

Annex F

Guildhall ward

F1

Location: Maplehurst Avenue

Nature of problem and plan of advertised proposal.

Details received on file were:

An issue of vehicles parking close to the junctions and restricting visibility of pedestrians and other road users. Also preventing access/egress from the off-street parking areas. Maplehurst Avenue is a residential Cul-de-sac with all properties having off street parking amenity for a minimum of one vehicle. There is a block of flats that also have off street parking amenity. A cycle path leading from Haxby Road also leads into Maplehurst Avenue.

We advertised to implement no waiting at any time restrictions to prevent parking close to the junctions and increase visibility of all road users.

Please see plan below.



Representations Received.

We received 3 objections and 1 representation in support of the proposal.

Objections:

- I OBJECT to the proposals in items (a) and (c) for the following reasons:

We do not need double yellow lines in the proposed areas.

There is no significant problem with the existing parking

arrangements.

The proposals will make visitor parking more difficult.

This is not a good use of council funds.

- I am emailing in response to the letter we received for the planned changes to Maple Hurst Avenue (Double Yellow Lines). We are quite unhappy with this proposed plan as it means our friends and family will struggle to visit as they will have nowhere to park. And I am aware other members of the street often have visitors who use these same areas. I understand there may be this requirement for the area next to the communal bins for access to these. However, we have personally never had any issues with cars parking on any other location of the street and we have never had access issues. I wonder if a parking permit would be more suitable in those other areas so that only residents/relatives can park as I am aware people not from the street often come and park.
- I wish to object to the proposal to impose double yellow lines on Maplehurst Avenue.

First of all we have no visitor bays on the estate for parking so there would be nowhere for visitors to park. I am a single mother and rely on friends visiting for my wellbeing, no parking would make this impossible and be a detriment to my mental health.

There are many residents with more than 1 car on the estate too and I think they will have to park on their front lawn which will damage the greenery and overall look of the estate. The current layout of the estate means there is enough room for cars to park. The parking spaces are appropriate and people always leave enough room for people to get out safely.

Secondly we already take an overflow of cars because there is not enough parking at white cross gardens hospital. Cars are often parked around the estate during the day. If they cannot park on the estate they will just park on vacant driveways leading to stress for residents coming home from work. I assume no provision will be put in place to stop this.

Thirdly I worry the traffic will be heavy with people looking for spaces on a morning and deliveries taking place throughout the day, my son walks to school this way and I would be very concerned an accident may occur.

There already isn't enough parking around here as its mainly permit in the surrounding streets. This strikes me as an excuse to issue fines and make money under the guise of solving a problem that doesn't exist. I see absolutely no benefits for residents.

In support:

- I live at .. Maplehurst Avenue and received notice of double yellows, in your proposed plans. In front of our property (which is straight onto the street) there will be no lines and from past experience of bad parking, people will park there, because other areas will be double lined this will be the only areas for them to keep parking, also blocking the ally way at the side of our building which wheelchairs, prams, bins etc need access from. Houses numbered 33,35,37 have designated parking but don't have numbers on them which will give another area to just park which will cause us not to be able to park at all down our own street. So I'm for the double yellow lines but I hope we get them outside our homes, to stop people parking in the only available area in the street, even though it's in front of our parking, so parking there would be an obstruction, people have and will park there. So please can we have lines going from our parking to the first driveway of number 31, this will cover in front of our homes and the ally way thank you.

Officer analysis and recommendation

Vehicles parking on the corners and cul-de-sac area are restricting visibility when accessing/egressing the junction and access to the designated off-street parking areas. They are also restricting access to the cycle path located along a recognised cycle route.

The proposed restriction addresses these previously raised concerns.

Options:

1. Implement as Advertised- **Recommended**
2. Take no further action- Not recommended
3. Implement a lesser restriction than advertised- Not recommended

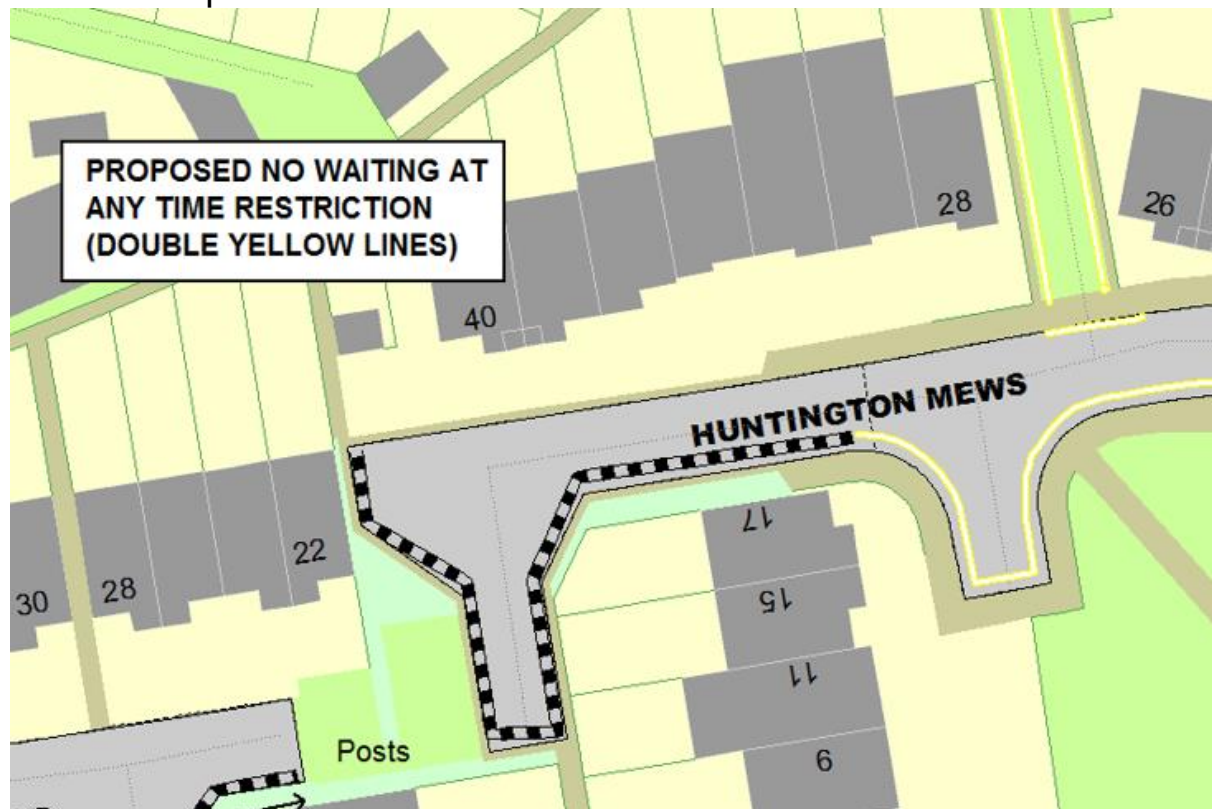
F2**Location: Huntington Mews****Nature of problem and plan of advertised proposal.**

Details received on file were:

A Resident raised an issue of vehicles parking opposite their vehicle access(driveway) and restricting access to their driveways and the end of the cul-de-sac. Huntington Mews is a residential cul-de-sac. There are no waiting at any time restrictions in place on all other turning heads in the area leading to parking in the unrestricted area at the end of Huntington Mews.

We advertised to continue the existing no waiting at any time restrictions to the end of the cul-de-sac to provide full access to the turning head and residents driveways.

Please see plan below:

**Representations Received.**

We received 1 objections and 2 representations in support of the proposal.

Objections:

- I OBJECT to the proposals in items (a) and (c) for the following reasons:
We do not need double yellow lines in the proposed areas.
There is no significant problem with the existing parking arrangements.
The proposals will make visitor parking more difficult.

This is not a good use of council funds.

In support:

- I wish to fully support the proposal of traffic restrictions outside my property .. Huntington Mews.

I have lived here for over 20 years and parking outside my home has always been a problem.

It's normally students and hospital workers who abuse the parking. They often leave it extremely difficult for me to get in and out of my own driveway and many become abusive when you ask them to move.

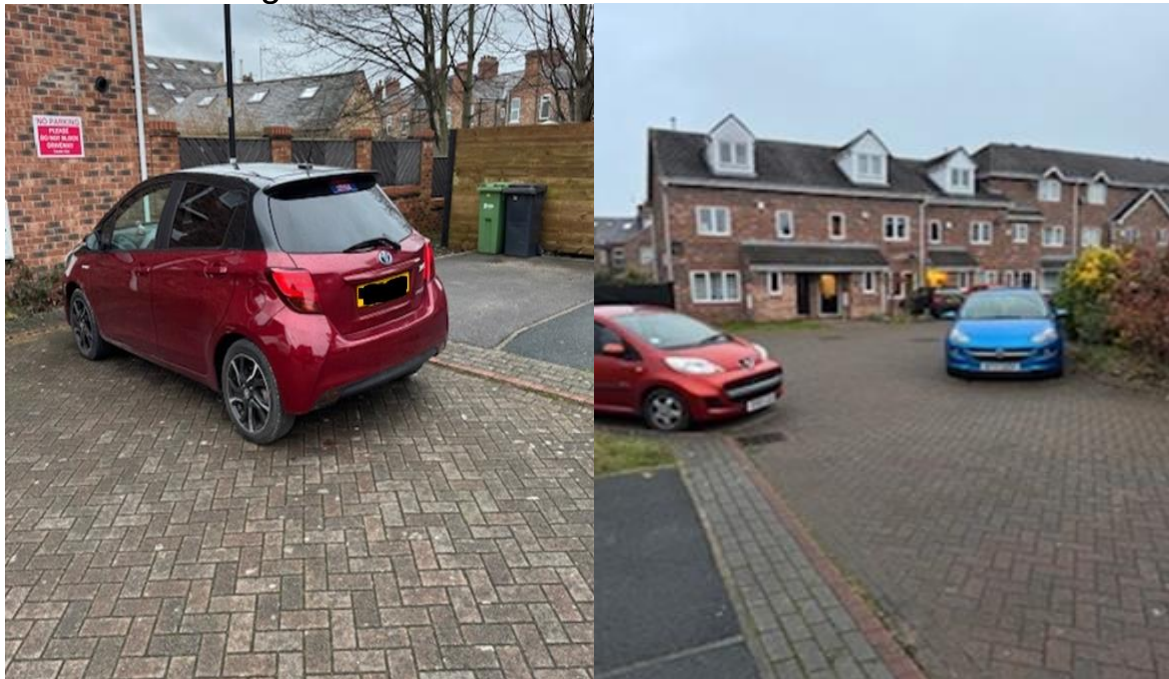
Putting double yellow lines would totally solve the problem for me and my neighbours.

- I initiated the request for parking restrictions in the Huntington Mews cul de sac. I fully support this proposed change. Too often people park here without due consideration to the residents particularly regarding access to driveways & this also creates access issues for delivery drivers with larger vans. There have been numerous occasions where cars have been left for in excess of 5 or 6 days, directly opposite the access to my driveway. I have shared photographs when I initially requested this restriction.

Officer analysis and recommendation

Parked vehicles are restricting access to the cul-de-sac end of Huntington Mews and the designated parking areas within it.

Please find images below to illustrate the issue.



The proposed restrictions will provide visibility from the junction of the

cul-de-sac and access to the designated off- street parking.

Options:

1. Implement as Advertised- **Recommended**
2. Take no further action- Not recommended
3. Implement a lesser restriction than advertised- Not recommended

F3**Location: Thomas Street****Nature of problem and plan of advertised proposal.**

Details received on file were:

Cllr. Melly and resident requested restrictions on Thomas Street as parked vehicles are preventing access to the full length of the street and turning head. Thomas Street is a small residential cul-de-sac with 6 terraced properties. There is a footpath that leads through to James Street at the end of Thomas Street. As there are no restrictions currently in place this is leading to commuter and short stay parking occurring and preventing access to the turning head.

We proposed to implement no waiting at any time restrictions to provide access to the full length of the street. Please see plan below.

**Representations Received.**

We received 4 objections and 1 representation in support of the proposal.

Objections:

- I am writing to formally object to the proposed amendments to the Traffic Regulation Order as detailed in the recent "Notice of Proposal" received on 31st October 2025. I am late responding due to just returning from holiday. My objection relates specifically to the proposed yellow lines outside my property at 1 Thomas Street.

I believe the introduction of yellow lines in this location would have

a negative impact for the following reasons:

1. Loss of essential parking for residents: The removal of on-street parking will significantly affect residents as there are 5 car owners in the street. What are residents going to do when they return to the street to find shoppers, day trippers and bus drivers have parked in the street? Where are they supposed to park, particularly as off-street parking is limited/unavailable in this area?
2. No current parking or safety issue: At present, parking outside the property does not cause obstruction or safety issues, as vehicles park responsibly.
3. Impact on residents' daily life: These restrictions would make it difficult for residents to park near their homes, potentially increasing congestion in surrounding streets.
4. Alternative suggestion: Instead of full yellow lines, the council could consider restricted hours, residents-only parking, or clearer signage to address any specific concerns.

For these reasons, I respectfully request that the proposed yellow lines in Thomas Street are reconsidered or withdrawn. Maybe the yellow lines could be placed down the side of Thomas Street but not in the turning area?

Thank you for your attention to this matter. I would appreciate confirmation that my objection has been received and recorded.

- I am writing to express my concerns regarding the proposed installation of double yellow lines on Thomas Street. As a resident of the street, I recognise that parking can be an issue in the area; however, reducing the available parking spaces will only make this problem worse.

The main difficulty we face is that non-residents often park their vehicles on Thomas Street, with some cars left unattended for long periods—sometimes even weeks. The proposed double yellow lines would not address this issue but would instead prevent residents and their visitors from finding suitable parking as there simply would not be a sufficient number of spaces for the cars.

I urge you to reconsider this proposal and explore alternative solutions that would better serve the community. For instance, a permit system that could effectively manage parking without causing unnecessary inconvenience to those who live here.

- I am writing to express my strong objection to the proposed installation of double yellow lines on Thomas Street. As a resident and a car owner, I already struggle daily to find parking anywhere near my home, and this proposal shows a complete lack of understanding of the actual issues affecting this street.

The parking difficulties here are not caused by residents. They are

caused by non-residents who regularly use Thomas Street as a free, long-term car park. On a daily basis, the spaces are taken by workers' vans, people wearing First Bus uniforms who clearly park here before starting their shifts at the nearby station, and others who simply leave their vehicles here while they go shopping in town. Some cars are abandoned for days or even weeks at a time. This is the real problem we face.

Installing double yellow lines will do absolutely nothing to address this. Those same non-residents will still attempt to park down here—because they always do—and the end result will be even fewer spaces available for the people who actually live on the street. Residents and their visitors will pay the price for a decision that does not tackle the root cause of the issue. Frankly, it is one of the most ill-thought-out and counterproductive proposals I have ever seen put forward.

I would appreciate it if the Council could disclose the reasoning behind this decision. From the perspective of those who live here, it appears completely ludicrous, and it is difficult to understand how such a proposal could be considered beneficial to anyone in the community.

I urge you to reconsider and instead explore sensible alternatives, such as a residents' permit system, which would actually address the misuse of parking on Thomas Street without punishing those who call it home.

- Response to Consultation on The York Parking, Stopping and Waiting (Amendment) No 14/68 – nn Lansdowne Terrace and ppp Thomas Street

Lansdowne Terrace and Thomas Street are located in an area of small urban residential streets of Victorian terraced houses, close to York City Centre. Occupation is a mix of single family and houses in multiple occupation.

Parking on the west side of Lansdowne Terrace is currently restricted between the hours of 0800 and 1800 Monday to Friday. Neighbouring streets are identical in character and have no parking restrictions in place. None of the streets in the locality has a residents permit parking scheme in place (although this is in operation on the main road).

I object to the two draft amendments (nn and ppp) above, published for consultation by the City of York Council (CYC) on 31 October 2025. I consider the proposals to be illogical and xxx for the following reasons:

1. Adequate Reasons for the Proposed Notice Not Provided
The statement of reasons provided by CYC for the introduction of

the proposed amendment is “dangerous and inconsiderate parking”. The notice provides no further information, data, or other evidence to support the assertion. As a resident of Lansdowne Terrace, I am not aware of any incidents or accidents caused by dangerous parking and, during my residency, CYC has never contacted residents to raise any issues with parking or discuss options to make it safer. If CYC is concerned about dangerous or inconsiderate parking implementing a total prohibition on parking on one side of a residential road without first engaging with local residents to explore other options is extreme and unreasonable. Lansdowne Terrace is no different from any of the surrounding residential streets e.g. Granville Terrace, Nicholas Street, Milton Street, Arthur Street yet Lansdowne Terrace and Thomas Street are the only two streets in the area identified for any parking restrictions. CYC has failed to demonstrate why parking on Lansdowne Terrace presents risks absent on other roads. Without a clear rationale the proposal is illogical.

The current restrictions on parking in existence on Lansdowne Terrace were imposed to enable access by articulated lorries delivering to commercial premises at the end of the road. These premises have closed and are being replaced by a residential development of 8 houses. It would therefore be logical to remove the restrictions completely to align Lansdown Terrace with neighbouring roads rather than increase restrictions

During the consultation for this residential development local residents raised concerns about the impact on local parking and safety as a result of increased vehicular traffic and restricted parking provision within the site. No issues were identified by the applicant in relation to parking and no approval was sought for amendments to local parking arrangements. This should therefore not be a factor in CYC’s current consideration.

Parking on small residential streets serves an unintended purpose of slowing down traffic, I am further concerned that a permanent restriction of traffic on Lansdowne Terrace would lead to a reduction in perceived hazard resulting in motorists travelling at increased speeds, particularly to and from the new housing development, substantially increasing danger to pedestrians, cyclists and other road users.

Based on the above, I do not consider therefore that CYC has provide adequate reasons for the proposed TRO or demonstrated that this TRO is proposed for a statutory purpose.

2. Breach of Section 122 Duty

When considering making a Traffic Regulation Order (TRO) CYC

has a statutory duty to consider the matters detailed in section 122 of The Road Traffic Regulation Act 1994, this includes the effect on the amenities of the locality.

Lansdowne Terrace comprises 34 houses. The Department of Transport estimate that 34% of households had 2 or more cars in 2024, 44% had one car and 22% no cars. Based on these data, a conservative estimate of car ownership on Lansdowne Terrace would be 38 vehicles, as a number of houses are HMO this might be higher depending on occupants. The east side of the street has spaces for approximately 17 cars.

Available parking on Lansdowne Terrace and all neighbouring streets is generally fully utilised at all times. Residents access to parking is further limited by the routine use of all local roads by commuters and visitors wishing to avoid parking charges in the city centre and, increasingly by residents of the four student accommodation sites, none of which provide parking for residents. Imposing additional parking restrictions in an area where parking is already severely constrained would adversely affect the amenity of the area and would be likely on many occasions to prevent residents parking on their own or any near-by street. Beyond the immediate vicinity there is no available residential parking on either side of Lawrence Street meaning residents may find it impossible to park within walking distance of their houses or necessitating use of CYP car parks. This may result in increased risk to personal safety, safety of vehicles and increased insurance costs.

Furthermore, this limitation and the presence of no stopping or waiting restrictions on a small residential street is likely to have an adverse impact on the value of houses on the road, further affecting my amenity as a homeowner.

CYC has not demonstrated that they have taken the amenity of the local area into consideration in making this proposal and therefore this TRO would be in breach of CYC's section 122 duty.

3. Adequate Consultation

CYC has failed to adequately engage or consult on these proposals:

The Act and related Regulations set out the requirements for statutory and Public Consultation. This should include a statement of reasons that is adequate to enable the consultee to understand the statutory purpose and reasons for proposing the TRO and provide a reasoned response. The documentation provided by CYC fails to do this as described above.

CYC has failed to undertake adequate consultation within the provisions of the Act. The notification to residents fails to state that

this is a consultation, only residents on the streets directly affected have been notified by letter and the letters delivered to residents in Lansdown Terrace appear to deliberately obscure the extent or impact of local changes, the map provided not only fails to indicate the proposed changes on nearby Thomas Street which compound the restrictions on Lansdown Terrace, but Thomas Street is obscured on the attached map by the legend. This is actively misleading.

Residents on nearby streets who will be directly impacted by the reduction in available parking have not received direct communication.

The communication is misleading as it fails to state that this is a consultation and does not actively invite or make comment easy or straightforward. It is unclear if response by email is acceptable and there is no attempt to facilitate scrutiny or consult in a way that is convenient for stakeholders.

Furthermore, good practice guidance from DOT states engagement should be undertaken before TRO are proposed or consulted on, to identify concerns and mitigations, while not statutory it is extremely disappointing that CYC has made no attempt to engage with local residents and understand or address their concerns.

No impact assessment has been made available for the proposed amendments and CYC has demonstrably failed to assess or address the concerns and requirements of local residents who will be adversely affected by these changes. These TRO should not be made without substantial further engagement and mitigation for those living in the area who will be significantly affected by the changes.

In support:

- I write with regards to the notice for proposed no waiting restrictions to the on street parking. Please can you advise me of what is happening. I realise that I have missed the deadline but I fully support any restriction of parking in these streets. I am the landlord of two properties on Catherine Court and I also own the parking spaces for these properties. My tenants have experienced access issues to the properties on a daily basis and they have also experienced access difficulties when emergency services are called. Do you have any plans for a the resident priority parking scheme on these streets or no waiting restrictions on Granville Terrace?

Officer analysis and recommendation

The objections have come from residents of the street, who are affected most by the proposed restrictions. Thomas Street and Lansdowne Terrace have been added to the Resident's Priority Parking(Respark) waiting list for consultation on implementing a scheme in this area. Permit and parking restrictions will be considered for both streets during the wider consultation. The recommendation is to take no further action at this time.

Options:

1. Implement as Advertised- Not recommended
2. Take no further action- **Recommended**
3. Implement a lesser restriction than advertised.

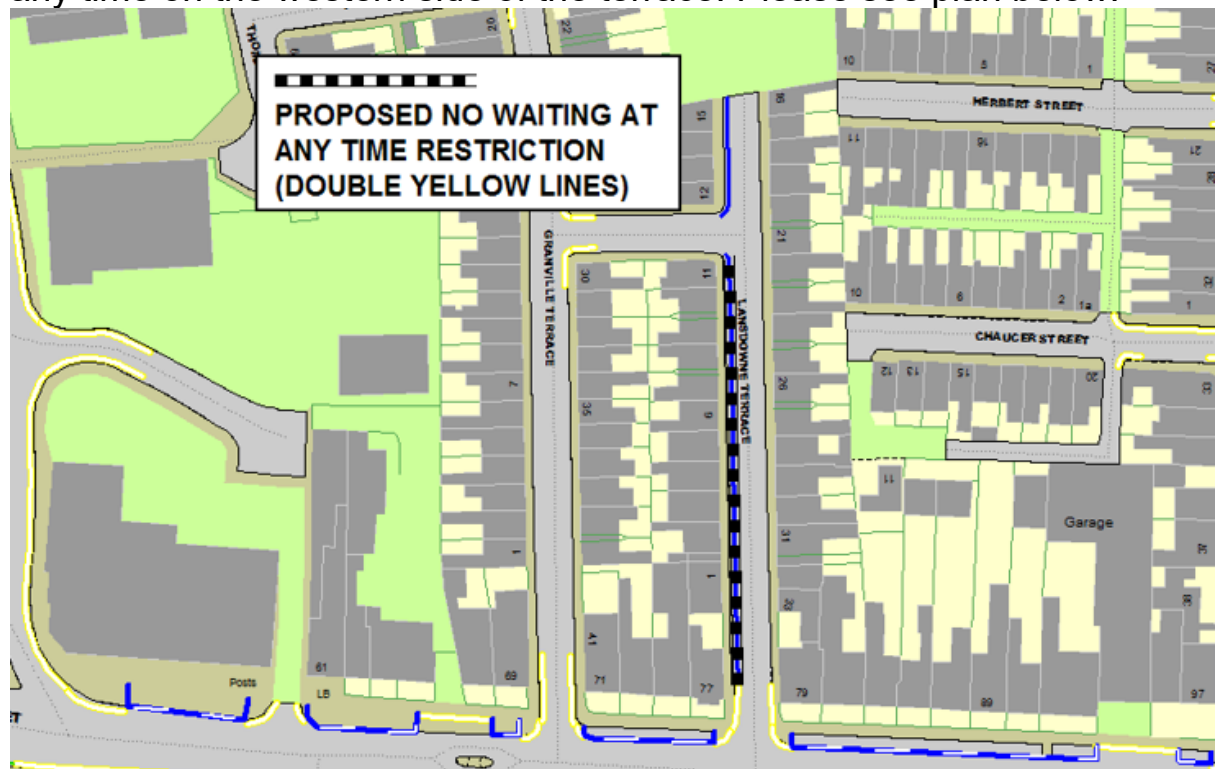
F4**Location: Lansdowne Terrace****Nature of problem and plan of advertised proposal.**

Details received on file were:

Our Parking Services team requested we consider revoking the current restriction on the western side of the carriageway and introducing no waiting at any time restrictions as vehicles parking on the carriageway will lead to vehicles being unable to pass and repass.

Lansdowne Terrace currently has a Mon-Fri 9am to 5pm timed restriction (single yellow line) on the full length of western side of the terrace. The carriageway is not wide enough for vehicles to park fully on both sides of the carriageway. Any vehicles parking on the western side outside of the restricted times are doing so on the footpath.

We proposed to revoke the timed restriction and implement no waiting at any time on the western side of the terrace. Please see plan below.

**Representations Received.**

We received a petition with 31 signatories objecting to the proposal and 9 separate representations in objection to the proposal

Objections:

- Response to Consultation on The York Parking, Stopping and Waiting (Amendment) No 14/68 – nn Lansdowne Terrace and ppp Thomas Street

Lansdowne Terrace and Thomas Street are located in an area of small urban residential streets of Victorian terraced houses, close to York City Centre. Occupation is a mix of single family and

houses in multiple occupation.

Parking on the west side of Lansdowne Terrace is currently restricted between the hours of 0800 and 1800 Monday to Friday. Neighbouring streets are identical in character and have no parking restrictions in place. None of the streets in the locality has a residents permit parking scheme in place (although this is in operation on the main road).

I object to the two draft amendments (nn and ppp) above, published for consultation by the City of York Council (CYC) on 31 October 2025. I consider the proposals to be illogical and xxx for the following reasons:

1. Adequate Reasons for the Proposed Notice Not Provided
The statement of reasons provided by CYC for the introduction of the proposed amendment is “dangerous and inconsiderate parking”. The notice provides no further information, data, or other evidence to support the assertion. As a resident of Lansdowne Terrace, I am not aware of any incidents or accidents caused by dangerous parking and, during my residency, CYC has never contacted residents to raise any issues with parking or discuss options to make it safer. If CYC is concerned about dangerous or inconsiderate parking implementing a total prohibition on parking on one side of a residential road without first engaging with local residents to explore other options is extreme and unreasonable. Lansdowne Terrace is no different from any of the surrounding residential streets e.g. Granville Terrace, Nicholas Street, Milton Street, Arthur Street yet Lansdowne Terrace and Thomas Street are the only two streets in the area identified for any parking restrictions. CYC has failed to demonstrate why parking on Lansdowne Terrace presents risks absent on other roads. Without a clear rationale the proposal is illogical.

The current restrictions on parking in existence on Lansdowne Terrace were imposed to enable access by articulated lorries delivering to commercial premises at the end of the road. These premises have closed and are being replaced by a residential development of 8 houses. It would therefore be logical to remove the restrictions completely to align Lansdown Terrace with neighbouring roads rather than increase restrictions

During the consultation for this residential development local residents raised concerns about the impact on local parking and safety as a result of increased vehicular traffic and restricted parking provision within the site. No issues were identified by the applicant in relation to parking and no approval was sought for amendments to local parking arrangements. This should therefore

not be a factor in CYC's current consideration.

Parking on small residential streets serves an unintended purpose of slowing down traffic, I am further concerned that a permanent restriction of traffic on Lansdowne Terrace would lead to a reduction in perceived hazard resulting in motorists travelling at increased speeds, particularly to and from the new housing development, substantially increasing danger to pedestrians, cyclists and other road users.

Based on the above, I do not consider therefore that CYC has provide adequate reasons for the proposed TRO or demonstrated that this TRO is proposed for a statutory purpose.

2. Breach of Section 122 Duty

When considering making a Traffic Regulation Order (TRO) CYC has a statutory duty to consider the matters detailed in section 122 of The Road Traffic Regulation Act 1994, this includes the effect on the amenities of the locality.

Lansdowne Terrace comprises 34 houses. The Department of Transport estimate that 34% of households had 2 or more cars in 2024, 44% had one car and 22% no cars. Based on these data, a conservative estimate of car ownership on Lansdowne Terrace would be 38 vehicles, as a number of houses are HMO this might be higher depending on occupants. The east side of the street has spaces for approximately 17 cars.

Available parking on Lansdowne Terrace and all neighbouring streets is generally fully utilised at all times. Residents access to parking is further limited by the routine use all local roads by commuters and visitors wishing to avoid parking charges in the city centre and, increasingly by residents of the four student accommodation sites, none of which provide parking for residents. Imposing additional parking restrictions in an area where parking is already severely constrained would adversely affect the amenity of the area and would be likely on many occasions to prevent residents parking on their own or any near-by street. Beyond the immediate vicinity there is no available residential parking on either side of Lawrence Street meaning residents may find it impossible to park within walking distance of their houses or necessitating use of CYP car parks. This may result in increased risk to personal safety, safety of vehicles and increased insurance costs.

Furthermore, this limitation and the presence of no stopping or waiting restrictions on a small residential street is likely to have an adverse impact on the value of houses on the road, further affecting my amenity as a homeowner.

CYC has not demonstrated that they have taken the amenity of the

local area into consideration in making this proposal and therefore this TRO would be in breach of CYC's section 122 duty.

3. Adequate Consultation

CYC has failed to adequately engage or consult on these proposals:

The Act and related Regulations set out the requirements for statutory and Public Consultation. This should include a statement of reasons that is adequate to enable the consultee to understand the statutory purpose and reasons for proposing the TRO and provide a reasoned response. The documentation provide by CYC fails to do this as described above.

CYC has failed to undertake adequate consultation within the provisions of the Act. The notification to residents fails to state that this is a consultation, only residents on the streets directly affected have been notified by letter and the letters delivered to residents in Lansdown Terrace appear to deliberately obscure the extent or impact of local changes, the map provided not only fails to indicate the proposed changes on nearby Thomas Street which compound the restrictions on Lansdowne Terrace, but Thomas Street is obscured on the attached map by the legend. This is actively misleading.

Residents on nearby streets who will be directly impacted by the reduction in available parking have not received direct communication.

The communication is misleading as it fails to state that this is a consultation and does not actively invite or make comment easy or straightforward. It is unclear if response by email is acceptable and the there is no attempt to facilitate scrutiny or consult in a way that is convenient for stakeholders.

Furthermore, good practice guidance from DOT states engagement should be undertaken before TRO are proposed or consulted on, to identify concerns and mitigations, while not statutory it is extremely disappointing that CYC has made no attempt to engage with local residents and understand or address their concerns.

No impact assessment has been made available for the proposed amendments and CYC has demonstrably failed to assess or address the concerns and requirements of local residents who will be adversely affected by these changes. These TRO should not be made without substantial further engagement and mitigation for those living in the area who will be significantly affected by the changes.

- I am writing to object to the parking change proposed to

Lansdowne Terrace, York.

The proposed change is to create a "No Waiting at any time" restriction on the west side of Lansdowne Terrace, replacing the existing "No waiting Monday to Friday 9am-5pm".

I am a resident of Lansdowne Terrace, York, Yo10 3ea.

I object fiercely to this change as it will remove essential parking for residents of this street, myself included.

It beggars belief that on a street where parking is already scarce you would propose to remove vital space for residents to park, it seems idiotic.

If this change goes ahead I and many others will find ourselves in a daily struggle, roaming nearby streets, which also have scarce parking available to find a location to park our vehicles.

You will not only create struggle for this street but for our neighbouring streets also.

I strongly suggest that you revoke this proposal immediately.

- I am writing to formally object to the proposed changes to the parking restrictions on Lansdowne Terrace to install 'no waiting at any time' along the west side of the road, replacing the existing 'no waiting Mon-Fri 9am-5pm' restriction.

With a commercial property (what was the WLD site) at the end of the end of the street, it made sense to instigate the current restriction. This facilitated large delivery vehicles being able to drive down the street during business hours to access that commercial property. With the conversion of that property to residential use, that need has gone. When we received notification of the change, I was expecting the restriction to be removed, bringing it in line with the lack of restrictions on the neighbouring Granville Terrace.

Instead, these new restrictions would reduce available parking in an area that already has limited parking available. Lansdowne Terrace and the surrounding streets are not part of a ResPark area, so the on-street parking spaces are used by people visiting the city centre, commuters, and by students from the nearby student accommodation on Lawrence Street, as well as residents. Also, there is likely to be additional parking demand from the new development on Lansdowne Terrace (the former WLD site) when it is complete, as the houses being built are three or four bedroom houses, but with only one parking space per house.

The proposed changes to Thomas Street (new 'no waiting at any time' on west side) will also affect the availability of parking on Lansdowne Terrace by reducing the available parking spaces in this set of linked streets (Lansdowne Terrace, Granville Terrace,

Hilda Street, Catherine Court, and Thomas Street).

The current restrictions work well, and at the moment there are usually parking spaces available in the evenings and at weekends, so I would like to know why these changes have been proposed. No parking restrictions have been proposed for Granville Terrace, which is harder to drive down when cars are parked on both sides of the street (the road width appears to be slightly narrower than Lansdowne Terrace), or for the link road between Lansdowne Terrace and Granville Terrace, so I would question why only Lansdowne Terrace is included in the proposed changes to the Traffic Regulation Order.

I would highlight how Thomas Street and Hilda Street (including Catherine Court) have more residential properties than the current development on the former WLD site, yet the lack of parking restrictions on Granville Terrace doesn't impede access to those properties.

If the changes to parking restrictions go ahead, I would request that a ResPark area is created for Lansdowne Terrace and the linked streets to address the issue of tourists/ shoppers/ commuters/ residents of student accommodation using the streets for parking.

- I am a long time, over 20 years, resident of Lansdowne terrace and my reply is within that context.

There are issues with parking on the street though the proposal to remove all parking on one side of the street does nothing to resolve them. I suggest the current restriction in parking remain (so no parking on one side of the street between 9-5 Monday to Friday). The council should instead look for a more sustainable solution to the challenges of pressure on parking resulting from other developments in the community such as HMO, student residences alongside increased parking charges in the city centre meaning shoppers and workers also seek to park on the street. The current restrictions are not perfect though are better than the changes proposed. In addition you need to respond to the issue of parking on pavements.

I have never expected or felt an entitlement to park immediately outside my home though I think it's reasonable to expect to be able to park on the street. In the time I have lived on the street I have witnessed the pressure on parking significantly increase. Some of this due to unintended consequences of other decisions ie the decision to permit student residences for over 600 students within yards of Lansdowne terrace. However, the student residence has no parking places and whilst many of those students do not have

cars you only need a small fraction of them ie 5% of them to have cars means there are 30 people looking to park their cars. I was assured by the developer, at the time, that this would not be an issue and that they would discourage students bringing cars with them. Sadly I recall on one occasion complaining about badly parked cars , at reception at Vita student, and being told there is nothing they could do.

Does anybody monitor what Vita student, and other student residences do to actually discourage students bringing cars into communities where parking is an existing issue? The promises developers offer when seeking planning permission need to be monitored. In addition there continue to be permissions given for large scale student accommodation in the local community, seemingly with no thought as to pressure on local on street parking. Would the council consider asking these developers to fund resident parking schemes on nearby streets?

Further pressure comes from the changing nature of residents and accommodation on the street and nearby community. Lansdowne Terrace and adjacent streets now have significant numbers of HMOs, often four or five occupants, many with cars. For example, permission was given, some years ago, for an HMO at 77 Lawrence Street, which is on the corner of Lansdowne terrace. This has eight or nine occupants though few, if any of them use parking available to the residents on Lawrence street, instead choosing to park on Lansdowne terrace with its unrestricted parking.

The issue of parking on pavements is a relatively recent one, certainly when I moved onto the street it did not happen. It also tends to happen on one side of the street though there is nothing to indicate parking on pavements is acceptable on one side rather than the other. Other than this traffic order what other options have the council considered?

Have the council considered the use of enforcement when appropriate, using powers available when pavement parking is an issue? Have the police been asked to work with the council to enforce when pavement parking is an issue?

Have the council considered markings on the pavement telling motorists where they can reasonably pavement park?

Have the council considered placing street signs requesting people do not park on the pavement, that when motorists park they consider the needs of others such as people using children's prams and people using wheelchairs?

Have the council considered the unintended consequence should

they bring this order in? Surely the council can anticipate that residents will be forced, alongside others such as shoppers and workers who will choose, to park on adjacent streets such as Granville Terrace, Nicholas Terrace, Farrar Street etc? Have residents in those streets been consulted as surely this order will impact upon them? Sadly I notice the creep already on Granville Terrace of cars increasingly parked on the pavements, so this traffic order if enacted will merely serve to hasten the day when you have to do the same on Granville Terrace and other streets nearby.

We also suffer from the consequence of decisions such as those increasing parking charges. Shoppers and workers have always parked on Lansdowne terrace though even more so with increased charges.

Have the council considered making the street one restricted to residents parking and if not why not? I'm not aware this has been considered. This in itself would relive pressure on parking on the street and also mean people are less likely to feel the need to pavement park.

I trust that rather than agreeing to this traffic order the executive member asks officers to consider the points I raise and seek alternative solutions to the challenges faced.

- I am writing to object to the proposed traffic restriction order relating to Lansdowne Terrace.

A notice was delivered through the door notifying us of the proposed change to the parking restrictions on the west facing side of Lansdowne Terrace, from a single yellow line to double yellow lines. As it stands the current restriction denies parking on that side of the street from 9am - 5pm Monday to Friday. If the new proposal goes ahead the already limited parking available down Lansdowne Terrace would of course be hindered further.

The notice stated that any further information required could be obtained from the York West Offices in the city centre during business hours, however anyone wanting to obtain this information would not be able to as once they have finished work (like myself) the offices would be closed. I find it remarkably unfair and deliberately hindering that this information is not available anywhere else other than visiting the offices in person. This leaves little to no time for contention on the matter. More on contention, the absolute bare minimum legal notice has been awarded on this matter, 21 days. Has the same notice period been given for the other 120-something stretches of road where further restrictions are proposed?

A family member took time out of their busy schedule to visit the offices for me, only to find out that information regarding the proposed changes is no different to the notice posted through the door. No reason or alternative has been given in relation to the change in parking restriction. If the restriction is being changed to prevent kerb parking on the west side of the street, the neighboring street, Granville Terrace, doesn't kerb park and a parking restriction is not currently present. I raise Granville Terrace as an example as it is a narrow and busy street.

There is a lot of student accommodation (both new and old) in the area which do not provide parking for their residents, forcing them to park down this and neighboring streets. If the new proposed change goes ahead then the already limited parking for Lansdowne Terrace residents would become more problematic. Political canvassers have been knocking on doors before now stating that they would like to enforce residents parking down Lansdowne Terrace on both sides of the street, which I personally have no problem with. However I can not speak for other residents of this street at this time.

I object to the proposed changes and I am genuinely curious as to why these changes are being proposed and their explained reasons. It is not new information that parking for residents over parts of York is a big problem. Once these new restrictions are in place, where are the affected residents expected to park?

A read receipt of this email would be very much appreciated.

- I am writing to express my concern around the proposed parking changes that have recently been announced on Lansdowne Terrace: that is to introduce 'No Waiting at any time' restrictions on the west side.

I object to these proposals. As a resident of Lansdowne Terrace, there is already a shortage of parking available on the street, particularly on weekends where the west side is currently utilised by residents during the unrestricted hours in order to enable sufficient parking. Frequently we have to park on neighbouring streets such as Granville Terrace, Hilda Street and Thomas Street due to the lack of space on Lansdowne Terrace.

These streets will only become more overcrowded if the proposed changes go ahead. From discussions with other residents on these four streets, we are alarmed by the potential impacts of these changes on our community. It feels as though these changes will not improve congestion in the area, and at best will displace it to surrounding streets where it will cause even greater issues there. Residents on Lansdowne Terrace are largely very responsible with

how they park, and do not obstruct the pavements on the West Side with how they park. As a disabled resident, I find it reasonably accessible for me to get around from my home to my partner's car from wherever it might be parked on any day at Lansdowne Terrace. If there were less spaces to park on our street and she had to park on a street further away, I would struggle to make the full journey to her car for us to be able to leave the house.

Additionally, as we are also not part of a 'Res-Park' zone, there is nothing to stop tourists from parking on this street already, given its close proximity to the town centre. Restricting the parking available will therefore significantly impact the local residents, and will not solve any issues around parking in the area.

I would also like to request a copy of the statement of reasons behind the proposal. Additionally, from discussions with the residents of Granville Terrace, they report that they were not informed of these proposed changes. I would like to request confirmation of if the residents of Granville Terrace were also consulted by letter of the proposal as they will undoubtedly be significantly impacted by these changes. If not, I believe they should be consulted and the deadline for feedback be extended to allow for the full and complete opportunity for consultation of the affected parties and local stakeholders.

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Additionally, as we are also not part of a 'Res-Park' zone, there is nothing to stop tourists from parking on this street already, given its close proximity to the town centre. Restricting the parking available will therefore significantly impact the local residents, and will not solve any issues around congestion in the area.

I would also like to request a copy of the statement of reasons behind the proposal, as due to my working hours I am unable to visit the office in person.

- As a resident of Lansdowne terrace I am writing to oppose Amendment no 14/68 to introduce No Waiting at Any Time restrictions on this street (point (b) on the proposals). This will disrupt residents' lives by making it much harder for our

visitors on evenings and weekends to find parking nearby.

Officer analysis and recommendation

The petition, and objections to the proposal have come from residents of the street, who are affected most by the proposed restrictions. Thomas Street and Lansdowne Terrace have been added to the Resident's Priority Parking(Respark) waiting list for consultation on implementing a scheme in this area. Permit and parking restrictions will be considered for all streets during the wider consultation. The recommendation is to take no further action at this time.

Options:

1. Implement as Advertised- Not recommended
2. Take no further action- **Recommended**
3. Implement a lesser restriction than advertised- Not recommended