

Divisions affected: *Thame & Chinnor*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

05 SEPTEMBER 2024

THAME: ELMS ROAD – PROPOSED ‘NO WAITING AT ANY TIME’ PARKING RESTRICTIONS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

Approve the following parking restrictions on Elms Road in Thame, as advertised:

- a) Formalise & extend the existing double yellow lines on the north side of the carriageway, from a point 25 metres northwest of the centre of the access junction to the Rectory residential development, south-eastwards for a distance of approx. 58 metres, and
- b) Formalise the existing double yellow lines on the south side of the carriageway, from a point 24 metres northwest of the centre of the access junction to the Rectory residential development, south-eastwards for a distance of approx. 45 metres.

Executive Summary

2. This report presents responses to the statutory consultation on the proposals to formalise & extend ‘No Waiting at Any Time’ (double yellow line) parking restrictions on the north & south sides of Elms Road either side of the new access junction, as shown in **Annex 1**.
3. The proposals are being put forward as a result of the development of land for residential purposes adjacent to Elms Road, in Thame, and the associated construction of a new access to the development site. These measures will help improve road safety, by maintaining visibility splays to the new development entrance in accordance with the requirements of Road Safety Audit and approved S278 to maintain a safe egress from the development.
4. The ‘No Waiting at Any Time’ (double yellow lines) parking restrictions will be formalised & extended on the north side of Elms Road either side of the new

access junction, whilst those on the southern side opposite the new junction - which have already been implemented following a previous consultation & approval exercise in 2018 – will be formalised within the relevant Traffic Regulation Order.

Financial Implications

5. Funding for the proposals (including consultation) has been provided by the developer, who will also fund the implementation if approved.

Legal Implications

6. No legal implications have been identified in respect of the proposals, with proposed changes to existing Traffic Regulation Orders governed by the Road Traffic Regulation Act 1984 and other associated procedural regulations. Failure to adhere to these statutory processes could result in the proposals being challenged.

Equality and Inclusion Implications

7. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

8. The proposals will help promote road safety for all road users and continues the County Councils responsibility to consider the provision of convenient and safe movement of motor vehicles and other traffic, and the proposed measures are aimed at ensuring that danger is minimised, whilst facilitating the effective and safe passage of traffic.

Formal Consultation

9. A formal consultation was carried out between 27 June and 26 July 2024. A notice was published in the Oxford Times, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, South Oxfordshire District Council, Thame Town Council, local District Cllr's, and the local County Councillor representing the Thame & Chinnor division.
10. A letter was also sent directly to approx. 110 properties in the vicinity of the proposals.

- 11.33 responses were received during the course of the formal consultation, comprising of: 24 objections (73%), four in support (12%), three partially supporting (9%), and two submitting non-objections (6%).
12. The full responses are shown at **Annex 2**, and copies of the original submissions are available for inspection by County Councillors.

Officer Response to Objections/Concerns

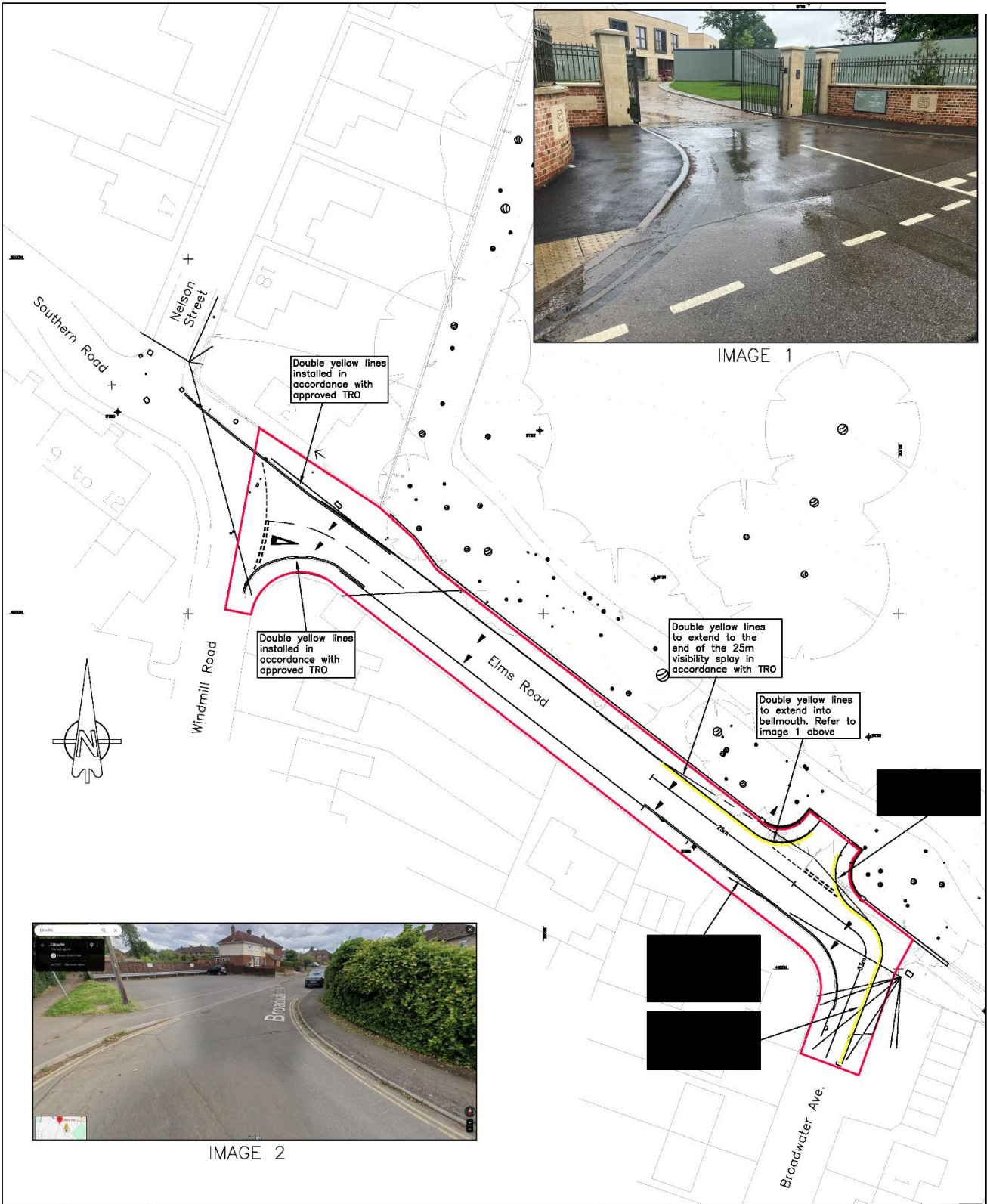
13. Thames Valley Police had no objection to the proposals.
14. The majority of objections refer to the potential lack of parking in the immediate area, which is why this scheme has been updated to include the minimum possible required length of lining to avoid reducing on-street parking excessively. The double yellow line extension is required to be able to keep the vehicular visibility splays clear from obstruction as it is currently a large safety concern. The developer has reduced the visibility to the absolute minimum to make minimal impact on the existing parking as possible.
15. It has been deemed necessary for the visibility splay to be secured through double yellow lining due to ongoing issues with obstructive parking within the junction visibility splay, coupled with a number of reported near misses whilst exiting the new development. An independent Stage 3 Road Safety Audit has also been undertaken, which has highlighted the issue of parking within the visibility splay as a key safety issue, which ultimately needs to be addressed.
16. Concerns have been raised suggesting that speeds will increase due to the presence of double yellow lining (i.e. freeing up road space), however due to the proximity to a bend, vehicles are naturally required to reduce their speed at the access. The independent Road Safety Audit has also recommended these measures and does not share concern regarding an increase of speed.
17. The visibility splay to be protected is a standard visibility splay rather than a forward visibility splay, which should always be kept clear at junctions, otherwise there is a high chance of collision due to poor visibility of drivers exiting the development. The 'X' distance is not the distance that we are looking to increase, the 'Y' distance is the length that we are looking to protect. The visibility splay dimensions that we are protecting under these double yellow lining is for 20mph speed requirements (2.4 x 25m).
18. The section of visibility for the junction is required to be no parking at any time, as the visibility splays are required to be permanently clear from obstruction as the access is used all times of the day.
19. The request for additional works further afield falls outside the scope of works included within this site's planning conditions.



Paul Fermer
Director of Environment and Highways

Annexes Annex 1: Consultation plan
 Annex 2: Consultation responses

Contact Officers: Daniel Mowlem (Senior Engineer – Place Making)
 Adam Barrett (Lead Engineer – Place Making)

September 2024



REV. No.	DATE	DESCRIPTION	INITIALS		
Client			MJA CONSULTING CIVIL AND STRUCTURAL ENGINEERS Monarch House, Barton Lane, Abingdon, Oxon, OX14 3NB Tel: 01235 555173 Fax: 01235 523226		
Project					
Title		Scale	Date		Drawing No.
Section 278 Agreement – Traffic Regulation Order		1:500@A3	May 24	4882:610	E
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ANNEX 2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Local resident, (Thame, Corbetts Way)	Object – Lack of parking in area. Safety - less need for care when exiting new estate. Where are local businesses supposed to park
(3) Local resident, (Thame, Elms Road)	Object – I am one of two residents who live on Elms Road in Thame and the road is used widely by children walking in both directions to any of the junior and high schools in Thame, including my own. The cars parked along the side of the new development act as a barrier between the drivers who drive at speed down the road and the children. By stopping these cars parking we are increasing the risk of pedestrian incidents and potential fatal accidents. This is my main reason for objecting to the yellow lines being extended, safety of our children first. In addition the road is used by local residents where parking is very limited, where are they to park if this is implemented? Thank you
(4) Local resident, (Thame, Maple)	Object – Its not a busy road. Good f0r parking to go to the park.
(5) Local resident, (Thame, Nelson Street)	Object – 1. loss of parking spaces with no alternative provision 2. Will increase speed in an area commonly used by children going to/from school 4. no provision in the plan for pedestrians at the exit of the Crescent (Quoting Oxfords plans to prioritise pedestrians over traffic on Woodstock Road)
(6) Local resident, (Thame, Nelson Street)	Object – Parking in Thame is a chronic issue due to continuous housing development in Thame and its surrounds. This is increasing residential, shopper and local business demands. The recent introduction of parking permits in the centre of Thame and on nearby roads has pushed up parking demand on the periphery of the town centre, including Elms Road and Windmill Road.

	<p>Elms Road is also in constant use by residents in the immediate vicinity who are unable to park on their own street. It is used daily by people who need to park for longer periods of time, for example those coming into Thame to work. Elms Road's parking is in great demand and is usually fully parked – evenings and daytime. This is even before the Elms Road “Crescent” development opens with undoubted additional local demands.</p> <p>The proposed parking restrictions on Elms Road will reduce parking by approximately a third (7+ spaces) – putting further pressure on surrounding roads especially Windmill Road which is already used for parking by non-residents. With the recent introduction of parking permits I now have to pay £100 to park on my street and 50% of the time am unable to do so. These additional restricts seem entirely to benefit a multi-million pound development and its developer at the expense of local residents who will bear the burden, financial and inconvenience.</p> <p>There are no parking alternatives in the area and if approved these restrictions will result in local residents struggling to find parking within a 10 minute walk of their home.</p>
(7) Local resident, (Thame, Nelson Street)	<p>Object – The planning permission granted to The Elms looked at the surrounding roads and did not state there was a safety concern on Elms Road that necessitated putting in parking restrictions. This was signed off by OCC Highways. Unless Highways policy has changed, there is no basis for the applicant to say there is a safety issue.</p>
(8) Local resident, (Thame, Nelson Street)	<p>Object – I feel this would pose a major problem. Although Nelson Street has recently been made Resident's Only parking, there are clearly far more cars than spaces available to park. As a result, most of us use Elms Road (and Windmill Street) to park. If the parking restrictions on Elms Road went ahead, there is no where else available to park. The problem is that there are not enough parking areas in Thame for the numbers of cars. If we were to try and find somewhere else to park, that would just create a problem for that street (or streets) and it would just be kicking the can down the road. Having said that, I can't actually think of anywhere close by where we could park.</p>
(9) Local resident, (Thame, Nelson Street)	<p>Object –</p> <ol style="list-style-type: none"> 1. Negative effect on availability of parking for existing residents, which is already very limited. 2. Negative effect for local trade as residents parking restrictions introduced recently have made parking in Thame even more difficult for shoppers and visitors. 3. There doesn't seem to be any precedent in Thame for such road markingsas residents we have been unable to identify any other new development where similar restrictions have been cited on road safety grounds. The development itself is not in a high traffic area so we cannot appreciate why this proposal is deemed necessary. There are many other new developments in Thame where visibility is much poorer and there is a much higher traffic flow and parking restrictions have not been extended in this way or indeed introduced at all.

	<p>4. There are personal safety concerns for local residents who will be forced to park further away from their homes, especially at night. It is already quite stressful trying to find a space and the removal of any more spaces will simply add to this and have a very negative impact on the quality of life for local residents, especially those with mobility issues.</p> <p>5. On visiting the entrance to the development ourselves, and reiterating to you that this is not a high traffic area, and unlikely ever to be, the visibility from the entrance already seems more generous compared to streets elsewhere in Thame, without the need for any further extension.</p> <p>Obviously we would not wish to compromise anyone's safety but find it hard to understand the evidence based data for this decision. Please could this be provided to support the decision making process?</p>
(10) Local resident, (Thame, Nelson Street)	<p>Object – With limited residential parking in Nelson Street, Elms road forms a vital overspill area for residents and visitors. There is also a traffic calming effect of having parked cars there.</p>
(11) Local resident, (Thame, Nelson Street)	<p>Object – I think the proposed length of the double yellow lines either side is excessive and doesn't consider footfall and pedestrians as priority. I think a very open view for drivers will encourage a speedy exit and entrance into the site. Many pushchairs, children on scooters, bikes exit from the alleyway or walk from the Nelson Street direction to and from the park and John Hampden school so a painted crossing needs to put in place across the site entrance as well.</p>
(12) Local resident, (Thame, Nelson Street)	<p>Object – I am writing in objection to the proposed parking restrictions on Elms Road, Thame, for the below reasons.</p> <p>Using the Government's Manual for Roads, I believe the proposal are invalid:</p> <p>Point 7.4.2 "For residential streets, a maximum design speed of 20 mph should normally be an objective." Elms Road is in the heart of a residential area so traffic calming should be imperative in order to protect pedestrians and cyclists.</p> <p>Point 7.4.4 "Reduced visibility – research carried out in preparation of MfS found that reductions in forward visibility are associated with reduced driving speeds". Drivers already drive at speed along Elms Road. If you increase the visibility, research suggests that driving speeds will increase.</p> <p>Point 7.7.9 "Longer X distances enable drivers to look for gaps as they approach the junction. This increases junction capacity for the minor arm, and so may be justified in some circumstances, but it also increases the possibility that drivers on the minor approach will fail to take account of other road users, particularly pedestrians and cyclists. Longer X distances may also result in more shunt accidents on the minor arm. TRL Report No. 18420 found that accident risk</p>

	<p>increased with greater minor-road sight distance". Increasing the X distance as vehicles leaving the Rectory Development will increase the risk of accidents.</p> <p>Furthermore, as vehicles should not be travelling faster than 20 mph, the splay distances do not need to be the suggested 58 and 45 meters.</p> <p>Additionally, precedent in the area is that there is NO visibility splays. The junction of Broadwaters/Van Diemens Road and Hampden Avenue there are no double yellow lines allowing cars to park anywhere. Equally, on the junction of Hampden Avenue, Corbetts Way and Windmill Road, there are no double yellow lines and cars park there too. This is also the case to the entrance of Summersbee Court and Pearce Court which arguably has more dwellings than the Rectory Development.</p> <p>Finally, the implementation of these restrictions will negatively impact local residents who, unlike The Crecent (rectory Homes) residents, do not have private parking. Nelson Street has recently had Residents Parking implemented so naturally overflow onto Elms Road has taken place for residents and local business users alike. Of note, The Red Kite Centre that provides care for young families also use Elms Road for their visitors and staff. This good provision will be seriously reduced with this proposal.</p> <p>To conclude: I object because greater visibility will increase traffic speed and therefore the chance of accidents to happen. And because a reduction of parking will have a negative impact on local residents and businesses.</p>
<p>(13) Local resident, (Thame, Nelson Street)</p>	<p>Object – Elms Road provides much needed parking spaces - for local residents who live in neighbouring roads and are unable to park on their own street, and by people commuting into Thame for work. It is usually fully parked – evenings and daytime. The removal of so many parking spaces (7+) will put additional pressure on roads such as Windmill Road (limited spaces and already full).</p> <p>This is coupled with the recent introduction of parking permits in the centre of Thame and on nearby roads which has pushed up parking demand on roads near the town centre (including Elms Road and Windmill Road). As a permit holder, I am only able to park 50% of the time on my street but, due to high number of permit holders and limited spaces, I have to park on Elms Road or Windmill Road, and further away.</p> <p>There are no parking alternatives available in the immediate area. As with Nelson St, the 'one-track' nature of Elms Road due to parking, slows down traffic – particularly on a road used by school children – and encourages caution by drivers (and new Crescent residents).</p>

	<p>I would also question the distance of the proposed parking restrictions – in terms of the standard followed by OCC but also on a road where speeds (currently) are low, there are wide pavements and the nature of the road leading almost immediately into a one way system (Broadwaters Ave).</p>
<p>(14) Local resident, (Thame, Nelson Street)</p>	<p>Object – The availability of parking for local residents is already limited and this will exacerbate the problem. It seems to me that we are being asked to inconvenience ourselves for the sake of residents of the new development who have their own private parking. The safety argument is weak as the current arrangement will encourage drivers to take more care.</p>
<p>(15) Local resident, (Thame, Nelson Street)</p>	<p>Object – 'I write to object to the proposal on the following grounds.</p> <ul style="list-style-type: none"> + The availability of parking is already limited, and implementing a no parking zone will exacerbate the issue. This will lead to significant inconvenience and stress for residents who need to park their vehicles. + there is no precedent for this in the area. for example the exit of hampden ave onto Windmill Lane. + this will inevitably increase the speed of vehicles in an area commonly used by children going to/from school. The current parking slows traffic considerably, making it safe for all pedestrians. Furthermore, the excessively long sight line from the Crescent will discourage caution when exiting this junction. + there is no provision in the plan for pedestrians at the exit of the Crescent. Oxford are planning to prioritise pedestrians over traffic on Woodstock Road, where here it seems that the car is more important. this shows double standards.
<p>(16) Local resident, (Thame, Windmill Road)</p>	<p>Object – Vehicles currently parking in Elms Road will move to Windmill Road, as observed in the past when yellow lines were irregularly painted in Elms Road. Residents in Windmill Road already experience additional and obstructive parking since Residents Only restrictions in the near area. This impacts not only access to private properties but difficulties for delivery vehicles, legitimate tradespeople and Emergency Services.</p>

	<p>In Elms Road there are few private accesses opposed to the very many in Windmill Road, not to mention two large retirement complexes with accesses, already less visible than that of the new Rectory development, already presenting problems for the Refuge Collection vehicles due to often inappropriate parking in Windmill Road. This proposal cannot go ahead. Windmill Road residents are also covered by the Road Safety Traffic Act and have already been impacted by the large development at Windmill Place increasing traffic flow and parking of all types.</p>
(17) Local resident, (Thame, Windmill Road)	<p>Object – Parking is already an issue on Nelson Street and Windmill Road and this proposal will exacerbate the issue further. I currently walk my young children to school, along Elms Road and have not encountered an issue with visibility .</p>
(18) Local resident, (Thame, Windmill Road)	<p>Object – Any change to the restrictions in Elms Road will impact consequentially on Windmill Road - already impacted by new Residents Only Parking in Nelson Street. It is frequently impossible or difficult to access our own properties and Refuse vehicles, ambulances and fire engines are seriously compromised. Parking on both sides of the road here make life difficult and unpleasant - and cause problems for the residents of the two Retirement Complexes and residents with walking aids, mobility scooters or wheelchairs not to mention prams and pushchairs. What we actually need in Windmill Road where accesses are much worse than the new wide access to the new Elms Park complex, is double yellow lines on both sides of the road which would limit parking and make life safer for everyone.</p>
(19) Local resident, (Thame, Nelson street)	<p>Object – Object, utterly ridiculous with a clear lack of thought for existing local residents!:</p> <ol style="list-style-type: none"> 1. loss of parking spaces with no alternative provision 2. no precedent in the area (e.g. hampden ave onto Windmill Lane) 3. Will increase speed in an area commonly used by children going to/from school 4. will discourage caution exiting the Crescent 5. no provision in the plan for pedestrians at the exit of the Crescent (Quoting Oxfords plans to prioritise pedestrians over traffic on Woodstock Road)
(20) Local resident, (Thame, Nelson Street)	<p>Object – My family and I object to this proposal in the strongest terms our reasons are numbered below</p> <ol style="list-style-type: none"> 1. Impact on Residents: The availability of parking is already limited, and implementing a no parking zone will exacerbate the issue. This will lead to significant inconvenience and stress for residents who need to park their vehicles.

	<p>2. Alternative Solutions: Instead of a no parking zone, could the council implement a permit parking system, create additional parking spaces elsewhere, or restrict parking only during specific hours?</p> <p>3. Safety Concerns: Removing parking spaces may cause safety issues. Residents may be forced to park further away, leading to longer walks, especially at night, which raises concerns about personal safety.</p> <p>4. Economic Impact: A no parking zone could negatively affect the local economy. Reduced parking availability could deter customers from visiting local businesses, impacting them financially.</p> <p>5. Community Cohesion: Convenient parking is essential for our community. A no parking zone could reduce community cohesion by making it harder for residents to host guests or attend local events.</p> <p>6. Accessibility Issues: Residents with disabilities or mobility issues will be disproportionately affected by the no parking zone. Limited parking close to their homes could significantly impact their quality of life.</p>
(21) Member of public, (Thame, Nelson road)	<p>Object – 1. loss of parking spaces with no alternative provision</p> <p>2. Will increase speed in an area commonly used by children going to/from school</p> <p>3. Very limited alternative parking in and around the area causing difficulties for the elderly and infirm</p>
(22) Member of public, (Thame, Nelson road)	<p>Object – As a resident of Nelson Street, Thame, I must say how puzzled and extremely concerned I am that you should be considering further restrictions on parking in Elms Road .</p> <p>You must surely be aware that parking spaces for local residents are already few and far between in this locality.</p> <p>There are not enough parking spaces on Nelson Street for residents and so the opportunity to park in Elms Road is absolutely critical. Parking currently occurs there, and has always occurred there, without any hindrance to through traffic.</p> <p>It is worrying that you should have to consider the wishes of 'Rectory Homes' (which would appear to be largely based on 'aesthetic' grounds) and which would result once again in overriding the needs of the vast majority of local people. Just where would we be expected to park if these spaces were withdrawn?</p> <p>I, as a local resident, would urge you to refuse the submission and put our needs first.</p>
(23) Member of public, (Charlbury, Park Street)	<p>Object – It's a section of parking that is well used and supports other areas with no parking such as Nelson Street. Parked cars still allow for two way traffic.</p>

	<p>Parked cars cause traffic to move cautiously and sedately. Slowed traffic is thus less of a danger to children walking to and from school.</p>
<p>(24) Email response, (unknown)</p>	<p>Object – I would like to raise concerns about the proposed parking restrictions on elms road on the following points:</p> <ol style="list-style-type: none"> 1. loss of parking spaces with no alternative provision 2. no precedent in the area (e.g. hampden ave onto Windmill Lane) 3. Will increase speed in an area commonly used by children going to/from school 4. no provision in the plan for pedestrians at the exit of the Crescent (Quoting Oxfords plans to prioritise pedestrians over traffic on Woodstock Road)
<p>(25) Email response, (unknown)</p>	<p>Object – Why do you find it necessary to put parking restrictions in this road when there are no residents. any vehicles egressing from the Rectory Development can do so if driven correctly. the ability to park in this road is greatly required.</p>
<p>(26) Local resident, (Thame, Broadwaters Avenue)</p>	<p>Partially support – The cars that park there currently will move into the residents car park at the top of broadwaters and outside the houses down broadwaters</p>
<p>(27) Local resident, (Thame, Windmill Road)</p>	<p>Partially support – I agree parking on the left side (side of the development entrance) of Elms Road will restrict the visibility coming out of the Elms. However, by stopping all parking on Elms Road will put pressure on other roads in the area, with particular emphasis on Windmill Road.</p> <p>Windmill Road already has seen an increase in cars parking (both sides) with cars parking half on half the pavement on the side where the retirement homes are, so much so I have emailed the Fire Station on more than one occasion with photos asking them to come and put signs up to say a fire engine would not be able to get through as they were parking both sides. With the additional houses being built at the bottom of windmill road and the emergency services frequently having to attend the retirement homes down windmill road I feel if you double yellow down Elms road you also need to go down the one side of Windmill road also. Also by forcing more people to park down windmill road it will make it dangerous for residents coming out of Windmill road driveways, which there are more cars coming and going than the new build. Surely those residents have been living there for many years, should have priority over a new build with fewer cars coming and going.</p>

(28) Local resident, (Thame, Windmill Road)	<p>Partially support – our main concern would be the knock-on impact of increased parking on Windmill Road.</p> <p>In terms of a constructive suggestion, if this proposal were to go ahead then we think there would also need to be double yellow lines on the one side of windmill road, to avoid cars parking on both sides. On the rare occasions this does happen at present it causes quite a few issues, so would be important to mitigate.</p>
(29) Local resident, (Thame, Broadwaters Avenue)	<p>Support – I think it's great I live in Broadwaters Ave and our drive is opposite the new development. Our access to our drive is hindered by the incredibly stupid parking along Elms Road.</p> <p>I will request that the yellow lines extend around the corner as people try to park there as well.</p> <p>It will help with emergency vehicle access which is currently dangerous.</p>
(30) Local resident, (Thame, Broadwaters Avenue)	<p>Support – today is a blessing with all the parking issues on Elms Road Thame. We live just around the corner and have been trying to get this done for years.</p> <p>My wife has to use an electric wheel chair and going up the high street is a major issue as cars are parked completely on the path most days on the opposite side to the new Rectory home site.</p> <p>Please get it done as soon as possible and also think about the problems in Broadwaters Avenue where we have the school run twice a day for John Hampden school and everyday vehicles coming down the one way the wrong way. The police don't won't to kwon as we need speed ramps to slow them all down. The worst offenders coming down the wrong way every day are Soha residents something needs to be done now before there is a very bad accident.</p> <p>What really makes me wonder why it has again involved Rectory homes to get action taken.</p>
(31) As part of a group/organisation, (Thame, High Street)	<p>Support – Subject to the proposed yellow lines excluding the straight section of Elms Road, the Town Council support the proposed parking restrictions on Elms Road.</p>

<p>(32) Email response, (unknown)</p>	<p>Support – I think this is a very good proposal, I think that you should consider yellow lines along Windmill Rd.</p> <p>The reason is that when cars are parked opposite our drives it makes it difficult to join the road, also it restricts the service vehicles such as refuse collections and the Fire Service. I expect the vehicles that park in Elms Rd will then find the nearest R with no restrictions.</p>
<p>(33) Local resident, (Thame, Broadwaters Avenue)</p>	<p>No objection – As a resident of the adjoining Broadwater’s Avenue we already struggle with cars being parked on the street when the town is busy. Broadwater’s Avenue is a narrow residential street and the residents at the Elms Road end struggle to access and park in our own driveways when cars are lined up along the street.</p> <p>The outcome of this is that we have cars parked on the pavement, or the road is very difficult to navigate. In my own property when cars are parked directly opposite I am unable to park in my own driveway with having to mount the pavements to make a realistic angle work.</p> <p>I have no issue with the parking restrictions in Elms Road and agree the safety issue is paramount, but I fear these parking restrictions will only push the risk and the issue into the neighbouring streets which are more densely populated and increases the risks to more residents whilst making access for residents, services – refuse collection, emergency services more challenging.</p> <p>Can you please advise what measures will be put in place to safeguard the Broadwater’s Avenue properties from this issue should the Elms Road restrictions be put in place.</p>