

Address	Support / Object/ Support subject to modifications
Bluebell Way	I support the proposals subject to modifications
Bluebell way	I object to the proposals
Bluebell way	I object to the proposals
Bluebell Way	I support the proposals
Silver Birch way	I support the proposals subject to modifications
bluebell way	I support the proposals subject to modifications
Ash Way	I object to the proposals
lavender court	I support the proposals subject to modifications
Camellia Way	I support the proposals
Maryat Way	I support the proposals

Ash Way	I support the proposals subject to modifications
Wells Close	I support the proposals
Whiteley PO2 OHF	I object to the proposals
Bluebell Way	I support the proposals
Camellia Way	I support the proposals subject to modifications

Bluebell Way	I support the proposals subject to modifications
Jasmine Court	I support the proposals subject to modifications

Comments

I agree to parking restrictions being implemented on Bluebell Way, however as a resident of Bluebell Way, I want to ensure there is enough parking for those who live on Bluebell Way and will have nowhere else to park once the restrictions come into place. Many people that come to Whiteley who exceed the 4+ hours parking for the shopping centre park down Bluebell Way, meaning residents struggle to park close by to their homes. With these parking restrictions, it is likely that the chance of being able to park nearby will be even less likely. I suggest free parking permits for those who live on Bluebell Way to ensure parking is freely available for those who require it. As there are two cars associated with my property, one allocated parking space at the back of the property is not enough. Please take this into consideration, to allow residents of Bluebell Way to still be able to park outside their property.

Road traffic speed bumps should be installed from junction of Silver Birch Way down the hill to the new road leading into North Whiteley , at the moment construction lorries are travelling far to fast down the hill, if you prevent traffic parking on the hill with the introduction of yellow lines as proposed this will enable traffic to gather even more speed going down the hill, therefore the speed bumps should be installed as a a matter of urgency before a serious accident occurs.

I would like to have resident/permit parking for the area outside houses from 36 to 42 bluebell way as these houses were only given one and half parking spaces as I can see it getting congested with other residents and staff who work in Whiteley.
Thank you

Living in the estate of Ash Way, a narrow off road estate with limited spaces and next to no space to safely allow visitors or additional cars to park within whilst leaving enough room for emergency vehicles to access, bluebell way provides essential parking for residents. As a local resident I have never found an issue with bluebell way and the number of cars parking there. The proposal would cause an issue for my household and many other that have an additional work vehicles that are too large to park in the estate so must park in bluebell.

No parking for visitors and guests. The cars that park there now will not disappear and will likely move to smaller residential roads.

There is currently only access restrictions on the hill down towards the new bridge from silver birch way and this should have double yellows on one side only to help the flow of new traffic. All the other double yellow lines appears too excessive.

I think that there needs to be some additional parking provision on Bluebell Way for the use of residents. I live on Ash Way which is a private road and there is no available parking other than on driveways. I have a lodger who works shifts and so cannot park on my drive due to me needing access to my garage, and when he parked outside my house, another resident objected and so I was instructed by the management company that he must park on the street if there is not space on the drive. With the proposed restrictions, I don't know where he would be able to park. This also applies if I have visitors to my home - there are no visitor spaces on Ash Way so Bluebell Way provides space for visitors. If parking by shoppers in this area is the issue, why not make the current allowable parking areas on Bluebell Way for residents only? I don't object to some double yellow lines particularly near to the junctions, but there does need to be some provision maintained for the residents.

If you stop parking on Bluebell way this will force people to park further in the estate..... creating more issues on the side roads. Parking is difficult as it is

The Plan is a good compromise between providing parking for residents and managing the safe flow of traffic.

I suggest that the existing white lines be changed for double yellow lines. That way the amount of on street parking is not reduced as it will be with proposed plans.

If on street parking is reduced as proposed, the cars that park on the road, will be mostly shopping centre staff who will then start parking on the residential streets. This would be very disruptive to local residents like myself.

The root cause is still the shopping centre does not have a staff car park.

The white lines have worked well since they were painted a few years ago. Simply changing these to double yellows would be a simpler and more effective option.

Also the less cars parked on the road the faster cars will drive up and down, having to slow for parked cars is therefore a benefit for traffic trying to exit my road Camellia way and others residential roads.

As currently proposed, these plans appear to disproportionately impact residents for the benefit of construction traffic and as a result of non-residential parking.

Residents are already negatively impacted by the flow of construction traffic and the associated noise, which begins very early each day. Furthermore, those properties close to the existing speed tables are affected by damaging vibrations as heavy vehicles transit the tables, exacerbated further by some construction traffic doing so at speed. A totally clear road may actually encourage drivers to feel they can travel at higher speeds.

Parking problems are partially a result of non-residential parking from Whiteley Shopping Village as well as limited residents parking elsewhere. These problems are only likely to be moved to the surrounding residential side roads, which are not designed for and are unable to accommodate parking. Visitors to residents may also be deterred if all parking is removed.

The above issues could potentially be mitigated by restricting parking on Bluebell Way to residents (and legitimate visitors), maybe enforced via permits.

More restriction-free sections are needed.

Some residents of Jasmine Court and Acanthus Court only have one allocated parking space. This means that they need to park one car on Bluebell way. This is also useful for those who have vans or when receiving visitors. Acanthus and Jasmine courts can get very crowded with cars as it is, and parking restrictions would significantly aggravate the problem.

Bluebell Way only needs a single side of restriction along the whole of its length, traffic can flow slowly and carefully along the length. Any inconvenience to traffic flow would be welcome to residents because we do not wish traffic to use it as a short-cut to the motorway when Bluebell Way is opened up to Botley Road. Parked Cars would create a "natural" traffic calming measure. Children would find it easier to cross the road to join Meadow side too with slower traffic.

Officer Response

Residents parking permits are not proposed as part of this TRO. When considering a new residents parking scheme it is important that the costs of implementing the scheme and the on-going maintenance and administration costs are covered through the income generated from the sale of permits. For this reason schemes tend to cover wide areas and are only considered where the majority of properties have no off-street parking provision. Where residents have their own private parking the take up of permits is low and therefore the income is unlikely to cover the costs. It is also important to assess the level of support within the area. There needs to be a large majority in support of a new scheme otherwise it would be unfair to consider it. The ongoing work on the Whiteley Parking and Access Plan should help to address some of the parking issues in the area.

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There will be some unrestricted areas along Bluebell Way which will allow small stretches of parking. By maintaining this it should act as a form of natural traffic calmer and prevent an increase in vehicle speeds.

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The proposed restrictions are required to prevent obstruction, to maintain the free-flow of traffic and to improve visibility and road safety. The volume of traffic is expected to increase due to the North Whiteley Development site. The proposed TRO is a balance between maintaining parking provision with improving access and safety.

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The effect of the TRO will be monitored.

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The proposed TRO will result in the existing white lines to become double yellow lines. Along with some addition restrictions proposed that are required to prevent obstruction, to maintain the free-flow of traffic and to improve visibility and road safety. The volume of traffic is expected to increase due to the North Whiteley Development site. The proposed TRO is a balance between maintaining parking provision with improving access and safety. The ongoing work on the Whiteley Parking and Access Plan should help to address some of the parking issues in the area. There will be some unrestricted areas along Bluebell Way which will allow small stretches of parking. By maintaining this it should act as a form of natural traffic calmer and prevent an increase in vehicle speeds.

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The proposed restrictions are required to prevent obstruction, to maintain the free-flow of traffic and to improve visibility and road safety. The proposed TRO is a balance between maintaining parking provision with improving access and safety. Bearing in mind the expected increase in traffic on Bluebell Way, during and following the North Whiteley major development, and the constraints of the site (e.g. junctions, dropped kerbs for vehicular and pedestrian access, and road alignment), there are no locations where the proposed restrictions could be reduced to allow more parking whilst continuing to achieve the safety and access improvements sought.