



Meeting:	Executive Member for Transport Decision
Meeting date:	18/11/2025
Report of:	Garry Taylor
Portfolio of:	Cllr Ravilious: Executive Member for Transport

Decision Report: Residents Parking Bay & 'No Waiting at any time' Restrictions – Queen Street

Subject of Report

1. This purpose of this paper is to present the representations made following the statutory consultation for a Traffic Regulation Order (TRO) proposed Residents Parking Bay & 'No Waiting at any time' Restrictions – Queen Street. Details of the consultation dated 4th July 2025 can be found in section 12 of the report.
2. Representations were received during the statutory consultation process therefore a decision is needed to progress the making of the order. (See Annex B)

Benefits and Challenges

3. The introduction of 2 residents only parking spaces for Queen Street residents provides the key benefit of improving the amenities and access for permit holders.
4. Prior to the Station Gateway schemes implementation the residents of Queen street had access to 8 parking spaces. In addition to this an informally marked bay exists outside of Fleetways taxis, there are no legal powers associated with parking within this bay. (See background for more details)

Policy Basis for Decision

5. York's parking strategy, outlined in its Local Transport Strategy 2024 – 2040 focuses on reducing car dependency by promoting sustainable travel and managing parking to support businesses while discouraging its use for inappropriate journeys.
6. Under 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.”*

Financial Strategy Implications

7. Any costs associated with implementing the residents only parking will be funded via the York Station Gateway scheme. There is no foreseen impact to long term operational, enforcement & administrative costs.

Recommendation and Reasons

8. The officer recommendation is as per the officer decision report dated 23 June 2025 and is to implement the proposed TRO and associated on street changes (See annex C)

Background

9. Prior to the implementation of York Station Gateway 8 residents parking spaces were available for residents of Queens St. Following the start of works on York Station Gateway, Queen Street residents requested an area of residential parking as close as possible to their properties to assist with access and loading.
10. The parking area marked on the highway as “Buses” exists directly outside of Fleetways Taxis and is proposed to be altered to accommodate the introduction of these 2 residents parking spaces. As this area was not a formerly designated bus stop or lined on the highway as such it was not previously enforceable.
11. An additional parking area in advance of the one described above marked as “Taxis” is specifically designated for use by Hackney carriages and is to be relocated to Blossom Street. There is, and

was previously, no provision for parking by private hire taxis in this area.

Consultation Analysis

12. A letter dated 4th July 2025 was sent to the occupiers of the following properties 9 – 22 Queen Street and 2 – 14 Blossom Street. A representation was made by a local business dated 24th July the details of this representation are summarised as follows.

- The introduction of residents parking makes no provision for the business to make use of these bays
- There will be no further parking in Micklegate
- Previously used “Taxi” bays are being relocated (See section 11)
- Changes to permits for Nunnery Lane Car Park (Made vehicle specific) have increased costs associated with long stay usage

13. Analysis

- With reference to the first bullet point above, the signage associated with the residents parking bays clearly describes 10-minute usage available to all for the provision of non-permit holders.
- With reference to the second bullet point above, there are no proposed changes to current arrangements for parking in Micklegate.
- With reference to the third bullet point above, as per section 11 of this report the bays marked as “Taxi” are for hackney carriages only and have no provision for private hire vehicles or employees.
- With reference to the fourth bullet point above, the council’s transport strategy and policy with regards to parking is to encourage usage of public transport and is applied to all businesses within the city. Permit holders for CYC car parks can change the vehicles associated with its usage online, this has since been described to the objector.

Options Analysis and Evidential Basis

14. The options available to members are as follows, Implement the TRO and associated road marking & signage changes to include 2 additional parking spaces within the existing residents parking provision.

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)(a) to (g) of the Road Traffic Regulation Act 1984. The TRO also needs to meet the wider duty of the Council under section 122 of that Act.

The recommended option would meet the purposes in sections 1(1) (a) (c) (d) and (f) of the 1984 Act – namely for:

- (a) avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such arising;
- (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians);
- (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; and
- (f) for preserving or improving the amenities of the area through which the road runs.

This option meets the Council's duty under section 122(1) of the Road Traffic Regulation Act 1984 as it would:

- a. Support the *"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"* (RTRA 1984, Section 122(1)). The changes proposed will provide parking amenity for the local residents in the layby, which will leave sufficient carriageway width, to not obstruct vehicular traffic in both directions.
- b. *"Consider the effect on the amenities of any locality affected"* (RTRA 1984, Section 122(2)(b)). The introduction of the residents parking bay, will improve the parking amenity for resident in the local area.

- c. Consider “any other matters appearing to the local authority to be relevant” (RTRA 1984, Section 122(2)(d)). Consideration has been given to the Council’s Local Transport Strategy and the consultation responses.

Having balanced the considerations identified in this report, it is considered that it would be expedient to progress this option to implementation.

15. Do not implement the proposed TRO changes leaving the marked bays on Queen St as they currently are (as detailed within paragraph 10 of this report).

Organisational Impact and Implications

16. *The report has the following implications.*

- **Financial**, Any costs associated with implementing the residents only parking will be funded via the York Station Gateway scheme. There is no foreseen impact to long term operational, enforcement & administrative costs.
- **Human Resources (HR)**, None, any enforcement of approved restrictions will fall to the Civil Enforcement Officers necessitating an extra area onto their work load, although they have previously received reports of vehicles parked in the area and not currently able to enforce, which is creating work.
- **Legal**,

The Road Traffic Regulation Act 1984 and the Local Authorities Traffic Orders (procedure) (England & Wales) Regulations 1996 apply to the making of a TRO.

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.

made.

- **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**, There are no affordability implications.

- ***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 all road users;
 - 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 response to the proposal have been received by residents, Ward Cllrs and Parish Council but the report does not contain any personable information.

- **Communications**, There are no communications implications
- **Economy**, There are no economy implications

Risks and Mitigations

17. No foreseen risks to the authority, the bay itself existed within approved planning for the scheme, this decision seeks to assign its use.

Wards Impacted

18. Micklegate Ward

Contact details

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

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