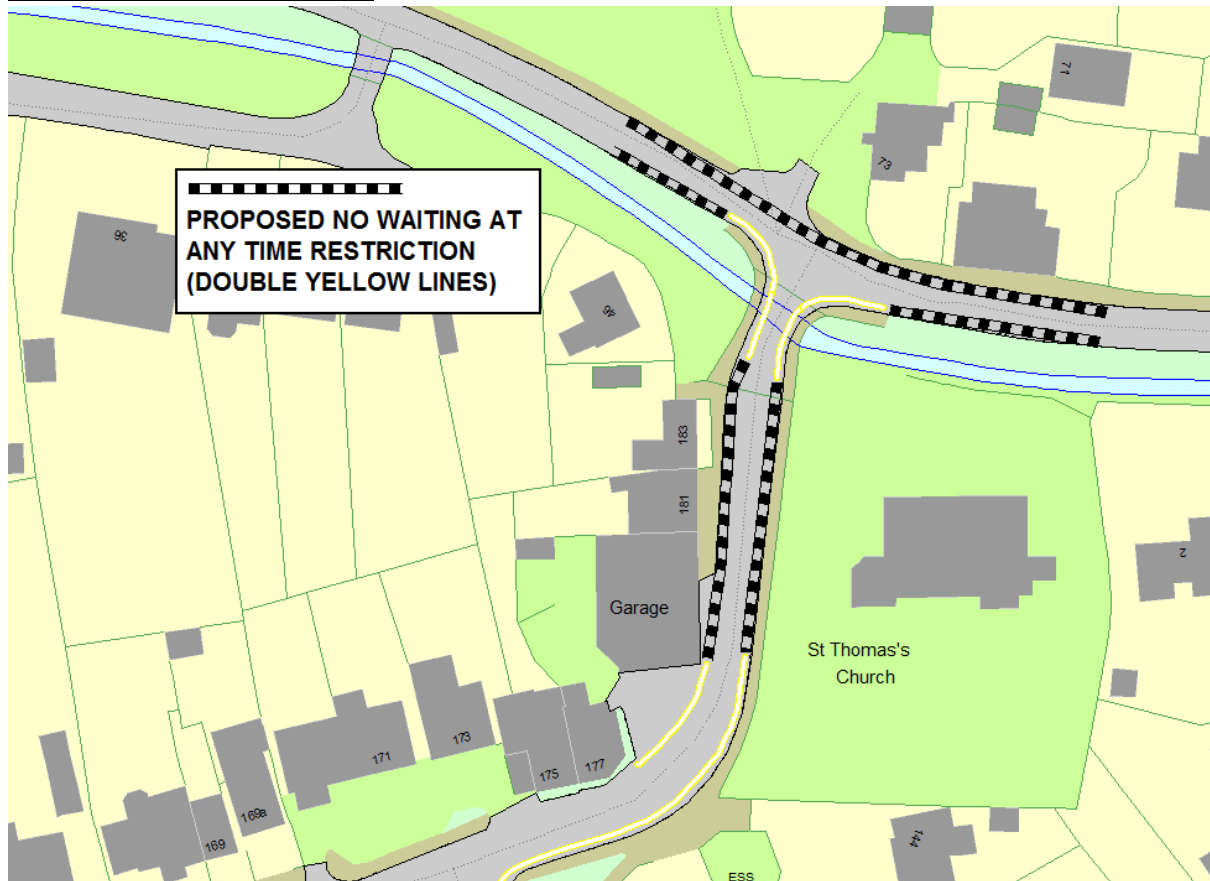
Annex C

Plan of proposed restrictions on Murton Way (East of Osbaldwick Link Road)



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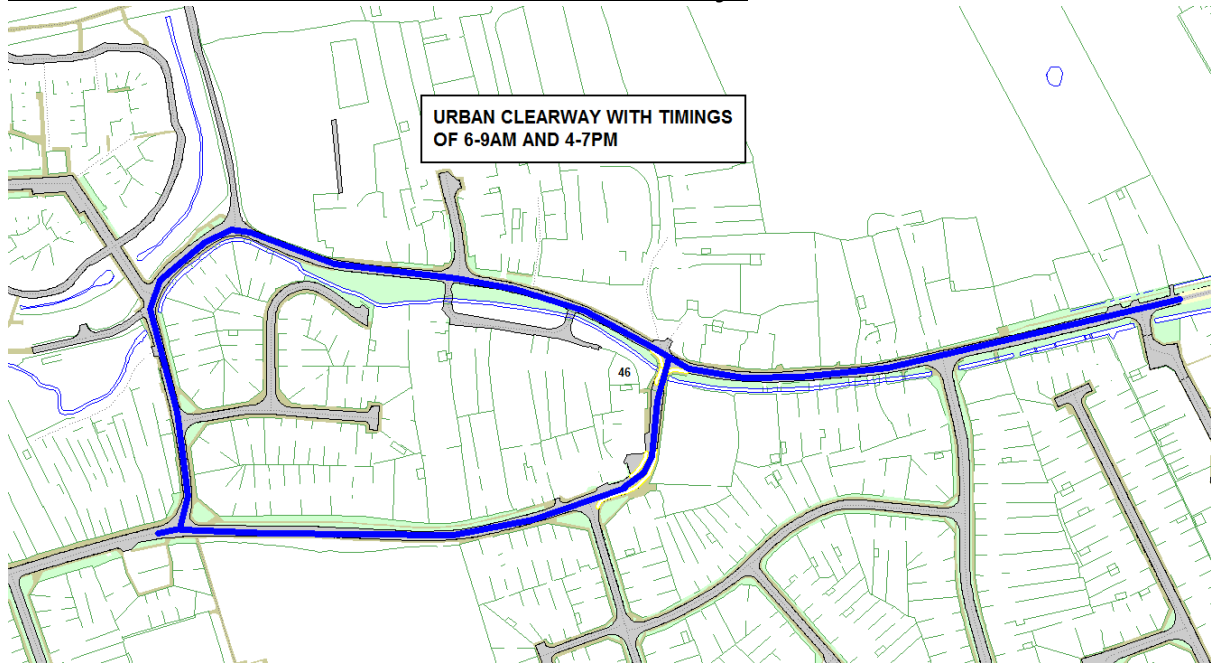
Annex D

Plan of proposed restrictions on Osbaldwick Village and
Osbaldwick Lane

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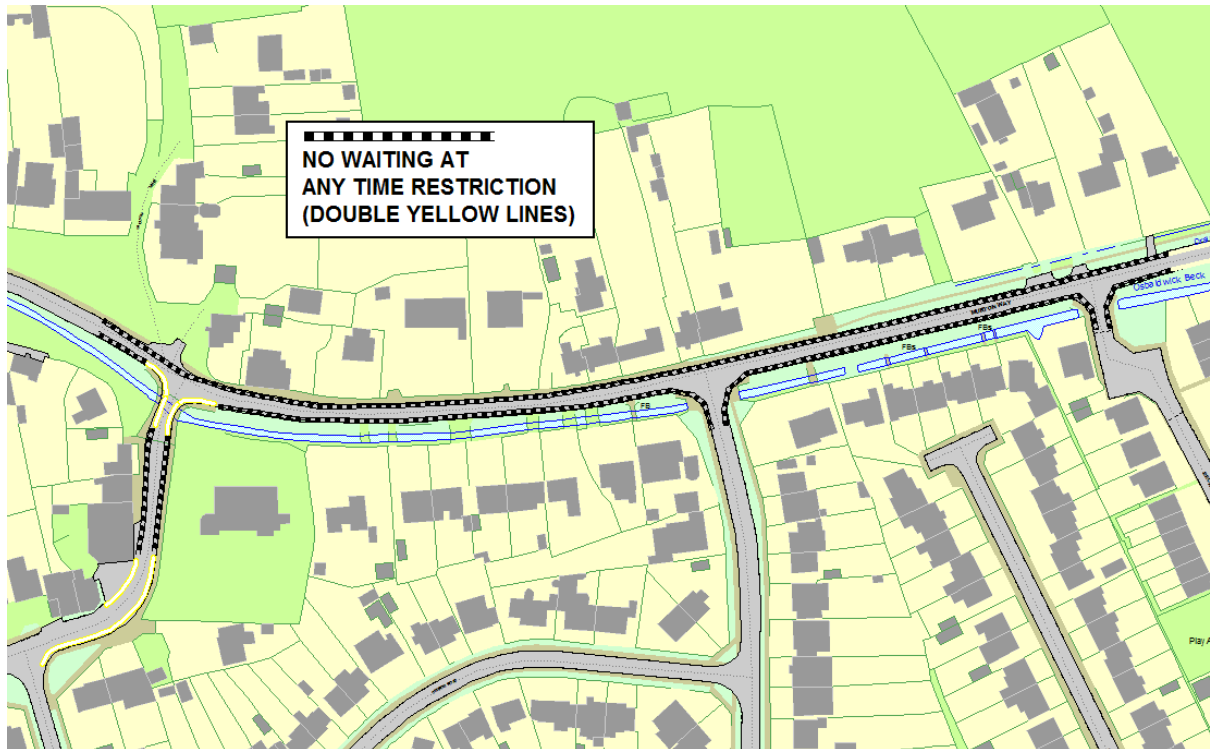
Annex E

Plan of an Urban Clearway on Osbaldwick Village,
Osbaldwick Lane and Murton Way.



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Annex F

Plan of possible No Waiting restrictions on Osbaldwick Lane, Osbaldwick Village and Murton Way

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Meeting:	The Executive Member for Transport Decision Session
Meeting date:	21/10/2025
Report of:	Garry Taylor
Portfolio of:	Cllr. Ravilious. Executive Member for Transport

Decision Report: Consideration of representations received during the Statutory Consultation for the proposed R67 Huntington Road Resident's Priority Parking Scheme

Subject of Report

1. To report and consider the representations received from residents during the Statutory Consultation of the proposed R67 Huntington Road Resident's Priority Parking Scheme(Respark).
2. A decision is important as the Statutory Consultation has provided the Council with the views of residents and will allow the Council to make a balanced decision on the implementation of any restrictions following representations made by all relevant stakeholders.

Benefits and Challenges

3. The benefits are we have met our statutory obligation to consult with relevant stakeholders providing them with the opportunity to voice their opinions and take those into consideration when reaching a final decision.

The challenges of the process are that any decision made may not be the desired results of all residents and may create other issues for residents or local business owners.

Had we not consulted we would have breached our statutory obligations because of which we may have been considered to have acted unlawfully in respect of due process.

Policy Basis for Decision

4. Should the decision be made to implement the proposed scheme this would then comply with and support the Council's Local Transport Strategy, including the following policy focus areas: Improve accessibility; Improve walking, wheeling and cycling; Shape healthy places; and Reduce car dependency.

Financial Strategy Implications

5. Should the scheme move on to implementation the costs of any approved restrictions will be covered by the signs and lines budget.

Recommendation and Reasons

6. It is recommended that the Executive Member consider the original proposal with representations received and approve the below option.
 - a) To approve the variation of the York Parking, Stopping & Waiting Order 2014 to implement the R67:Huntington Road Respark scheme- Recommended

The scheme will remove commuter parking in the area which is in line with the Council's Transport Policies.

Background

7. A petition was received in December 2019 which included signatures from residents on Yearsley Crescent. The petition included 31 signatures. In addition, a further separate petition was received in October 2020 from residents of Kitchener Street. The petition included 19 signatures. As the streets are in close proximity, it was proposed to progress the consultation as one area.
8. Due to the impact of the introduction of a residents parking scheme may have on the nearby area the informal consultation was expanded to include all properties on Oakville Street, Ashville Street, Oakville Court and properties No's 75-143 and 94-166 on Huntington Road. Oakville Court is located on a private unadopted access road with limited off-street parking amenity. Oakville Court

was included in the consultation as residents of, and visitors to, these properties may need to park on Huntington Road and would require permits to do so. As such a boundary plan for a wider area was created.

9. As restricting parking in a Respark zone can lead to a displacement of parking in to surrounding areas it was also deemed appropriate to consult with the residents and businesses of Haleys Terrace and Somerset Road to determine if they would like us to consider including these areas in the Respark scheme if it were to be taken forward. 21 properties on Haley's Terrace and 11 properties on Somerset Road were consulted.
10. The Informal Consultation stage was completed between 22nd August and 19th October 2024. All residents and businesses received the consultation letter, proposed boundary plan, Respark information and costs, and a questionnaire sheet requesting their vote in favour or against the proposed scheme and preferred times of operation if the scheme were to be introduced. The total number of properties consulted within the proposed boundary was 267.
11. Of the responses received within the boundary of the proposed scheme 60% were in favour and 40% were against. A majority of the responses received stated if the scheme were to be introduced the preferred the times of operation be 24/7. We received 4 responses from residents of Haleys Terrace, all requesting to be added to the scheme, and received no responses from the residents of Somerset Road.
12. Due to the low response rate from the consulted area within the proposed boundary (23.59%) the officer recommendation was to take no further action and remove the area from the waiting list.
13. The results of the consultation, along with the officer recommendation, was presented to the Executive Member for Transport at a public decision session on 20th January 2025.
14. As the response received a majority (60%) in favour of the proposal but 'the low response rate meant it was not possible to interpret non-engagement as either supporting or opposing the proposal' it was resolved by the Executive Member to progress the scheme to Statutory Consultation and advertise an amendment to the Traffic Regulation Order to introduce new Resident's Priority Parking restrictions to the whole consultation area, and to also include

Haleys Terrace within the proposed scheme, and to operate 24 hours Monday to Sunday.

15. The advertisement to amend the Traffic Regulation Order and begin the Statutory Consultation with all residents and businesses within the proposed scheme, to include Haley's Terrace started on 23rd May 2025. The Notice of Proposal was advertised in the press, placed on lampposts in the area of the proposal and all properties received a letter, a plan of the proposed boundary and copy of the notice (Annex A). The letter advised residents the consultation would end on 13th June 2025 and invited them to provide their representations in support or against the scheme.
16. Due to the low response rate during the Informal Consultation, in the letter residents were advised the Statutory Consultation is the final stage of the consultation process and were encouraged to engage in the process and provide their representations to us.

Consultation Analysis

17. The representations received from residents and businesses in objection to the proposed scheme have raised a number of concerns. Some of the same objections are raised by more than one respondent. A summary of some of the objections are addressed below. The full verbatim representations in objection are within Annex B.
18. ***Tensions on Yearsley Crescent, with some residents placing cones on the carriageway- (This issue has been raised by residents who object as well as support the proposed scheme).*** The introduction of the Respark scheme should hopefully resolve the issue as parking will only be available to permit holders. The unauthorised placing of cones on the highway is classed as an obstruction of the highway. Cones have been and will continue to be removed.
19. ***Staff, customers and patients of local businesses and dentists being unable to park for longer than two hours-*** Businesses are allowed to purchase one vehicle specific permit and cannot purchase visitor permits due to the additional burden this will place on available parking within the zone. The businesses on Haley's Terrace have off-street parking amenity that do not require customers to purchase permits. The proposed bays on Haley's

Terrace and Huntington Road provide dispensation for 1 hour, with two bays providing 2 hours without a permit being required. Vehicles are allowed to park on the side streets of Kitchener Street, Oakville Street, Ashville Street and Yearsley Crescent for 10 minutes. Option C in the below 'Options Analysis'(sect 27) , has the choice of extending the 2 hours bays to 3 hours but from the representations received this would not resolve the issue of customers or patients requiring longer periods of time.

20. ***Requests to introduce a Mon-Fri 9am to 5pm restriction-*** During the Informal Consultation stage a majority of the respondents requested the 24/7 restriction.
21. ***The low response rate during the Informal Consultation indicating the scheme is not wanted by residents-*** The decision to take the proposal forward to Statutory Consultation was due to 60% of respondents being in favour of the scheme and it was not possible to interpret non-engagement as either supporting or opposing the proposal. During the Statutory Consultation residents were encouraged to engage in the process. We received 13 representations in objection and 18 in support from the 288 properties consulted.
22. ***To reduce the length of the proposed No Waiting at any time restrictions(Double Yellow Lines) adjacent to 127-133 Huntington Road(This issue has been raised by residents who object as well as support the proposed scheme)-*** The existing bus stop in this location was inaccessible for buses due to parked vehicles and was preventing access to the cycle lane. The proposed restriction will provide space for buses to stop kerbside and will also provide clear access to the cycle lane.
23. ***To install a bay adjacent to 154 Huntington Road(This issue has been raised by residents who object as well as support the proposed scheme)-*** There is insufficient space to install a bay in this location as it would require 1metre of available space either side between the two dropped kerbs of 154 and 156 Huntington Road.
24. ***The cost of permits-*** All fees and charges are agreed at full council and reviewed annually.

25. Representations received from residents in support (Annex C) of the scheme stated:

- ***They find it difficult to park and often park on neighbouring streets.***
- ***Commuter parking is the main cause of reduced spaces being available near to their homes.***
- ***Agree with the proposal to provide better access to the cycle lane.***
- ***Informal space-claiming practices in nearby streets causing conflict.***
- ***Finding tradespeople willing to visit is problematic due to the lack of available spaces.***
- ***HMO's and holiday lets contributing to an increase in the volume of vehicles.***

26. The introduction of a Respark scheme will not guarantee a parking space outside a residents home.

The recommendation within the report removes the obstructive parking that was occurring on the bus stops, within the area of the proposed No Waiting restriction. This will help to secure expeditious movement of public service vehicles. The report also recommends to have additional period of parking for non-residents near the local amenities.

The introduction of Resident parking in the area, especially the side streets, will remove the unnecessary journeys that is currently occurring from commuter parking.

Options Analysis and Evidential Basis

27. Please find below 3 options for consideration

- A) To approve the variation of the York Parking, Stopping & Waiting Order 2014 to implement the proposed R67 Huntington Road Resident's Priority Parking scheme as advertised- Recommended

This is the recommended option as it would remove commuter parking, increase accessibility for residents and during two public consultations has been the preferred option by the majority of respondents.

- B) To uphold the objections raised and take no further action- Not recommended.

This is not recommended as it would continue the existing issues of commuter parking within the area which is creating tensions and concerns with residents.

- C) To approve the variation of the York Parking, Stopping & Waiting Order 2014 to implement the proposed R67 Huntington Road Resident's Priority Parking scheme and increase the restriction within the proposed '2 hour no return 1 hour' on Haleys Terrace and Huntington Road to '3 hour no return 1 hour'- Not recommended

This is not recommended as the representations received from business owners and staff have indicated a 1 hour increase in the two bays would not resolve the objection they raised.

Organisational Impact and Implications

28. This report has the following Organisation impacts and implications:

- **Financial**, If the scheme is implemented the ongoing enforcement and administrative management of the additional residents parking provision will need to be resourced from the department's budget, funded through income generated by the new restrictions.
- **Human Resources (HR)**, If restrictions are implemented on street, enforcement will fall to the Civil Enforcement Officers adding a new Resident Parking area and limited waiting restrictions. New zones/areas also impact on the Business Support Administrative services as well as Parking Services. Provision will need to be made from the income generated from new schemes to increase resources in these areas as well as within the Civil Enforcement Team as and when required.

- **Legal**, The proposals require an amendment to the York Parking, Stopping and Waiting Traffic Regulation Order 2014:

Road Traffic Regulation Act 1984 & the Local Authorities Traffic Orders (procedure) (England & Wales) Regulations 1996 apply.

When considering whether to make or amend a TRO, the Council as the Traffic Authority needs to consider all duly made objections received and not withdrawn before it can proceed with making an order. Those objections are included for consideration in this report.

A TRO may be made where it appears expedient to the Council to do so for the reasons set out in section 1 of the Road Traffic Regulation Act. These are:

- (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or
- (b) for preventing damage to the road or to any building on or near the road, or
- (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
- (d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or
- (e) (without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or
- (f) for preserving or improving the amenities of the area through which the road runs or
- (g) for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality).

In deciding whether to make a TRO, the Council must have regard to its duty as set out in section 122(1) of the Road

Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) as well as the provision of suitable and adequate parking facilities on and off the highway so far as practicable while having regard to the matters specified below;

(a) the desirability of securing and maintaining reasonable access to premises;

(b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;

(bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy)

(c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and

(d) any other matters appearing to the Council to be relevant.

The proposal detailed in this report is considered to align with the objectives of the above-mentioned duty.

The Council is under a duty contained in section 16 of the Traffic Management Act 2004 to manage their road network with a view to securing the expeditious movement of traffic on the authority's road network, so far as may be reasonably practicable while having regard to their other obligations, policies, and objectives. This is called the network management duty and includes any actions the Council may take in performing that duty which contribute for securing the more efficient use of their road network or for the avoidance, elimination, or reduction of road congestion (or other disruption to the movement of traffic) on their road network. It may involve the exercise of any power to regulate or coordinate the uses made of any road (or part of a road) in its road network.

The proposals described in this report are considered to fulfil that duty.

- **Procurement**, Any public works contracts required at each of the sites as a result of a change to the TRO (e.g. signage, road markings, etc.) must be commissioned in accordance with a robust procurement strategy that complies with the Council's Contract Procedure Rules and (where applicable) the Public Contract Regulations 2015. Advice should be sought from both the Procurement and Legal Services Teams where appropriate.
- **Health and Wellbeing**, There are no Health and Wellbeing implications.
- **Environment and Climate action**, There are no Environment and Climate Action implications.
- **Affordability**, Should any restrictions progress residents requiring on street parking will be required to pay to purchase a resident parking permit (or other permit as applicable) along with any visitor permits which would also be required. The impact on residents is likely to be high as the area consists of terraced streets with no access to off street parking. In addition, businesses on Huntington Road would lose their ability to park unrestricted and remove any access to all day parking for staff. The drivers which may currently park to utilise free on street parking for commuting purposes would have to find somewhere else to park, possibly at a cost (car parks, pay and display bays or Park & Ride), change transport mode or change destination.
- **Equalities and Human Rights**, The Council recognises its Public Sector Equality Duty under Section 149 of the Equality Act 2010 (to have due regard to the need to eliminate discrimination, harassment, victimisation and any other prohibited conduct; advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and foster good relations between persons who share a relevant protected characteristic and persons who do not share it in the exercise of a public authority's functions). The impact of the recommendation on protected characteristics has been considered as follows:
 - Age- Neutral
 - Disability- Neutral, as Blue Badge holders can park in Residents parking zones free of charge for unlimited durations.
 - Gender- Neutral
 - Gender reassignment- Neutral

- Marriage and civil partnership– Neutral
- Pregnancy and maternity – Neutral
- Race – Neutral
- Religion and belief – Neutral
- Sexual orientation – Neutral
- Other socio-economic groups including :
 - Carer-Neutral
 - Low income groups- Neutral
 - Veterans, Armed Forces Community- Neutral

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

order being considered. The process of consulting on the recommendations in this report will identify any equalities implications on a case-by-case basis which may lead to an individual Equalities Impact Assessment being carried out in due course.

- **Data Protection and Privacy**, No issues have been identified.
- **Communications**, No issues have been identified.
- **Economy**, No issues have been identified.

Risks and Mitigations

29. No detrimental risks have been identified

Wards Impacted

30. Heworth

Contact details

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

Author

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Job Title:	Director of City Development
Service Area:	City Development

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Report approved:	Yes/No
Date:	DD/MM/YYYY

Co-author

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Job Title:	Traffic Projects Officer
Service Area:	City Development
Telephone:	01904 551475
Report approved:	Yes/No
Date:	DD/MM/YYYY

Background papers

Annexes

Annex A, Statutory Consultation letter, R67 Boundary Plan including restrictions and Notice of Proposal.

Annex B, Representations received in objection to the scheme.

Annex C, Representations received in support of the scheme.

Statutory Consultation letter, R67 Boundary Plan including restrictions and Notice of Proposal



To the Owner/Occupier

Environment, Transport & Planning

West Offices
Station Rise
York
Y01 6GA

Contact: Geoff Holmes

Tel: 01904 551475

Email: highway.regulation@york.gov.uk

Dear Sir/Madam

Proposed residents only parking restrictions for the Huntington Road area to be known as 'R67: Huntington Road'.

Further to the recent consultation, and subsequent Decision Session meeting, a decision was made to legally advertise the introduction of 24hour residents' priority parking restrictions in your area to include Huntington Road (part of), Kitchener Street, Ashville Street, Oakville Street, Yearsley Crescent and Haleys Terrace to the extent described in the 'Notice of Proposals' (Notice) and as set out in the attached boundary plan. The advertisement will commence on the 23rd May when notices will be placed on street and advertised in the local press.

Individual marked bays are proposed for Huntington Road (part) and Haleys Terrace, which will include either 1 hour or 2 hour limited waiting period for non-residents, as outlined on the attached restrictions plan, however all side streets will be advertised as entry/exit zones with no signed bays which would include a maximum 10 minute wait for non-permit holders. Where there are any vehicle accesses(driveways) there will be no waiting restrictions(double yellow lines) placed on the

carriageway between the marked parking bays to advise access is required. Currently, the bus stop and cycle lane adjacent to 127-131 Huntington Road is currently inaccessible due to parked vehicles. Therefore, it is also proposed to implement no waiting at any time restrictions (double yellow lines) in that section (please see boundary plan and key of proposed restrictions).

During the informal consultation stage we received a low response rate, with the majority being in favour of taking the scheme forward. The Statutory Consultation is the formal, and final stage of the consultation process. We therefore ask you consider the attached information and if you have a view on the scheme and any advertised restrictions we encourage you to engage in the process and provide your representations to us. This also applies to any residents that engaged in the informal stage as only representations received in the Statutory Consultation are considered when the report is presented to the Executive Member for Transport at a future decision session, where the final decision whether to implement the scheme is then made.

If you wish to make any representation to the proposals, in support or against, please send your representations by email to highway.regulation@york.gov.uk or to the Director of Environment, Transport & Planning or Director of City Development at the above West Offices address, no later than the 13th June 2025. If you require any additional information or clarification, please contact me by email to: geoff.holmes@york.gov.uk

Should you wish to discuss any of the above information I am also available on: 01904 551475 or 07871 990988 Mon-Fri 9am to 5pm.

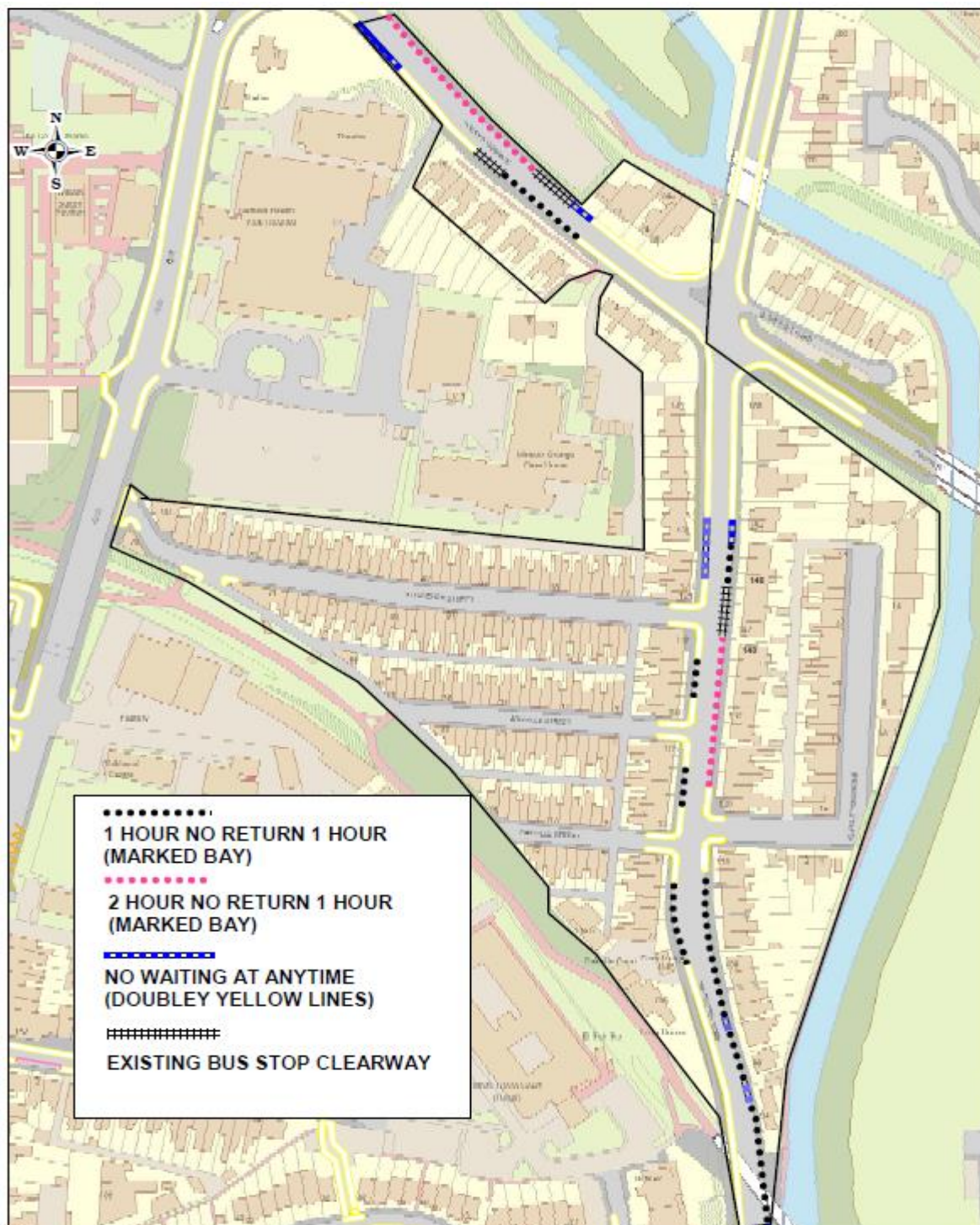
Yours faithfully

Geoff Holmes

Geoff Holmes
Traffic Projects Officer

Enc. Notice of proposals

Plan of the proposed R67 boundary and legal notice of the advertised restrictions.



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R67 PLAN OF RESTRICTIONS

SCALE	1 : 1849
DATE	16/05/2025
DRAWING No.	
DRAWN BY	

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

Notice is hereby given that City of York Council, in exercise of powers under Sections 1, 2, 4, 32, 35, 45, 46, 53 and Schedule 9 of the Road Traffic Regulation Act, 1984 ("the Act") and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Schedule 9 of the Act, proposes to make an Order which will have the effect of:

1. Introducing a Residents' Priority Parking Zone (Zone) for all classes of Residents' Priority Permit Holders comprising of **Ashville Street, Kitchener Street, Oakville Street, Yearsley Crescent and Huntington Road** between its junction with Haley's Terrace and a point 66 metres north from the projected centre line of Ramsey Close, York the said Zone to be identified as Zone 67, that Zone to include all properties adjacent to and having direct private access to the said roads.
2. Designating the existing unrestricted lengths of **Ashville Street, Kitchener Street, Oakville Street and Yearsley Crescent**, York within the proposed Zone described in paragraph 1 as a Residents' Priority Parking Zone for use only by Zone R67C 'Permit Holders' thereby providing unlimited parking for Permit Holders, the said lengths being identifiable by the placement of upright traffic signs at the Area 'entry' and 'exit' points (as opposed to the placement of Residents' Parking signs and road markings adjacent to the kerb).
3. Introducing a 24-hour Monday-Sunday Residents Parking Places, providing unlimited parking for all classes of R67C permit holder and a limited parking period for none permit holders of 60 minutes with 60 minutes 'No Return' period, as follows:
 - (a) Huntington Road, on its:
 - (i) east side, between a point 66 metres (terminal point of existing 'No Waiting 8am-6pm Monday to Saturday' restrictions) and 117 metres north from the projected centre line of Ramsey Close,
 - (ii) east side, between a point 125 metres and 140 metres north from the projected centre line of Ramsey Close,
 - (iii) east side, between a point 147 metres north from the projected centre line of Ramsey Close and a point 15 metres south from the projected centreline of Yearsley Crescent (terminal point of existing 'No Waiting at any time'),
 - (iv) east side, between the projected southern property boundary line of No. 148 Huntington Road and a point 17 metres north from the projected property boundary line of No. 148 Huntington Road,
 - (v) west side, between a point 7 metres south from the projected southern property boundary line of No. 77 Huntington Road (terminal point of existing 'No Waiting at any time' restrictions) and a point 14 metres south from the projected centreline of Oakville Street,
 - (vi) west side, between a point 14 metres north from the projected centreline of Oakville Street (terminal point of existing 'No Waiting at any time' restrictions) and a point 13 metres south from the projected centreline of Ashville Street (terminal point of existing 'No Waiting at any time' restrictions),
 - (vii) west side, between a point 13 metres north from the projected centreline of Ashville Street (terminal point of existing 'No Waiting at any time' restrictions) and a point 15 metres south from the projected centreline of Kitchener Street (terminal point of existing 'No Waiting at any time' restrictions).
 - (b) Haley's Terrace, south side, between a point 38 metres (terminal point of existing 'No Waiting at any time' restrictions) north west from the projected north western property boundary line of No. 2 Haley's Terrace a point 9 metres south east from the projected north western property boundary line of No. 16 Haley's Terrace,
4. Introducing a 24-hour Monday-Sunday Residents Parking Places, providing unlimited parking for all classes of R67C permit holder and a limited parking period for none permit holders of 120 minutes with 60 minutes 'No Return' period, in York:
 - (a) Huntington Road, on its east side, from a point 15 metres (terminal point of existing 'No Waiting at any time' restrictions) and 67.5 metres north from the projected centreline of Yearsley Crescent.
 - (b) Haley's Terrace, on its north side, from a point 50 metres north west (terminal point of existing 'No Waiting at any time' restrictions) and a point 32 metres south east from the projected north western property boundary line of No. 16 Haley's Terrace.
5. Introducing 'No Waiting at any time' restrictions in York, as follows:

- (a) Huntington Road, on its:
 - (i) east side, between a point 117 metres and 125 metres north from the projected centre line of Ramsey Close,
 - (ii) east side, between a point 140 metres and 147 metres north from the projected centre line of Ramsey Close,
 - (iii) east side, between the projected northern property boundary line of No. 154 Huntington Road and a point 10 metres south of the said line.
 - (iv) west side, between a point 15 metres north from the projected centreline of Kitchener Street (terminal point of existing 'No Waiting at any time' restrictions) and the projected southern property boundary line of No. 131 Huntington Road.
- (b) Haley's Terrace, on its:
 - (i) south side, between 30 metres (terminal point of existing 'No Waiting at any time' restrictions) and 55 metres (terminal point of existing 'No Waiting at any time' restrictions) north west from the projected north western property boundary line of No. 16 Haley's Terrace,
 - (ii) north side, between points 38 metres (terminal point of existing 'No Waiting at any time' restrictions) 56 metres north west from the projected north western property boundary line of No. 2 Haley's Terrace.

A copy of the draft Order, Statement of Reasons for making it and relevant maps can be inspected at the Reception, West Offices, Station Rise, York, during normal business hours. Objections or other representations specifying reasons for the objection or representation should be sent to me in writing to arrive no later than 13th June 2025.

Dated: 23rd May 2025

Director of Environment, Transport & Planning, West Offices,
Station Rise, York, YO1 6GA

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Representations received in objection to the scheme

- I would like to strongly object to the implementation of residents parking in this area. It has been a very contentious topic in the local area culminating in one person in the area reported to the police for leaving threatening notes on the windscreens of people they assumed were parking incorrectly or illegally.

I have a fixed relatively low monthly income. I'm already beginning to struggle with rent increase, groceries, and the cost of living incrementally increasing every month. Adding in the extra expense of residents parking feels like another unnecessary expense I can ill afford, because some people are precious about not being able to park directly outside their house.

I have been recently made aware by a neighbour that when parking bays were added to several other local streets and roads, there were not enough facilities for everyone who had a car to then be able to park their car even in their own street anymore, for example a side street with 10 houses but only enough parking bays marked for 8 cars.
- I am against the introduction of parking restrictions. I do not find it difficult to find a parking space and do not think the restrictions are needed. I also do not believe it is right to charge residents to park at their own addresses in such a tough financial climate.
- I am writing on behalf of Yorkshire Dental Suite, a trusted provider of dental medical care in the York community.

We recently became aware of the proposed parking restrictions and feel compelled to express our deep concerns regarding their impact on our business and, more importantly, our patients. With only three designated spaces on our premises in Hayley's Terrace, accommodating patients—especially those undergoing major surgeries that last an entire day—is already a challenge. The proposed changes would significantly hinder access to our practice, potentially deterring patients who rely on us for essential medical care.

Furthermore, small businesses like ours play a vital role in serving and enriching the York community. Rather than restricting access, the council should be fostering an environment where businesses can thrive and continue offering critical services. If these restrictions proceed, many businesses may be forced to reconsider their ability to operate within York, which would be detrimental to both practitioners and residents alike.

We strongly urge you to reconsider the proposed changes and take a more in-depth approach to planning—one that thoughtfully considers the needs of small businesses and the community we serve. We kindly urge the council to take the opportunity to find a solution that benefits all parties.

- There are aspects of the scheme which I support. The proposed implementation of double yellow lines to ensure access to the bus stop and cycle lane adjacent to 127-131 Huntington Road is a sensible proposal.

However, my wife and I are concerned about the proposed introduction of permit parking. We believe the implementation and ongoing administration of the scheme will prove costly and inconvenient for residents, while providing minimal benefit — we rarely struggle to find a parking space within a 45 second walk from our front door under current arrangements. Friends who live in locations with permit parking comment that the experience of securing / renewing permits is highly irksome, especially when seeking to accommodate visitors or tradespeople who necessarily require parking for above 1-2 hours.

We are also not concerned by non-residents occasionally using the road to park. Indeed, many of those who do so are NHS workers at the nearby York Hospital, and we are happy that our street gives these valued workers a place to park for free, something their own workplace fails to do

Finally, we are concerned that the Council would consider introducing such a scheme while acknowledging the low response rate from residents to its proposals. This suggests most residents are indifferent to the proposals, and in the absence of strong feeling, the status quo should prevail. If it is not sufficiently broken for the majority of residents to feel strongly about it, then please do not fix it — especially as the fix may prove costly for the Council to implement (e.g. Signage installation costs, admin and enforcement

costs) at a time when local authority budgets are extremely strained.

- I strongly object to this permit proposal. I have lived on Kitchener Street for 15 years and although it does attract a lot of non-residential parking it also provides parking for hospital workers, people collecting takeaways (Chop Suey House) is a thriving business that relies on customers being able to collect their food, and people needing to take/collect their kids to school. The alternative is deliveries which will mean deliveroo style motorbikes, cycles and cars clogging up the street so potentially not being any better off, or worst the business closes. The school having more cars needing to drop kids off near the gate causing further congestion on an already busy road (Haxby Road) the unintended consequences of permitting this area are too numerous to mention and all will have a knock-on effect to local businesses. I am a homeowner on Kitchener Street, I've watched my neighbours change several times over the years as the street has a lot of rental properties. If you want to be able to park outside your house either rent a house with a drive or buy one if you can. Otherwise, people need to accept when you live on terrace street parking is not a guarantee (or at least not outside your front door) Also, if you do permit the street what alternative parking measure will the council offer? Lastly, when making these decisions what is the lowest threshold for responses to take this matter further. How many people responded altogether for and against and is it enough to make such a big decision? I appreciate that part is an FOI and you will need to follow correct procedures to answer it. In the meantime I am objecting to Kitchener Street and surrounding area becoming a permit street/area. All it will do is cause confusion, lead to further traffic issues and make matters worse.
- I would like to object to this further proposed project of residents parking in and around Yearsley Crescent. Your initial presentation of this project had a low response rate, I believe lower than the threshold needed to proceed with the next stage and yet we have had to object to this silly scheme a second time.

One of the problems in Yearsley Crescent is residents taking it upon themselves to acquire traffic cones (legally?) and use them to mark put their own parking spaces outside their houses. One resident had even begun to leave threatening notes using disgusting language on cars that he didn't want parking in the street, and thankfully this was short-lived as being threatened with "do not park here, this is your first and last warning OR ELSE" . I can't imagine what sort of rage this person holds to be so very stressed about someone parking in a street, not even in front of this person's house. It worries me that I have to live near this person who becomes aggressive at something so minor. Fragile masculinity at it's finest. But I digress.

In this current economic climate, paying extra to park in or around my own street is a price I and others may not be able afford. It will quickly become a financial burden on the several families in the street who have teenage children who are coming up to driving age, or to our students in the street who already use several cars in one property.

Other local streets who have had residents parking have, anecdotally, reported that there are less spaces available in the street than the amount of properties or cars and so people do have difficulty parking within the bounds of their residents parking pass. A residents parking scheme unfairly restricts the amount of visitors and

There is no need for this area to have 24/7 residents parking as there is very little in the way of "parking problems" across the weekend. I would object less strongly to the residents parking that areas like Maple Grove have got where it is Monday to Friday only. The parking restrictions suggested are unnecessary to combat the perceived issues at hand.

- We would like to make it categorically clear that we are strongly opposed to the scheme.

First, and foremost, we own our property and according to the title deeds, that includes the section up to the hedging and walled garden at the front of the property. If this scheme is to be made permanent that would mean that we, and other property owners would be charged for parking on our own land, on our own driveway which is at least unfair and at most discriminatory. We would then be required to pay on top of this if we were to have

visitors to the property for example our daily childcare and any tradespeople.

While the prices are not yet exorbitant, if the scheme is made permanent this will impose yet another unnecessary expense on households. The price of this scheme will not remain stable and will increase year on year on year as per everything else that York Council charge for, with very little in the way of value for money or positive outcome. I think many people would be much more open to the idea of residents parking if it was of reasonable price and represented good value to the people forced to use it.

The available public transport infrastructure in York is generally abysmal which means that owning a car is a necessity for most people especially those with young families.

A very small number of residents own two vehicles with limited driveway parking. Any parking scheme would be adversely expensive for them.

If the council sincerely believe that a residents' parking scheme is needed in this area, we would expect to see a proper survey undertaken with fully published results to measure the number of vehicles using the area, instead of complaints from a minority of vocal residents. We think it is unnecessary and expensive to local residents to solve a very small parking issue which causes little disruption on our road.

- I would like to put forward my objections to the parking restrictions on Huntington Road.

I am the business owner of Beautique Salon 120 Huntington Road and the imposing of these parking restrictions will highly impact on the business itself.

I myself am based in the salon with 3 other members of staff that all offer a plethora of services of which delivery times differs, this can range from 1 hour-6 hours.

The types of services we offer require our customers to stay with us for a longer period of time due to the complex application such as Tattooing and hairdressing. We can in now way expect customer to be moving there car every 1-2 hours, especially if weather conditions outside are not favourable hindering the services outcome. Not only is this not feasible it is in no way professional. Parking restrictions for staff and our customers would

just not be positive in anyway and in fact more likely to be detrimental to the business.

I am unsure as to why restrictions are being applied as there is always plenty of parking down Huntington Road. Residents and ourselves have no current issues, so I can't understand why this is needed.

If you're stating that it's because other road users find it difficult to navigate, putting in place a restriction but still providing permits will in no way solve this. So again I am at a loss as to why a restriction is being implemented.

I strongly disagree with these restrictions as ultimately this is going to hinder and impact my business massively, our customers enjoy the fact they are able to drive to the salon, park up and jump out not having to worry about where to park. The ease of parking outside the salon is part of its appeal. Alternative we will lose business to other salons that are able to offer parking.

Not only are these parking restrictions going to effect my customer's but also my staff have already raised their personal concerns on how it will effect theirs . As a result I have already mentioned that if this is to proceed they may have to leave and find a new premises to work from. Leaving me impacted by both my own customer but also a loss of earnings through my rental income.

I implore of you please do not impose these restrictions, but if you do I alternatively ask you to provide my business with a reasonable amount of parking permits to cover both my staff and our customers so we are in no way effected by these changes.

There is 4 staff in total so I would ask for 4 permits at a bare minimum, then at least 2 more for our customers that are receiving a treatment that requires a lengthy service time.

I really hope you can take my feedback on board and consider how this will impact negatively on my small business, my small business that provides for my family. I ask you to consider the repercussions this will have for all staff involved not just myself and for any other business along Huntington Road.

- I am writing in response to the proposed parking changes on huntington road. While I understand and accept the introduction of a permit system to help manage parking more fairly among

residents, I am very concerned about the planned removal of several existing parking spaces as part of these changes. In particular, the removal of approximately 6 spaces due to the short cycle lane and a designated bus stop bay seems excessive. The current cycle lane on our road is very short and appears to offer limited benefit, as it does not form part of a longer, connected route. Similarly, buses have been operating without a designated bay in the more than 10 years I have lived here, and I have not witnessed any significant issues caused by the current arrangement.

Additionally, I understand there are plans to introduce double yellow lines in an area between two private driveways of house 154 and 156 Huntington road.

However, this particular space has always allowed for a single vehicle to park without obstructing access. Removing this space — despite it being safely usable — would further reduce the already limited number of parking spots available to residents.

As a single woman who often returns home late at night due to working shifts in the nhs I am particularly concerned about the prospect of not being able to park close to my property. Having to walk a considerable distance alone in the dark raises genuine safety concerns for me and, I'm sure, for others in similar circumstances.

I would be grateful if the council could review the necessity of removing these specific spaces and consider maintaining those that are still safely usable — maybe retaining some of the spaces between 123 and 131 particularly the space between the driveways, which does not appear to pose an access issue.

Preserving as many on-street spaces as possible is vital to supporting the safety and wellbeing of residents.

- I am a member of staff based at Beautique Salon, 120 Huntington Road. I run my Hairdressing Business from the salon and have been based here for almost 2 years. I want to firmly set out that the imposing of these parking restrictions will highly impact on my business negatively.

I myself am based in the salon with 3 other members of staff that all offer a plethora of services of which delivery times differs, this can range from 1 hour-6 hours.

The types of services I offer require our customers to stay with me for a longer period of time due to some of the services application time and processes eg. A colour, cut and extension application can take up to 6-8 hours. Because of this I can in no way expect customers to adhere to the 1/2 hour parking restriction.

I also can't be asking them to leave the salon and move their car every 1-2 hours. This would not be conducive towards the service and in fact hinder its outcome, even On a good day never mind a classic English wet rainy day. Not only is asking a Client to move their car not feasible it is in no way professional. Enforcing these parking restrictions is going to highly discourage my customers to attend their appointment with me and drive them away (literally) as they would be nowhere to park! These spending restrictions will have a hugely negative effect on my customers' retainability and my income.

What would a parking restriction for myself as a non resident but someone who spends 8-10 hours a day at the salon mean to me? I would not be able to get into work and stay parked. I would not be able to earn money and make a living. This is just not right and I need to understand what you're going to do for business and people like me who rely on ease of access for work and for returning clients.

I am unsure as to why restrictions are being applied as there is always plenty of parking down Huntington Road. Residents and ourselves have no current issues, so I can not understand why this is needed.

If you're stating that it's because other road users find it difficult to navigate, putting in place a restriction but still providing permits will in no way solve this. So again I am at a loss as to why a restriction is being implemented.

I strongly disagree with these restrictions as ultimately this is going to hinder and impact my business massively, my customers enjoy the fact they are able to drive to the salon, park up and jump out not having to worry about where to park. The ease of parking outside the salon is part of its appeal. Alternatively we will lose business to other salons that are able to offer parking.

I beg of you please do not impose these restrictions, as it will make no difference to residents, or other traffic users but will have a negative effect on my business. If you do put them in I want you to tell me what you are going to do for people like me and my

customers? Will you provide us with parking permits for both me and my customers?

I really hope you can take my feedback on board and answer some of my questions. I also ask you to consider how this will impact negatively on my small hairdressing business that has provided for my family for the past 10 years. Please don't just think about the residents along Huntington Road but also the business.

- I am writing to express my concerns regarding the proposed resident-only parking in area R67: Huntington Road.
I am disappointed to learn that a decision has been made to legally advertise the introduction of this proposal. According to the report from the Decision Session held on January 20th, this option was not recommended as it does not align with the officers' current approach. I would appreciate it if you could provide further information regarding the rationale behind the dismissal of option 1, which was the recommended option. Furthermore, the petitions received since 2019 are minimal compared to the total number of residents in the area, which does not accurately reflect the views of the community.
The report also indicates that, based on the officers' current policy, it is not advisable to progress with Resident's Priority Parking schemes unless a response rate of 50% is achieved. The consultation document sent on August 22nd 2024, received only a 23.59% response rate. Given this and the recommendations outlined in the report, I believe that no further action should be taken at this time, and the area should be removed from the resident parking consultation waiting list.
Additionally, I would like to emphasise that the financial burden of a parking permit for a single-occupancy household is challenging to manage alongside my other bills. While I feel fortunate to live in this area for the last 7 years, the prospect of this additional cost is concerning and would make me consider moving, which is increasingly difficult due to rising living costs, especially as a single person. I also anticipate that this permit fee will increase annually without adequate notice or justification.
Thank you for taking the time to consider my response to the proposal. I sincerely hope that my concerns will be taken into account.

- As a new mother, the financial burden associated with obtaining permits, particularly for two vehicles as required by my household, is significant. This expense would adversely affect our ability to receive essential childcare. Additionally, it would complicate arrangements for our grandparents to visit and provide care for our child, as the cost of visitor permits is another expense. Their support is invaluable to our family, and the proposed parking permits would disrupt this vital arrangement.

If a permit structure is deemed necessary, I respectfully suggest a more flexible approach, such as implementing permits only from Monday to Friday, 9 AM to 5 PM. This would facilitate easier access for families and visitors during evenings and weekends while still addressing any parking concerns during regular business hours.

Regrettably, should the permit system be enacted, we may be forced to consider selling our property, as this additional expense was not anticipated when we moved here six years ago and subsequently welcomed a child. We believe that such a measure is unnecessary for our street, and there are alternative solutions that could be explored prior to resorting to a permit scheme that may appear to be financially motivated.

We are firmly against the introduction of these permits and feel that had more time been allocated during the initial phase of this proposal, there would likely have been a greater response from the community opposing it.

- I would like to use this email to address my objections to the parking restrictions put forward for Huntington Road. I am a member of staff based at a business on Huntington Road. I run my tattooing Business from the salon. I want to firmly set out that the imposing of these parking restrictions will highly impact on my business negatively.

The types of services I offer require my customers to stay with with me for a longer period of time due to some of the services application timeand depending on what design the client is after, it can take up to 6-8 hour sometimes even longer. Because of this I can in now way expect customers to adhere to the 1/2 hour parking restriction.

I also can't be asking them to leave the salon and move there car every 1-2 hours. This would not be conducive towards the service

and in fact hinder its outcome, even On good day never mind a wet day the tattoo would be compromised. Not only is asking a Client to move there car not feasible it is in no way professional. Inforcing there parking restrictions is going to highly discouraged my customers to attend there appointment with me and drive them away (literally) as they would be no where to park! Theses spending restrictions will have a hugely negative effect on my customers retainability and my income.

What would a parking restrictions for myself as a non resident but someone who spends 8-10 hours a day at the salon mean to me? I would not be able to get into work and stay parked. I would not be able to earn money and make a living. This is just not right and I need to understand what you're going to do for business and people like me who rely on ease of access for work and for returning clients.

I strongly disagree with these restrictions as ultimately this is going to hinder and impact my business massively, my customers enjoy the fact they are able to drive to the salon, park up and jump out not having to worry about where to park. The ease of parking outside the salon is part of its appeal. Alternative we will lose business to other tattoo artists that are able to offer parking.

I beg of you please do not impose these restrictions, as it will make no difference to residents, or other traffic users but will have a negative effect on my business. If you do put them in I want you to tell me what you are going to do for people like me and my customers? Will you provide us with parking permits for both me and my customers?

I really hope you can take my feedback on board and answer some of my questions. I also ask you to consider how this will impact negatively on my small tattooing business. Please don't just think about the residents along Huntington Road but also the business.

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Representations received in support of the scheme

- Just to confirm that I am supportive of this proposal, it will be a great benefit to the residents.
I look forward to full approval and further details.
- I would like to register my response IN FAVOUR of the proposed residents only parking for the Huntington Road area R67.
I often find it very difficult and even impossible to find parking on Kitchener Street. When this the case, I have to try and park on neighbouring streets.
I used to live on Balmoral Terrace, and found the introduction of residents parking there, made parking much easier.
- I am writing to confirm my full agreement to the said proposed parking restrictions as detailed in Ref 67.
I have lived on Ashville Street for about 30 years and have seen many vehicles parking on the street which do not belong to residents.
For example, recently saw a couple park a large van at the top of Ashville Street (restricting access to the back lane).
They got out of the vehicle and just walked towards Haxby Road.
They certainly were not residents.
- We are in favour of the permits as we are finding people using our road for parking for the hospital and increasingly for town.
However, I wanted to highlight the adding of double yellow lines outside 154 will cause problems - there are 4 main resident cars (a grey Honda, grey Kia, beige Citroen and black Mercedes) that park outside between 148 and 154, and this would reduce the parking area to three spaces - I believe from your diagram you are removing the space the other side of the drop curb. I would just like to ask that we keep that additional space, especially as parking is being removed from the other side of the road.

- I want to express my agreement with the proposals regards to proposed residents only parking restrictions for the Huntingdon Road, R67.

I agree because I live on Kitchener street and it's choke blocked by cars - not of local residents but people who go away and not return till end of the day. There is no or difficult access for emergency services, bin collection or trades.

Well proposed is idea to free up cycling line and bus stop, as it's vety true, there is no access to places through traffic and parked cars.

I agree with raised these and connected proposals known as R67.

- I support the proposed R67 residents' parking scheme.

Parking near my home is often impossible due to commuters using the street for all-day parking. I sometimes have to park in a friend's driveway, a 20-minute walk away from my home. It means it's risky to use the car during the daytime during the work week. And if I'm returning home in the car after an overnight stay elsewhere, or from a morning meeting I've had to drive to, I can't count on parking when I get back. This causes stress, particularly because of time lost.

I've also noticed informal space-claiming practices in nearby streets causing conflict. On Yearsley Crescent, some residents use cones—marked with house numbers—to block off parking spaces outside their homes. I've been stared at and asked to move my car when parking on Yearsley Crescent. This informal enforcement creates unnecessary tension in the area.

I've looked at your proposed map and would request two changes:

1. Please retain the parking space outside 156 Huntington Road, which your map eliminates. Right now, there is room for a single car between the dropped kerb and before the double yellow lines begin. But in your new diagram you have eliminated this space by starting the double yellow lines earlier. Please don't eliminate this space. I worry there'll be too much pressure on the limited marked bays on Huntington Road, putting more pressure on Yearsley Crescent, so an extra bay here would be welcome.

2. Please shorten the bus stop clearway outside 140-148 Huntington Road to create more marked bays. The clearway is longer than necessary for the Number 13 bus, and shortening it

could release space for two or three resident parking bays while still giving the bus space for safe manoeuvring.

I want to raise a practical point about the proposed timed restrictions. While I understand and support their aim—preventing all-day parking by non-residents—I hope the scheme will ensure:

- Visitor permits are made easily available and flexible enough for visiting tradespeople;
- That carers and frequent visitors to elderly or vulnerable residents are not deterred;

In summary, I support the introduction of the R67 parking zone and ask the council to:

- Monitor and prevent informal attempts to block or reserve public space;
 - Review and retain the bay outside 156 Huntington Road;
 - Shorten the bus stop clearway outside 140–148 Huntington Road;
 - Ensure the visitor permit system is accessible and practical for occasional users.
- We are in favour of the proposals, but just have one query. My parents and friends often visit us and park on the road, as we have a driveway to park our own car in. If they needed to park for longer than two hours (e.g. when looking after our children) how could they do so? Would we need to buy a permit that would grant visitors parking permission?
 - I am writing to strongly support the proposed residents parking scheme for the Huntington Road area. Securing a parking space during the week is incredibly difficult, and weekends are even busier with families parking and walking into town. As a resident of Kitchener Street with multiple sclerosis, walking can be challenging, and not being able to take my car out due to the lack of spaces until after five makes life even more difficult. The constant jockeying for parking spaces in the mornings is stressful, and it feels like I am living in a car park without a front garden to create some distance from the chaos. Additionally, finding tradespeople willing to visit is problematic due to Kitchener Street's notorious lack of parking. During Christmas and holidays, the situation improves, and the neighbourhood feels more peaceful and calm, a feeling I wish to experience throughout the year.

Thank you for considering my experiences. Implementing residents parking will be life-changing in a positive way.

- I am totally in support of this proposal and I live on Kitchener Street, York, YO31 8SA. However although I think the no waiting at anytime, double yellow lines on the left when coming out of Kitchener Street onto Huntington Road is good to free up the cycle lane. I feel this should be also implemented between Kitchener Street and Ashville Street and between Ashville Street and Oakville street as driving or biking out of these streets it is impossible to see if there is any traffic coming without nudging out (which can impact on cyclists and cars) when biking or driving out of either Kitchener Street, Ashville Street or Oakville Street. Also the alley between 82 and 80 Kitchener Street needs yellow lines to stop people parking over it, blocking cyclists coming out of their back yards onto Kitchener Street down this alley and also when people are turning round or delivering it allows more space. Finally the yellow lines at the top end of Kitchener Street (Haxby Road end) need extending as vehicles are becoming larger and/or if people do not park neatly, and/or if two large cars are parked on either side it is impossible to turn round and I have seen people scrapping the parked cars. Obviously this scheme will only work if there are regular patrols by ticket inspectors as people seem to increasingly ignore double yellow lines and other restrictions.
- I have lived in Yearsley Crescent for 34 Years and love it here. However, over the years, the parking situation for residents has gotten gradually worse. We have experienced an increasing number of people parking to go into town / work at the hospital. Over the past few years this has been exacerbated by the increasing number of student lets / Air b'n'bs, meaning that there are now many more transient and non resident vehicles parking in the street. Added to that, the semi opposite me looks like it is being turned into a HMO, so I can only see the situation getting worse. A couple of weeks ago I spent 20 minutes before I could get parked on the street at all. It's so bad that I tend to avoid using my car, and will walk instead. Obviously, that is generally a good thing (for me and the environment), but is sometimes vey

inconvenient, and as I am now over 60 years of age, there will come a time when I am not physically able to maintain this. Therefore, I would urge the council to introduce a residents only scheme, so that the people who actually live in this area long term can have a better quality of life.

- I am a long-term resident of Yearsley Crescent. Over this time I have seen the parking situation deteriorate, with people parking to go into town and places of work in the vicinity. A significant number of houses in the street are now either student lets or short-term holiday lets, further adding to the burden on available parking space. My wife and I have always been considerate of the parking situation. We only park our main vehicle (a small 2 door car) on the street. We do also have a 6m plus motorhome, which we pay to park off road a number of miles away, as we don't want to add to the problem. It is quite annoying, therefore, when you nip out to the shops and come back to find there is nowhere to put the car. Hopefully, a residents only scheme would make life easier for the people that actually live in this area, so I hope that the council will introduce it.
- Please take this email as our support for the proposed plans for R67: Huntington Road.
In your letter you mention a low response rate, I assume that this is due to the number of student houses in the area. Incidentally, the issues with parking are partly caused by the number of student lets in the area as during the university holidays the problem is not as pronounced. It would also help if car parks for the town centre weren't prohibitively expensive.
I would also expect the response rate to be lower with this latest communication. It wasn't completely clear that it's necessary to contact you again in order for the proposal to still be considered (even if someone supported the first round). Having to compose an email rather than just fill out a form, as with the informal consultation, is also less likely to get engagement.
- I am a resident and home owner in Kitchener street.
During the informal consultation stage I replied in favour of the parking scheme.

I would like to reiterate my strong support of the proposed parking scheme.

Parking is extremely difficult at most times of the day. Hospital staff often park in the area and cars are left for long periods through the day.

There appears more difficulty in parking in the area since the Nestle development and high volume of flats.

I feel the proposed parking restrictions would mitigate a lot of the parking issues in the area.

I am happy to provide more information and feedback if required.

- I would like to confirm that I have taken notice of the proposed parking restrictions for "R67: Huntington Road" and that I agree with the proposition.
- We would like to show our support for the proposed resident only parking restrictions for Huntington Road area – R67. As residents of Kitchener Street for a number of years we have experienced how increasingly difficult it is to find space to park your car on the street you live on, or even on one of the surrounding streets. It is a regular occurrence to find there is no available space to park on the street, meaning you have to drive around to see if you can find a space on a neighbouring street or just sit and wait until someone leaves.

A high number of cars parked on Kitchener Street are from people who park on the street in a morning then walk to work elsewhere (many wear NHS lanyards). Whilst I appreciate that the number of staff parking spaces at the hospital has reduced over recent years, there are other options available including one of the many Park & Ride services that York has. Cars are then left all day which blocks parking for residents, those visiting or caring for residents, tradespeople working at residents' homes or users of businesses on the street. Comments on local Facebook groups seem to show that the situation is the same for neighbouring streets.

The period around 8 till 9am each weekday is the main time that non-residents are driving around this area looking for somewhere to park so that they can then walk to work. The roads can be quite busy with these drivers at this time and as Kitchener Street is blocked to cars at one end, they need to turn around at the end of the street. At the same time of the morning there are a large

number of children crossing the road in that same area, to go to the primary school on Haxby Road. Some of these children also use the road to scoot or cycle to school. It is therefore extremely dangerous to have this increased number of cars driving up and down the street and turning round in the same place that the children cross the road.

Residents of the area have petitioned for parking restrictions on a number of occasions and we do hope that this time they will be passed.

- As a resident of Yearsley Crescent, I fully support the introduction of residents' parking for R67, for the following reasons:
 - given the volume of parking, motorists have resorted to parking on the newly installed double yellow lines at the junction of Yearsley Crescent and Huntington Road, which is dangerous for those turning out of Yearsley Crescent.
 - it is simply unfair for non-residents to park in the street and then walk to work elsewhere (either into town or to the hospital/Rowntree's etc)
 - in the past I have known the residents of the HMOs in the street (mostly students) to have several cars per house and for their friends/associates to also drive and park in Yearsley Crescent before walking together to St John's Uni; there simply isn't capacity for this.
 - some residents have, at times, been given no choice but to double park until a space is available. This could cause an obstruction for emergency vehicles.
 - parking at dropped-kerbs has also become problematic given the density of cars.
 - it is challenging to turn around at the end of Yearsley Crescent as there is no area for this and high density of cars makes it worse.
 - residents are now struggling to such a degree to park in their own street they have increasingly taken to using cones to deter other people parking outside their property, which is unsightly.
- To summarise, particularly in the limited confines of Yearsley Crescent, parking of non-residents - for nothing more than convenience - is a blight upon those who live in the street. The situation is unsustainable and introducing residents' parking is a fair, proportionate and attainable way to alleviate the problem, and I hope the council go ahead with this.

- As a female living alone, and working unsocial hours as a paramedic, the stress and anxiety I feel when coming home on an evening has a negative impact on my life. It is the fear of not getting parked (which has happened several times) and/or having to wait for a space anywhere on the street. Once I had to ask the students if I could block their drive as it was the only space left. Add to this that I daren't make plans on an evening that involve me needing to drive, and similarly on my days off, I can't have anyone round at my house as they will not get parked. As soon as I leave in my car, the empty space will be taken by a commuter. The number of cars on the street that do not live here and are not visiting any resident, is just ridiculous and I would say these people are the majority of the problem. Add to this the students who tell their friends it is free parking on our street therefore filling the street from around 7.30am. Having permits would give me and the other residents peace of mind that we can at least park somewhere on our own street instead of having to risk it on the double yellows, or ask other residents with drives if we can block them in until morning. Quite honestly I have considered moving out of my house here due to the parking issues, which would be a shame as it's a lovely street and I have made many friends here. Please consider the permits 24/7 so we can enjoy living on our lovely street
- We are supportive of your proposals. We are really frustrated with our street Yearsley Crescent. Residents are now placing traffic cones out to reserve their parking spots. This is illegal. Some residents have their house number on the cone. We've also seen people have written abusive notes on cars that are parked on the street. We are lucky enough to have a driveway on the corner but people are now parking across this and blocking our access. The situation is not good on the street. We support the proposals but if you could suggest how we stop the above behaviours I would be grateful.