


Annex C

Clifton ward

C1	Location: Bede Avenue
<p>Nature of problem and plan of advertised proposal.</p> <p>Details received on file were: Issues of vehicles parking on the footpath leading to pedestrians being unable to access the footpaths and larger vehicles being unable to access to the full length of the cul-de-sac. Bede Avenue is a very narrow residential cul-de-sac. The carriageway width is 4.2m. There are footpaths on each side of the carriageway. One measuring 1.3m and the other is 1.8m in width. Of the 38 properties on Bede Avenue, four do not have off-street parking amenity.</p> <p>Proposal to implement no waiting at any time restrictions to provide access to the full length of the street and turning head.</p> <p>Plan of advertised proposal:</p>  <p>Representations Received.</p> <p>We received 3 objections to the proposal.</p> <p>Objections:</p> <ul style="list-style-type: none">I do not have a driveway to be able to park my car on. Will there be parking permits for residents of Bede Avenue who do not have driveways? I have cameras at the front of my property so that I am	

able to keep an eye on my car and would not like to park it out of sight. What happens to the visitors of residents? Where do they park? I have a daughter with a new baby, again I wouldn't want her to have to park far away.

- 1. The Statement of Reasons does not apply to this location
The proposal states that waiting restrictions are intended for areas “adversely affected by indiscriminate/obstructive parking” to improve safety, reduce congestion, and protect local amenities. However, my street is a quiet cul-de-sac with no history of nuisance parking, congestion, or obstruction. Residents and visitors park responsibly, and there is no through-traffic. The street layout naturally limits vehicle speeds and traffic flow, and no incidents have occurred that would justify intervention. Introducing double yellow lines here would not address any genuine problem, because none exists.
- 2. Negative impact on residential amenity
Parking is already limited in the area due to the cul-de-sac design. If double yellow lines are installed, there will be nowhere for visitors, carers, family, or tradespeople to park safely and legally. This would materially reduce the amenity of my home and the liveability of the street.
The Council’s own statement highlights the aim of “balancing residential and commercial considerations” and “improving local amenities”. In this case, the proposal would do the opposite by removing essential visitor parking from a residential area that relies on it.
- 3. Disproportionate impact on my wellbeing and ability to receive support
I live alone and I suffer from depression. Visits from friends, family, and support networks are a vital lifeline for my mental wellbeing. If the proposed restrictions are introduced, my visitors would effectively be unable to park anywhere nearby. This would significantly reduce my social support, which would have a serious negative effect on my mental health.
I ask that the Council fully consider the Equality Act 2010 duties, particularly the requirement to avoid policies that disproportionately disadvantage individuals with health conditions or disabilities.
- 4. Lack of evidence and absence of local consultation feedback
To my knowledge, no evidence has been provided to demonstrate the need for double yellow lines in this street. Nor has there been any record of complaints or safety concerns from residents. A measure that will severely impact residents should be supported by clear, justified reasoning, which is currently lacking.

Conclusion

For the reasons outlined above, I respectfully request that City of York Council withdraw or reconsider the proposal for double yellow lines in this cul-de-sac. The stated objectives of the Traffic Order simply do not apply here, and the restriction would cause unnecessary harm to residents—particularly to vulnerable individuals like myself who depend on visitors for essential wellbeing and support.

- From what the plan is showing there will be double yellow lines down Bede Avenue excluding 1A to 15 Bede Avenue this is going to cause the problems with access to my property as currently there are up to 2 cars parked directly opposite my property at a time now and I cannot drive straight on or off without multiple manoeuvre's.

There will be more car's trying to cram down here and others who visit down here park on the road too.

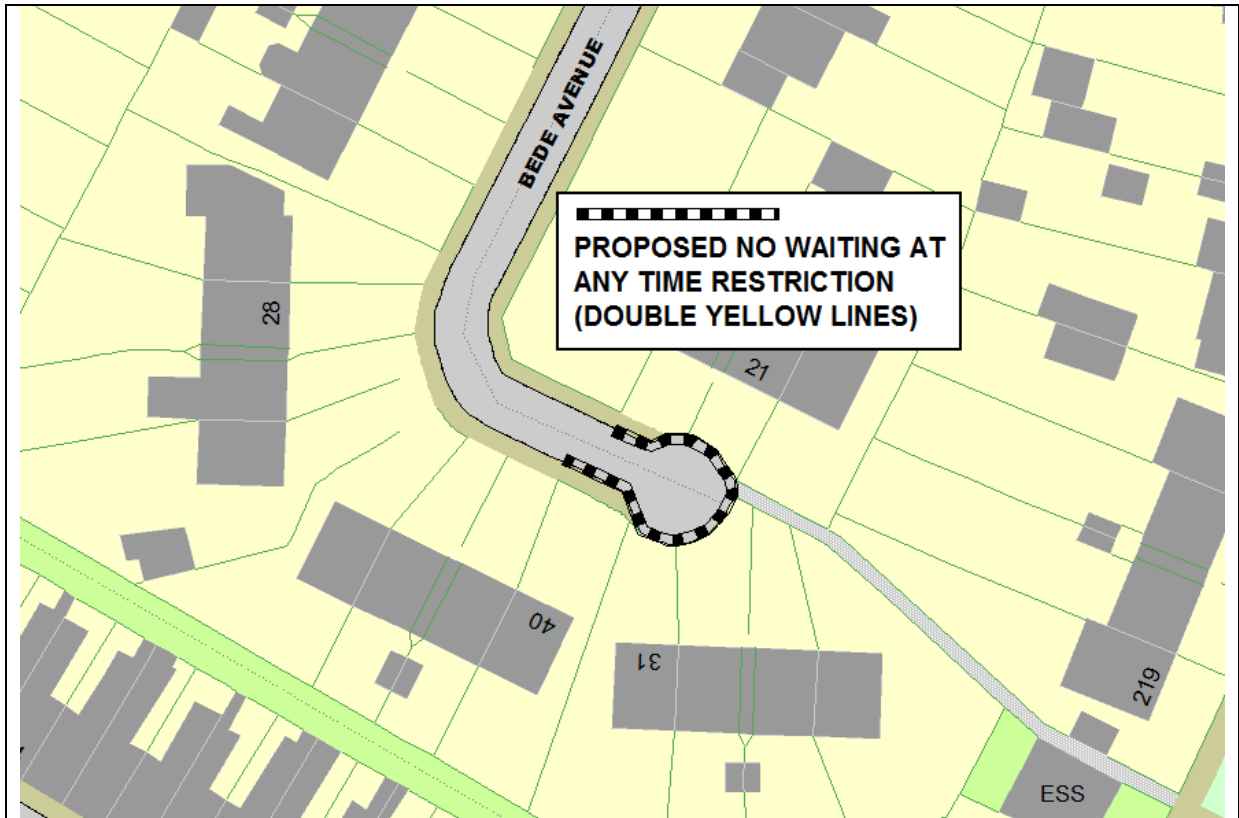
Officer analysis and recommendation

Vehicles parking in the turning head are restricting access and preventing vehicles from using the area for its intended purpose.

Our Waste Services team were contacted for comments on any reported access issues but did not respond with any comment.

As such the recommended option is to implement a lesser restriction than advertised which will address the access issues within the turning head and ensure some space for residents and visitors to park is maintained. Blue badge holders can park on double yellow lines for up to 3 hours providing they are not causing an obstruction. In addition, loading and unloading can take place from the proposed yellow lines providing the activity is continuous.

In conclusion, having considered the objections and representations the issues initially reported and our obligations to consider all highway users, including groups with protected characteristics under the Equality Act 2010 we now recommend a lesser restriction than first advertised, as per the plan below



Options:

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

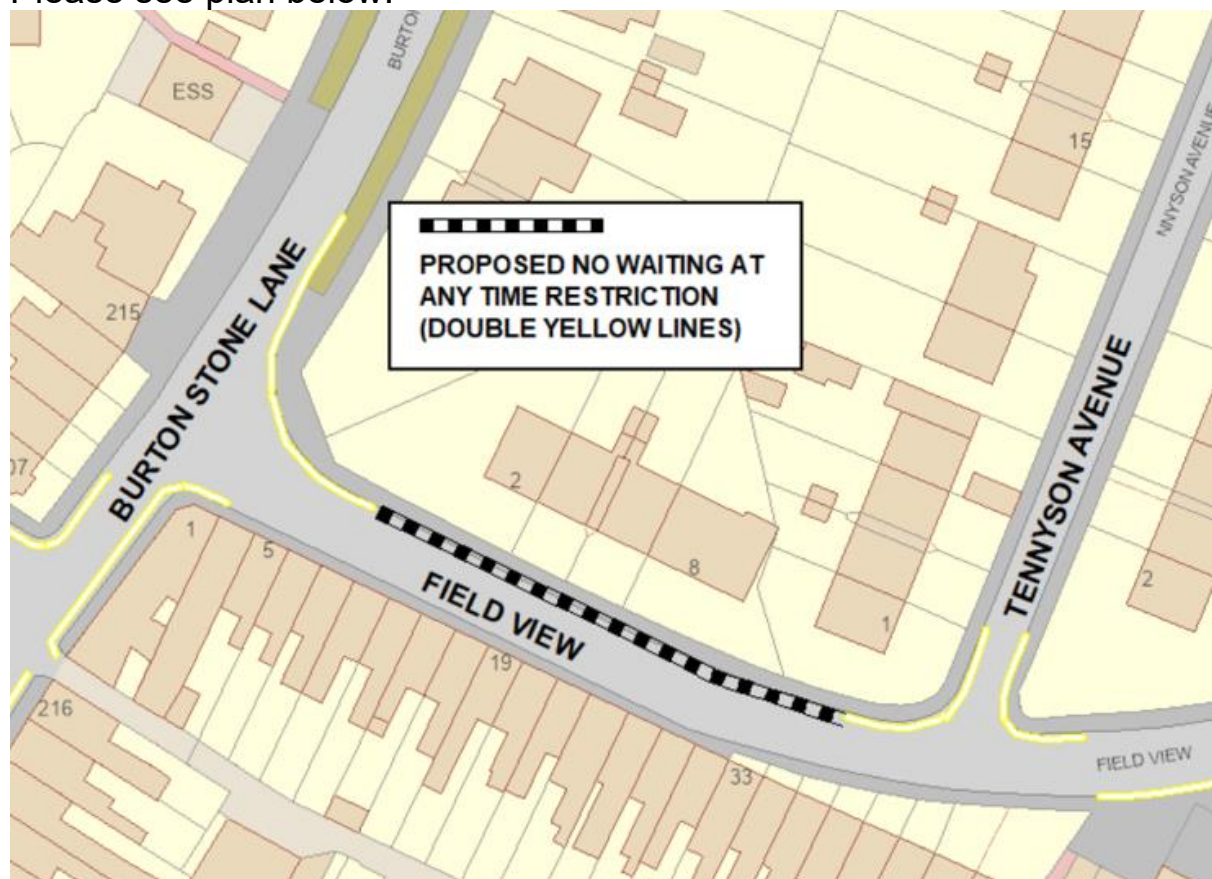
C2**Location: Field View****Nature of problem and plan of advertised proposal.**

Details received on file were:

Cllr Myers raised the issue of vehicles parking on the footpath leading to pedestrians being unable to access the footpath. Vehicles are also parking too close to the junction. There is currently 20m of no waiting at any time restrictions (Double yellow lines) on the north side of Field View and 8m on the south side leading from the junction of Burton Stone Lane. The north side of Field View has 4 properties, all with off street parking amenity for a minimum of two vehicles. The south side are terraced properties.

We proposed to extend the existing restrictions on the north side of Field View, between Burton Stone Lane and Tennyson Avenue.

Please see plan below.

**Representations Received.**

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

Objections:

- I wish to provide formal comments regarding the following proposal:
"Field View, on the north side, between a point 15 metres west

from the projected western property boundary line of No. 4 Field View and a point 12 metres west from the projected centreline of Tennyson Avenue.”

As a resident of Field View, I wish to express my strong objection to this proposed order for several reasons.

Firstly, there appears to be no clear justification for the proposal. The only reasonable assumption is that it is intended to improve traffic flow or to restrict waiting and visitor parking. However, as someone who lives on the street, I can confidently state that traffic flow issues are extremely rare, and there is no evidence of visitors parking in these areas to an extent that would warrant such restrictive measures.

Real-world impact

Parking on Field View, particularly during working hours, is already very difficult. This situation significantly affects residents’ daily lives. For example, it is often impossible to find parking on the street upon returning from short trips during the day. The core issue arises from the lack of resident-only parking and the fact that many York Hospital employees park on nearby residential streets to avoid hospital parking fees.

If these plans are implemented, the council’s actions will directly worsen an already challenging situation. Reducing available parking space will make it even harder for residents to park near their homes.

Proposed solution

The underlying issue is not traffic flow, but the excessive number of non-residents parking in the area — particularly hospital staff. The council should address this root cause rather than impose restrictions that penalise residents. I would therefore propose the following:

1. Introduce resident permit parking on Field View and surrounding streets to deter non-residents from parking in residential areas.
2. Provide adequate parking arrangements for York Hospital staff and visitors, including reduced fees or reimbursement schemes, to encourage them to use designated parking facilities rather than residential streets.

Thank you for taking the time to consider my comments. I urge the council to review the real-world impact of these proposals on local residents. As someone directly affected, I can assure you that these changes would have a significant and negative effect on myself and my neighbours.

- I object to the proposals for Field View and Tennyson Avenue.

My reasons

1. Clearer routes with no other measures to reduce speeds or change behaviours means faster motor vehicles.

2. Higher speeds are intimidating. They make it less safe to walk, wheel and cycle. They make moving around other than in a motor vehicle feel much less safe. This reduces the desirability of those modes and depress the likelihood of people making trips actively. When people reduce their levels of physical activity this exacerbates health conditions and leads to new ones. It reduces peoples length of life and their quality of life.

If people do not feel they can leave the house or only do so when they really have no choice they become isolated and may withdraw from interaction with others.

When people stop moving around actively the 'mix' of who is out on the cycle routes, pavements, streets and paths gets less representative of society. This is a downward spiral. The streets feel ever less safe. We don't meet our neighbours. We therefore lose the chance to find commonalities that supersede differences.

3. Higher speeds create more pollution.

I recall Cllr Myers, the Clifton Ward Councillor, said he wants pollution monitoring on Burton Stone Lane at the northern end. This area has as its boundaries: the York-Scarborough rail line, Crichton Avenue and Burton Stone Lane. These are considerable sources of pollution.

We also have the Nestle factory and the hospital which themselves likely contaminate our air in addition to the congestion the latter causes on Crichton Avenue, Burton Stone Lane and Wigginton Road which affects the residents north of Bootham, south of Crichton Avenue and east of Burton Stone Lane.

Plus, some residents use fires to heat their home and water. The fuel used contributes to the air pollution in these streets as do the wood burners used in some dwellings.

These contribute to the respiratory conditions some people in these streets suffer.

4. This is, according to our Ward Councillor, the second most deprived ward in York. Many residents of these streets use mobility aids. Some have mental health conditions. There is illegal drug taking in the area. We need streets and spaces that invite us to leave the house and to take free, when we want it, exercise such as walking, wheeling and cycling in the locality. The proposals will prioritise motor vehicles and those who own them. They will increase the them and us divisions. They will make it less attractive to even leave the house and make it difficult or

impossible for some people to get to the local shops – Sainsbury's and Heron on Burton Stone Lane and to take exercise close to their homes.

5. The parked vehicles will not evaporate. Without improvements to the streetscape that make it easier and safer feeling to swap to other modes there won't be a reduction in motor vehicle use. The problems will move to neighbouring streets themselves already choked and where drivers park on street corners obstructing the pavement, dropped kerbs and sight lines:

Haughton Road:

<https://www.cyclestreets.net/location/222075>

Hillsborough Terrace:

<https://www.cyclestreets.net/location/222080/>

Hudson Street:

<https://www.cyclestreets.net/location/221100/>

Ratcliffe Street:

<https://www.cyclestreets.net/location/222077/>

6. The proposed measures mean blue badge drivers can park for up to three hours. And some do already. On the north side of the street. Obstructing the pavement and cross overs. The yellow lines proposed mean people can load. They will continue to do so. The lines will not keep the routes reliably clear. They will not keep the pavements clear for pupils, carers and their dependants to walk or wheel along. The corner opposite Mrs Greedy's cafe is parked on continually... When drivers leave, others arrive.

Parking on this corner means the pavement is obstructed so people cannot be certain they can get from one end of Field View to the other without the need to use the road. But if you have a buggy, are in a wheelchair, are pushing someone in a wheelchair, have some designs of wheeled walking aid, you cannot get on and off the pavement without a dropped kerb. Unless a route is certain to be clear people will not be able to use it.

The measures will not ensure the pavements are clear of obstructions. The changes will keep the status quo...

<https://www.cyclestreets.net/location/222139>.

People will need to walk and wheel in the road but with faster motor vehicle speeds from drivers who don't understand or care why there are pedestrians, mobility scooters, buggy pushers, and children on scooters and balance bikes in the road.

7. The proposals will still permit loading. This means neither the road nor the pavement will be clear. Scaffolding lorries, and others of this size such as removals vehicles, and those dropping off/picking up building materials and portable toilets, will still need

to attend council properties, rental properties and owner occupied dwellings. They will narrow the road, use the crossovers to get two wheels on the pavement and remain there until the job is done. Commercial drivers usually have no connection to an area they deliver to or work in. They do not know or care when children go to and from school or that in this area they make those journeys on foot, a scooter or a cycle/balance bike. Or that many people on these streets use mobility aids and how motor vehicle speeds, driver behaviour, pavement parking and obstructed or inadequate dropped kerbs can deter someone from even leaving the house.

8. Field View usually looks like this – day and night:

<https://www.cyclestreets.net/location/222137>

City of York Council needs its housing stock to be fit for purpose; landlords to meet their legal obligations and all residents to live in safe warm homes.

The proposals will make it difficult or impossible for trades to find somewhere to park:

<https://www.cyclestreets.net/location/222140>

<https://www.cyclestreets.net/location/222141>

If a company needs to carry out checks required by law on rental dwellings, to replace white goods or heating equipment, etc, whether for a home owner or council tenant, the measures proposed will mean drivers undertaking work may not find any other place to park other than on the double yellows/pavement.

They may be reported and fined:

<https://www.cyclestreets.net/location/222138>

This circumstances will make it difficult to get trades to attend whether for privately owned homes, rented properties or council housing stock.

9. The proposals will not reduce pavement parking in Tennyson Avenue:

<https://www.cyclestreets.net/location/222144/>

If the residents of the property/ies at the turning circle can no longer park there they will obstruct the gates of their neighbours.

10. The proposals will not help the residents of Tennyson who need a dropped kerb/cross over to get to/from their garden gate and the road (because the pavements are parked on and also very narrow).

11. The proposals do not guarantee commercial vehicles will be able to get to/from the turning area in Tennyson Avenue. When vehicles are parked on the pavements on both sides of that street even when staggered the gap may be too narrow.

12. Field View is used for turning by drivers of longer

works/delivery vehicles to turn. The vehicles may be diesel so the most polluting kind and the driver may not have been delivering or collecting from this street. If the proposed measures make the street look clearer and wider this behaviour will increase – along with the speed of travel.

13. I received a letter. But the neighbour directly opposite said she did not. She will have attended many years of higher education. Yet she thought the notice on the lamp post close to her front door was about permit parking. When I said the proposals were for no parking at any time she immediately said, “But where am I going to park my car? You know what it’s like already.”

I would like to know who received letters, who did not and why they didn’t. What does CYC know about the people who live in Tennyson Avenue and Field View? Did CYC consider how to ensure all residents of these two streets learned about the consultation? Did the Council consider how to ensure all residents could understand what is proposed? Did the Council make provision for ensuring all residents get the help they need to be able to consider the implications of the proposals on themselves and their neighbours and to be able to respond?

Many residents of these streets are council tenants. This means there will be people who struggle to read and write. Some won’t have internet access or know how to use technology. Some speak English as a foreign language. Others don’t speak any English. Some may feel they have no agency and no voice or have experiences that mean they distrust ‘authority’. The proposals will further disadvantage many residents of these streets by seeming to create a hierarchy where might (owning a motor vehicle) is right.

14. CYC considers the proposals to be “small changes”. Yet, for residents of these streets and the neighbouring ones any change will affect their daily lives and their health. People walk, cycle and wheel through the quieter back roads using Field View to get to nursery, school, unis, work, food shops... The measures will have a negative impact on all the people making these journeys: now and in the future. They will influence how young dependants and school pupils feel about active travel and the likelihood of them continuing to walk, wheel and cycle in adult life. The proposals will further lessen the attractiveness of walking, running or cycling for fitness and therefore shorten lives.

One third of households in Clifton do not have access to a motor vehicle (2011 and 2021 census). Further CYC has carbon targets: (democracy.york.gov.uk/documents/s177488/Annex%20A%20Local%20Transport%20Strategy.pdf) "To achieve our carbon targets

by 2030 we need, by 2030, to increase the number of people travelling by bus and train by 50% and double the number of trips taken on foot or by cycle. In the process we need to reduce the number of miles driven by 20% by 2030."

Piecemeal change sooner or later leads to large areas of disjointed, unconnected schemes and fragmented populations at the expense of a community. Burton Stone Lane and the streets around it need to be considered under a whole area review.

Almost everyone needs to move around in their local area for most of their lives including for their own mental and physical health.

To facilitate compliance and 'buy-in' residents need to be able to say what they want from the streetscape in which they live and travel through. And for their views to be considered and to contribute to the outcome.

Residents need to be enabled to be part discussions that include how to accommodate trades carrying out essential works, refurbishment between tenancies, and replacement and repair of appliances. They need to be involved in determining how to manage removals vehicles, scaffolding lorries and builders vans, for example.

CYC residents need to be able to contribute to creating healthy, safe and safe-feeling routes and travel options that prioritise the transport hierarchy with pedestrians at the top and motor vehicles at the bottom and which support the Council aim of getting one fifth of residents out of cars by 2030. These proposals and seemingly the way – and the time of the year – the consultation has been conducted have excluded people from the process. They also do not propose measures to make it easier and safer for the residents of Field View and Tennyson to move around in ways that are active and sustainable at all stages of life.

- I am writing to object to the City of York Council, Notice of Proposals, The York Parking, Stopping and Waiting (Amendment) (No 14/68), Traffic Order 2025

Specifically the 'No Waiting at any time' restrictions noted in 1. (c) Field View, on its north side, between a point 15 metres west from the projected western boundary line of No. 4 Field View (terminal point of existing 'No Waiting at any time' restrictions) and a point 12 metres west from the projected centreline of Tennyson Avenue (terminal point of existing 'No Waiting at any time' restrictions).

The notice went up on 30th October but is actually dated 31st October. The notice states that plans will be available to inspect at York council offices. I attended York council offices at lunch time on 31st October and the plans were not available to view, so I had

a wasted journey. One of the people on reception took my details and advised that someone would get back to me. Darren Hobson kindly emailed the details to me on 3rd November.

Please note, as far as I'm aware, just one notice has been posted in Field View regarding this proposal, on a lamppost outside house number 29. This is the lower end of the street and not in full view for all the residents, so they may not be aware of what is planned. Also the notice is difficult to understand as not in plain English, I have spoken to a neighbour who was not aware of what it meant. So as far as I'm aware, in layman's terms the proposal is basically stopping residents on the terraced house side of the street (and other visitors to the street) parking on the other side of the street. The houses on the other side of the street generally have drives, although at least one of them has cause to use on street parking when they need space for 3 cars.

The reason for my objection is the considerable hardship that will be caused to residents of Field View for the following reasons. Parking is already incredibly difficult for residents on Field View and whilst residents would like to be able to park on the side of the street close to their homes, this is not always possible. This appears to be mainly because of hospital worker parking, which is all hours due to different shift patterns worked. I believe that they have to pay for parking at the hospital. We also have people visiting the hospital parking on Field View and people who are visiting the many shops, café and various takeaways in Burton Stone Lane. This is exacerbated by the fact that the streets in front of the hospital all have permit parking, which obviously pushes the issue over to the streets behind the hospital. Family and friends usually find there are no parking options available when they visit. There is also an issue for tradesmen who come to do work on properties and there are no parking options. Residents are already finding it difficult to find tradesmen willing to do work on our houses due to parking issues. Are we expected to let our houses fall into disrepair? Workmen need their vehicles to be close to where they are working in order to get materials, tools etc. This includes essential maintenance such as British Gas needing to visit to do boiler service, boiler/heating repairs etc, this is an essential requirement to ensure safety and health. These services also need their vehicles to be close by as they carry a lot of tools and equipment. This is just one example, of course there are many more.

Parking on the side of the street that is earmarked for the changes is a last resort, but very often inevitable.

Another issue, caused by not being able to park close to our homes, is the difficulty unloading shopping or large items from our vehicles. We often have to carry them a distance due to current parking difficulties, the proposed changes will increase this difficulty. This is another issue of health and safety. An example of this was on Friday 6 November, I left a parking space close to my house to go supermarket shopping. When I returned around an hour later, there were no spaces available, so I had to park in the next street. Carrying heavy shopping bags is difficult enough, but is made worse by the fact that I have a knee injury. This is of course a frequent occurrence for all residents.

Parking is already an emotive subject in this area, as there have been problems for years and despite me, and other residents, raising it with the council various times, nothing has been done to help. The proposed changes will force residents to park in surrounding streets, which is bad for vehicle safety and means people will need to walk in dark streets to their homes when parking in the evening. There is an issue here of safety to residents and their vehicles, there have been incidents of violent crime reported in the surrounding area recently. This will also cause issues in surrounding streets regarding parking, where they already have the same issues due to hospital parking. I'm unsure at this stage whether this would also have an impact on car insurance for residents, if an incident were to occur when parked in another street.

One resident (who has serious health concerns following recovery from a serious illness) advised that she had spoken to the council about parking and was advised that residents did not want parking permits. I would welcome permit parking and I'm aware of neighbours that feel the same. I don't believe that residents don't want permits, rather they may not have the means to pay for them. We are in an era of rising bills, food prices, rents and mortgages and that would be another outgoing to worry about. We are not talking about an affluent area here.

If these changes are still planned to go ahead, I look forward to hearing your solution on parking for the residents of Field View. I am copying Rachael Maskell into this objection as my MP, as I believe I have raised very valid concerns.

- I am writing in relation to the recent Traffic Order (York Parking, Stopping and Waiting (Amendment No. 14/68)). I wish to provide formal comments regarding the following proposal:
"Field View, on the north side, between a point 15 metres west from the projected western property boundary line of No. 4 Field

View and a point 12 metres west from the projected centreline of Tennyson Avenue.”

As a resident of Field View, I wish to express my strong objection to this proposed order for several reasons.

Firstly, there appears to be no clear justification for the proposal. The only reasonable assumption is that it is intended to improve traffic flow or to restrict waiting and visitor parking. However, as someone who lives on the street, I can confidently state that traffic flow issues are extremely rare, and there is no evidence of visitors parking in these areas to an extent that would warrant such restrictive measures.

Real-world impact

Parking on Field View, particularly during working hours, is already very difficult. This situation significantly affects residents' daily lives. For example, it is often impossible to find parking on the street upon returning from short trips during the day. The core issue arises from the lack of resident-only parking and the fact that many York Hospital employees park on nearby residential streets to avoid hospital parking fees.

If these plans are implemented, the council's actions will directly worsen an already challenging situation. Reducing available parking space will make it even harder for residents to park near their homes.

Proposed solution

The underlying issue is not traffic flow, but the excessive number of non-residents parking in the area — particularly hospital staff. The council should address this root cause rather than impose restrictions that penalise residents. I would therefore propose the following:

1. Introduce resident permit parking on Field View and surrounding streets to deter non-residents from parking in residential areas.
2. Provide adequate parking arrangements for York Hospital staff and visitors, including reduced fees or reimbursement schemes, to encourage them to use designated parking facilities rather than residential streets.

Thank you for taking the time to consider my comments. I urge the council to review the real-world impact of these proposals on local residents. As someone directly affected, I can assure you that these changes would have a significant and negative effect on myself and my neighbours.

Officer analysis and recommendation

The properties adjacent to the proposed restrictions all have off-street parking amenity for a minimum of two vehicles, including dropped kerbs in front of the vehicle accesses. Any vehicles parking in the section of the proposed restrictions are doing so on the footpath, which is restricting access for pedestrians, residents with mobility aids and families with pushchairs.

Please see image below to illustrate this issue.



Loading/unloading can take place from yellow lines providing the activity is continuous and does not cause an obstruction. This is currently happening but it is the longer term parking that is causing the issue of restricting access to the footpath for all highway users.

The proposed restrictions will remove the long-term parking and provide access to the footpath.

This area is on the waiting list for a Resident's Priority Parking (Respark) consultation. Once the area reaches the top of the waiting list for consultation if supported by residents and taken forward to implementation, the permit scheme would also address the wider issue of commuter and hospital parking.

Options:

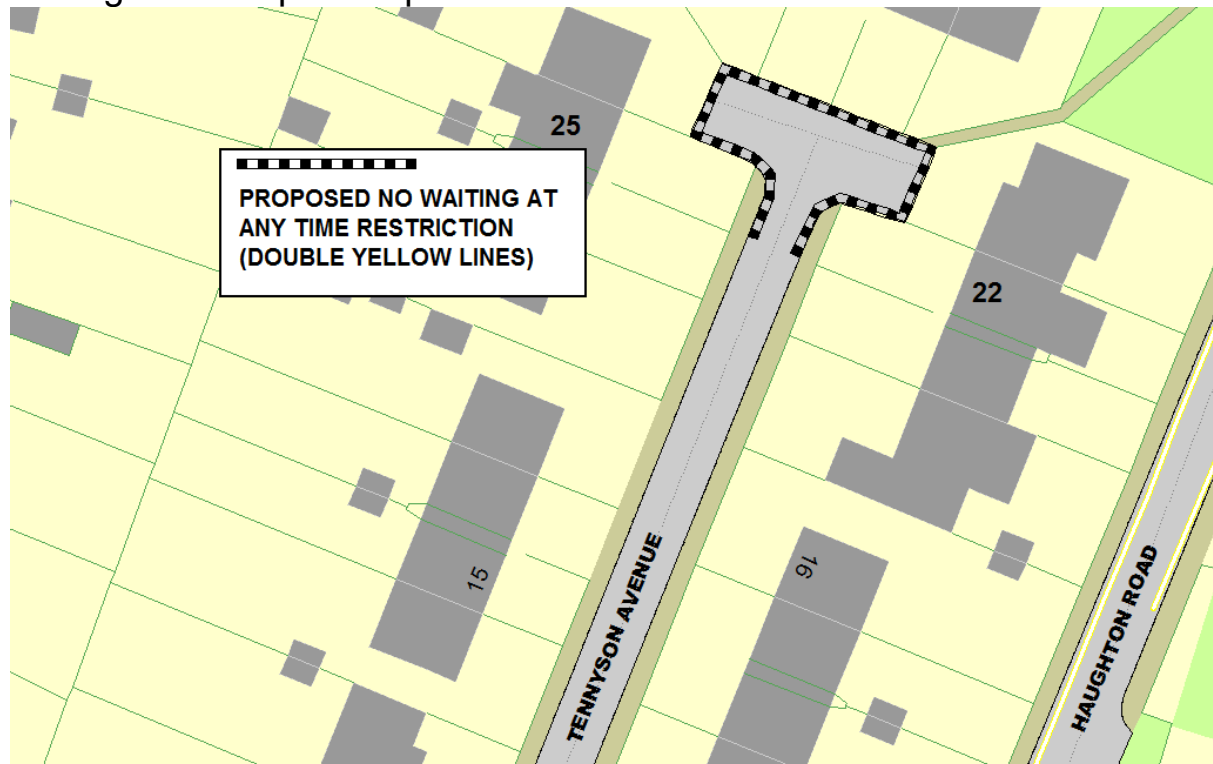
1. Implement as Advertised- **Recommended**
2. Take no further action- Not recommended
3. Implement a lesser restriction than advertised- Not recommended

C3**Location: Tennyson Avenue****Nature of problem and plan of advertised proposal.**

Details received on file were:

A resident raised the issue of being unable to exit their property due to parked vehicles on the footpath and turning head leading to vehicles also being unable to access and use the turning head.

We proposed to implement no waiting at any time restrictions to the turning head as per the plan below.

**Representations Received.**

We received 1 objection to the proposal

Objection:

- I object to the proposals for Field View and Tennyson Avenue.
My reasons
 1. Clearer routes with no other measures to reduce speeds or change behaviours means faster motor vehicles.
 2. Higher speeds are intimidating. They make it less safe to walk, wheel and cycle. They make moving around other than in a motor vehicle feel much less safe. This reduces the desirability of those modes and depress the likelihood of people making trips actively. When people reduce their levels of physical activity this exacerbates health conditions and leads to new ones. It reduces peoples length of life and their quality of life.
If people do not feel they can leave the house or only do so when

they really have no choice they become isolated and may withdraw from interaction with others.

When people stop moving around actively the 'mix' of who is out on the cycle routes, pavements, streets and paths gets less representative of society. This is a downward spiral. The streets feel ever less safe. We don't meet our neighbours. We therefore lose the chance to find commonalities that supersede differences.

3. Higher speeds create more pollution.

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We also have the Nestle factory and the hospital which themselves likely contaminate our air in addition to the congestion the latter causes on Crichton Avenue, Burton Stone Lane and Wigginton Road which affects the residents north of Bootham, south of Crichton Avenue and east of Burton Stone Lane.

Plus, some residents use fires to heat their home and water. The fuel used contributes to the air pollution in these streets as do the wood burners used in some dwellings.

These contribute to the respiratory conditions some people in these streets suffer.

4. This is, according to our Ward Councillor, the second most deprived ward in York. Many residents of these streets use mobility aids. Some have mental health conditions. There is illegal drug taking in the area. We need streets and spaces that invite us to leave the house and to take free, when we want it, exercise such as walking, wheeling and cycling in the locality. The proposals will prioritise motor vehicles and those who own them. They will increase the them and us divisions. They will make it less attractive to even leave the house and make it difficult or impossible for some people to get to the local shops – Sainsbury's and Heron on Burton Stone Lane and to take exercise close to their homes.

5. The parked vehicles will not evaporate. Without improvements to the streetscape that make it easier and safer feeling to swap to other modes there won't be a reduction in motor vehicle use. The problems will move to neighbouring streets themselves already choked and where drivers park on street corners obstructing the pavement, dropped kerbs and sight lines:

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The measures will not ensure the pavements are clear of obstructions. The changes will keep the status quo...

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People will need to walk and wheel in the road but with faster motor vehicle speeds from drivers who don't understand or care why there are pedestrians, mobility scooters, buggy pushers, and children on scooters and balance bikes in the road.

7. The proposals will still permit loading. This means neither the road nor the pavement will be clear. Scaffolding lorries, and others of this size such as removals vehicles, and those dropping off/picking up building materials and portable toilets, will still need to attend council properties, rental properties and owner occupied dwellings. They will narrow the road, use the crossovers to get two wheels on the pavement and remain there until the job is done. Commercial drivers usually have no connection to an area they deliver to or work in. They do not know or care when children go to and from school or that in this area they make those journeys on foot, a scooter or a cycle/balance bike. Or that many people on these streets use mobility aids and how motor vehicle speeds, driver behaviour, pavement parking and obstructed or inadequate dropped kerbs can deter someone from even leaving the house.

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The proposals will make it difficult or impossible for trades to find somewhere to park:

<https://www.cyclestreets.net/location/222140>

<https://www.cyclestreets.net/location/222141>

If a company needs to carry out checks required by law on rental dwellings, to replace white goods or heating equipment, etc, whether for a home owner or council tenant, the measures proposed will mean drivers undertaking work may not find any other place to park other than on the double yellows/pavement.

They may be reported and fined:

<https://www.cyclestreets.net/location/222138>

This circumstances will make it difficult to get trades to attend whether for privately owned homes, rented properties or council housing stock.

9. The proposals will not reduce pavement parking in Tennyson Avenue:

<https://www.cyclestreets.net/location/222144/>

If the residents of the property/ies at the turning circle can no longer park there they will obstruct the gates of their neighbours.

10. The proposals will not help the residents of Tennyson who need a dropped kerb/cross over to get to/from their garden gate and the road (because the pavements are parked on and also very narrow).

11. The proposals do not guarantee commercial vehicles will be able to get to/from the turning area in Tennyson Avenue. When vehicles are parked on the pavements on both sides of that street even when staggered the gap may be too narrow.

12. Field View is used for turning by drivers of longer works/delivery vehicles to turn. The vehicles may be diesel so the most polluting kind and the driver may not have been delivering or collecting from this street. If the proposed measures make the street look clearer and wider this behaviour will increase – along with the speed of travel.

13. I received a letter. But the neighbour directly opposite said she did not. She will have attended many years of higher education. Yet she thought the notice on the lamp post close to her front door was about permit parking. When I said the proposals were for no parking at any time she immediately said, “But where am I going to park my car? You know what it’s like already.”

I would like to know who received letters, who did not and why they didn't. What does CYC know about the people who live in Tennyson Avenue and Field View? Did CYC consider how to ensure all residents of these two streets learned about the consultation? Did the Council consider how to ensure all residents could understand what is proposed? Did the Council make provision for ensuring all residents get the help they need to be able to consider the implications of the proposals on themselves and their neighbours and to be able to respond?

Many residents of these streets are council tenants. This means there will be people who struggle to read and write. Some won't have internet access or know how to use technology. Some speak English as a foreign language. Others don't speak any English. Some may feel they have no agency and no voice or have experiences that mean they distrust 'authority'. The proposals will further disadvantage many residents of these streets by seeming to create a hierarchy where might (owning a motor vehicle) is right.

14. CYC considers the proposals to be "small changes". Yet, for residents of these streets and the neighbouring ones any change will affect their daily lives and their health. People walk, cycle and wheel through the quieter back roads using Field View to get to nursery, school, unis, work, food shops... The measures will have a negative impact on all the people making these journeys: now and in the future. They will influence how young dependants and school pupils feel about active travel and the likelihood of them continuing to walk, wheel and cycle in adult life. The proposals will further lessen the attractiveness of walking, running or cycling for fitness and therefore shorten lives.

One third of households in Clifton do not have access to a motor vehicle (2011 and 2021 census). Further CYC has carbon targets: (democracy.york.gov.uk/documents/s177488/Annex%20A%20Local%20Transport%20Strategy.pdf) "To achieve our carbon targets by 2030 we need, by 2030, to increase the number of people travelling by bus and train by 50% and double the number of trips taken on foot or by cycle. In the process we need to reduce the number of miles driven by 20% by 2030."

Piecemeal change sooner or later leads to large areas of disjointed, unconnected schemes and fragmented populations at the expense of a community. Burton Stone Lane and the streets around it need to be considered under a whole area review.

Almost everyone needs to move around in their local area for most of their lives including for their own mental and physical health.

To facilitate compliance and 'buy-in' residents need to be able to

say what they want from the streetscape in which they live and travel through. And for their views to be considered and to contribute to the outcome.

Residents need to be enabled to be part discussions that include how to accommodate trades carrying out essential works, refurbishment between tenancies, and replacement are repair of appliances. They need to be involved in determining how to manage removals vehicles, scaffolding lorries and builders vans, for example.

CYC residents need to be able to contribute to creating healthy, safe and safe-feeling routes and travel options that prioritise the transport hierarchy with pedestrians at the top and motor vehicles at the bottom and which support the Council aim of getting one fifth of residents out of cars by 2030. These proposals and seemingly the way – and the time of the year – the consultation has been conducted have excluded people from the process. They also do not propose measures to make it easier and safer for the residents of Field View and Tennyson to move around in ways that are active and sustainable at all stages of life.

Officer analysis and recommendation

Vehicles parking in the turning head are restricting access and preventing the area being used for its intended purpose. Footpath parking at the entrance to the turning head is also preventing residents from accessing the footpath to and from their properties.

The proposed restriction will provide clear access to the turning head.

Options:

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