

Waldeck Street & Swainstone Road Traffic Regulation Order

Appendix 2 : Responses received in relation to the advertised Traffic Regulation Order:

**Swainstone Road**

**Resident of Swainstone Road**

Swainstone Road is densely populated and oversaturated with HMOs. Parking spaces are scarce. This often forces the residents to circle around and use Bourne Avenue, and surrounding streets, for parking. Therefore I would welcome the introduction of Parking Permits for residents.

However, different parking schedules at the ends of the road equals to cutting off 90 meters of parking space. This will deprive approximately 16 car owners (out of 69 houses) of parking space. It is clear this would cause further parking disruption in Swainstone Road and subsequent problems in Bourne Avenue etc. Please note that Milman Road is already restricted.

We do not understand the logic of introducing parking permits on the one hand and also reducing the number of parking spaces on the other. Surely parking permits are supposedly meant to ease known parking problems for residents. Under the proposed scheme the advantage of having parking permits would be entirely negated by the planned introductions of further parking restrictions (with double yellow lines).

I support this proposal with the following modification that the whole length of Swainstone Road (excluding 3m east off Basingstoke Road on both sides) is for the residents of Swainstone Road only

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However, different parking schedules at the ends of the road equals to cutting off 90 meters of parking space. This will deprive approximately 16 car owners (out of 69 houses) of parking space. It is clear this would cause further parking disruption in Swainstone Road and subsequent problems in Bourne Avenue etc. Please note that Milman Road is already restricted. We do not understand the logic of introducing parking permits on the one hand and also reducing the number of parking spaces on the other. Surely parking permits are supposedly meant to ease known parking problems for residents. Under the proposed scheme the advantage of having parking permits would be entirely negated by the planned introductions of further parking restrictions (with double yellow lines).

I find the introduction of no waiting at any time most surprising: I have lived here for 10 years and never felt this was necessary. I am able to reverse out of the street or make a 3 or 6 point turn to do so. There is also the option to use the driveways at the end of the street, to turn around. It was also stated that the school needs said space. This is absolutely NOT the case. The opening of their gates is not hindered in anyway by parked cars. Whats more, the gates are also rarely opened as they give access to a school playing field only - ie There are never any cars in that go into that area on a regular basis - there is an occasional visit by a groundsman who drives his tractor/mower into the school field to cut the grass, but no other vehicles, it being a playing field used by all children at break and lunchtimes. All school parking is on Millman road (the school can

obviously verify this fact if required). Given, the above facts I really cannot understand the need for said proposal.

I support this proposal with the following modification that the whole length of Swainstone Road (excluding 3m east off Basingstoke Road on both sides) is for the residents of Swainstone Road only.

**Resident of Swainstone Road**

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However, different parking schedules at the ends of the road equals to cutting off 90 meters of parking space. This will deprive approximately 16 car owners (out of 69 houses) of parking space. It is clear this would cause further parking disruption in Swainstone Road and subsequent problems in Bourne Avenue etc. Please note that Milman Road is already restricted.

We do not understand the logic of introducing parking permits on the one hand and also reducing the number of parking spaces on the other. Surely parking permits are supposedly meant to ease known parking problems for residents. Under the proposed scheme the advantage of having parking permits would be entirely negated by the planned introductions of further parking restrictions (with double yellow lines).

I support this proposal with the following modification. The whole length of Swainstone Road (excluding 5m east off Basingstoke Road and 5 m off the western end on both sides) for the residents of Swainstone Road only.

**Resident of Swainstone Road**

I support this proposal with the following modification. The whole length of Swainstone Road (excluding 3m east off Basingstoke Road on both sides) for the residents of Swainstone Road only.

**Resident of Swainstone Road**

Swainstone Road has a high density of HMOs and student lets, in addition to permanent residents. Parking spaces can be scarce, forcing residents to turn to surrounding streets (Bourne Avenue, Christchurch Road, Waterloo Rise) for parking. I therefore support the proposed introduction of permit parking.

However, the current proposal would actually reduce the space available for parking in the street, causing knock-on effects in the surrounding streets, effectively relocating (rather than solving) the problem. I therefore oppose the proposal as it stands and recommend that only 3 metres of no waiting at any time is necessary at each end of the road, to create more spaces for permit holders.

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However, different parking schedules at the ends of the road equals to cutting off 90 meters of parking space. This will deprive approximately 16 car owners (out of 69 houses) of parking space. It is clear this would cause further parking disruption in Swainstone Road and subsequent problems in Bourne Avenue etc.

We do not understand the logic of introducing parking permits on the one hand and also reducing the number of parking spaces on the other. Surely parking permits are supposedly meant to ease known parking problems for residents. Under the proposed scheme the advantage of having parking permits would be entirely negated by the planned introductions of further parking restrictions (with double yellow lines). I would like to see residents parking only for the residents of Swainstone Road, along the whole length of Swainstone Road excluding 3m east off Basingstoke Road on both sides.

**Resident of Swainstone Road**

As the owner of a property in Swainstone Road I find it incredibly frustrating to not be able to park in my own street during the evening – as I know many other resident owners do also. Although the proposed restrictions are clearly meant to address the concerns of residents the proposal seems to me to worsen the problem rather than improve it. As you are probably aware there are a large number of rented properties in the street due to the close proximity to the university. This unfortunately means that there are a lot of multi-car households for a significant part of the year.

I support the principle but believe the entire length of of Swainstone Road (excluding 3m east off Basingstoke Road on both sides) should be for the residents of Swainstone Road only.

**Resident of Swainstone Road**

I support the proposed scheme to address the parking challenges residents currently have.

The situation with parking in Swainstone Road is continuing to get worse and as a resident on this road, I am now facing a lot of hassle on a daily basis to find parking space.

This situation with lack of parking has been going on for a while now and we have a number of people who are not Swainstone Road residents who are coming to park here on a daily basis thus impacting availability of parking space for residents like myself. I have also spoken to other residents here and the issue is now a major concern and is a concern for me daily when coming back after a day's work. We have owners from shops on Whitley Street who are coming to park regularly on Swainstone Road as well as residents of Basingstoke Road and contributing to the lack of parking space for residents like myself who would at least expect to find a parking space on the street they live in.

**Resident of Basingstoke Road**

We have lived in our property since 1981 and have access to our property from Swainstone Road; We have always parked our car in Swainstone Road. It is becoming more and more difficult to park in Swainstone Road due to the increase in multi occupancy student properties and the resulting increase in number of cars. We are hoping if the proposed changes come into effect we would be eligible for a permit to allow us to park next to our home.

## Waldek Street

### **Resident of Waldeck Street**

I was extremely happy to see that parking permits will be issued on our street. Especially since our road became a 'war zone' this month. Parking on payments and greens and so forth was taken to a new level. Which is odd, as normally summer holiday weeks are always quieter here?

My work requires me to work evenings, but I am dreading it even more, as after 7pm our street is already full, many of the parking places being taken by big vans. Some cars come and park on the road for weeks before they are collected and disappear for a period of time. I assume these people use the road as a long stay car park (I have two just in front of us right now).

Hence, due to the lack of spaces people park in places which could be dangerous e.g. ambulance won't be able to get through, or payment can't be used for walking. Therefore the introduction of permit parking as soon as is possible will be a welcome on this street by its residents

### **Resident of Waldeck Street**

Since living, and parking on this road, my car has received continual damage (scratches, small dents etc). This is because this road is not controlled by permits. The result of this is people parking on literally every spare inch of ground on the road, the grassed areas, the pavements etc. People are even parking in the middle of the road at the end of the road, blocking cars in - up to 5 blocked in cars at a time. I even had to knock on people's doors at 5.30am recently to find out who was blocking me in as I was going to be late for work as a result of the blockage.

I have also seen people parking on the road and then walking in to town, using the road as free parking. I'm also sure that people who live on the main road that Waldeck Street joins, park on Waldeck Street as there is no off road parking for their properties.

I am strongly requesting permit parking on Waldeck Street to help this issue. I'm sure most people on the road would also agree that permit parking is a sensible way to go