

Divisions affected: *University Parks*

**CABINET MEMBER FOR HIGHWAY MANAGEMENT –  
8 SEPTEMBER 2022**

**OXFORD: NORTH PARADE AVENUE – PROPOSED PERMANENT  
TRAFFIC MANAGEMENT MEASURES TO ENABLE USE OF ROAD  
BY HOSPITALITY BUSINESSES**

Report by Corporate Director, Environment and Place

**RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED:
  - a) to approve making permanent the provisions of the Experimental Traffic Regulation Order (ETRO) currently in place to allow the current measures to continue beyond the expiry of the ETRO on 11 October 2022.
  - b) to instruct officers to investigate amendments to the scheme to address some operational issues identified by respondents to the ETRO consultation and by monitoring by Oxford City Council officers, and to also explore funding options for its ongoing operation.
  - c) to instruct officers to report to a future meeting the outcome of the above work and any additional consultation carried out to then allow a decision to be taken on the longer-term future of the scheme.

**Executive summary**

2. This report presents responses received to a statutory consultation on an Experimental Traffic Regulation Order (ETRO), which created a gated safe area in North Parade Avenue for the community and for businesses to provide hospitality facilities to the public by prohibiting vehicles from part of the street during certain times, as shown in **Annex 1**. The scheme is supported by the North Parade Residents and Traders Association who have collaborated with the councils during the period of the order.
3. It should be noted that the provisions of the ETRO are separate to those made for the fortnightly Saturday street market, which were in place prior to the ETRO and which are planned to continue irrespective of the decision made on the latter.

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### **Financial Implications**

4. Funding for consultation on the proposal has been provided by Oxford City Council, who will also contribute around £10,000 from their remaining budget to final minor amendments, once agreed, to address concerns identified in the consultation. This budget needs to be spent by March 2023.
5. Funding for onward costs relating to the operation and maintenance of the scheme are not provided and funds need to be identified. Neither of the two councils have ongoing funds at this time for this. Officers recommend approving the permanent provisions with a stipulation that a solution for onward costs are identified and agreed by 31 March 2023, or as soon as practical after this, and that a report will be taken to a future meeting of the Cabinet Member for Highway Management (to include also the consultation in respect of the minor amendments as noted above).
6. Should work on the long term financial support for the scheme take longer than anticipated, an option will be to leave the provisions of the permanent order (if approved) unenforced / not activated; however if more than 18 months has elapsed from when the measures were last activated, it is recommended that a further consultation on the scheme is carried out ahead of it recommencing.

### **Equality and Inclusion Implications**

7. As noted below in further detail, one objection was received in respect of the accessibility of the street for wheelchair and mobility scooter users, and amendments to the scheme are proposed to take account of these concerns.

### **Sustainability Implications**

8. The proposals would help facilitate access to local amenities by pedestrians, improve air quality/reduce pollution, the effective and safe movement of traffic, and help ensure that danger to road users is minimised. A concern received over the impact of the scheme on pedal cyclists is discussed in further detail below.

### **Consultation**

9. Formal consultation was carried out between December 2020 and 15 October 2021 (noting that the original start date of the scheme in December 2020 was then shelved due to covid restrictions). A notice was initially published in the Oxford Times newspaper on the 16 December 2020, following a pause in the ETRO due to government restrictions in relation to the Covid pandemic a secondary notice was published on 1 April 2021, with the scheme coming into effect on 12 April 2021. An email coinciding with the publication of the proposals was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service,

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countywide transport, access & disabled peoples user groups, pedal-cycle groups, Oxford City Council, and the local County & City Councillors. Notices were also placed on site, and letters sent directly to approximately 80 properties in the immediate vicinity.

10. Following an amendment to the ETRO which changed the hours of operation (i.e., the Restricted Hours), an additional consultation was carried out between 01 January and 29 July 2022, which followed the steps of the previous consultation outlined above.
11. Twenty-five responses were received during the consultation, with a further thirty-eight received following the amendment being made; these are summarised in the table below:

<b>Proposal</b>	<b>Object</b>	<b>Concerns</b>	<b>Support</b>	<b>No opinion/ objection</b>	<b>Total</b>
Original	1	2	23	-	25
Amendment	3	6	29	-	38
<i>Total</i>	<i>4 (6%)</i>	<i>8 (13%)</i>	<i>52 (80%)</i>	-	<i>63</i>

12. The full responses are shown at **Annex 2**, and copies of the original responses are also available for inspection by County Councillors.

### **Officer response to objections/concerns**

13. An objection was received from Oxford Unlimited, an organisation representing people with mobility difficulties, with their concerns being focussed on the need for improved access for wheelchair and mobility scooter users. In response to these concerns, when putting out tables and chairs the businesses have been instructed to leave a minimum 1.5m gap adjacent to seating along the length of the carriageway providing a continuous route in addition to the footways. Additionally, to further improve footway accessibility, the removal of two pavement bollards identified during a mobility group site visit will be included within the proposed amendments.
14. A concern was received from a business within North Parade Avenue seeking confirmation that their access to a parking place would not be adversely affected, and it is understood that this is the case with no current issues for the specific respondent.
15. Cycling UK Oxfordshire while supporting the overall proposal, expressed a concern for cyclists who are not easily able to wheel their cycles, either because they use their cycles as mobility aids (essentially as wheelchairs) or for cargo bikes, and requested that such users are allowed cycling passage. In response to this concern, while officers agree with their comment that the number of people so affected will be small and unlikely to present a material risk to the safe operation of the scheme, there is no practical way to formally provide for this in the scheme, i.e. so as to legally limit cycle use to such users, though

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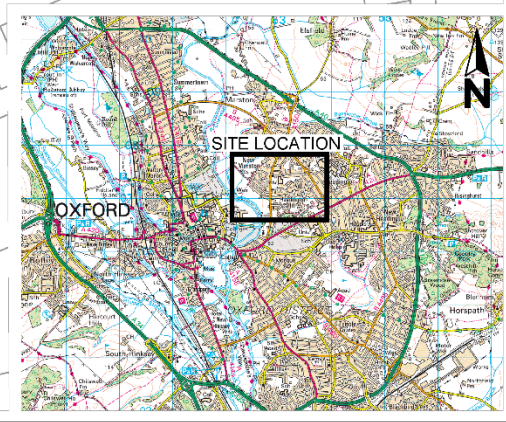
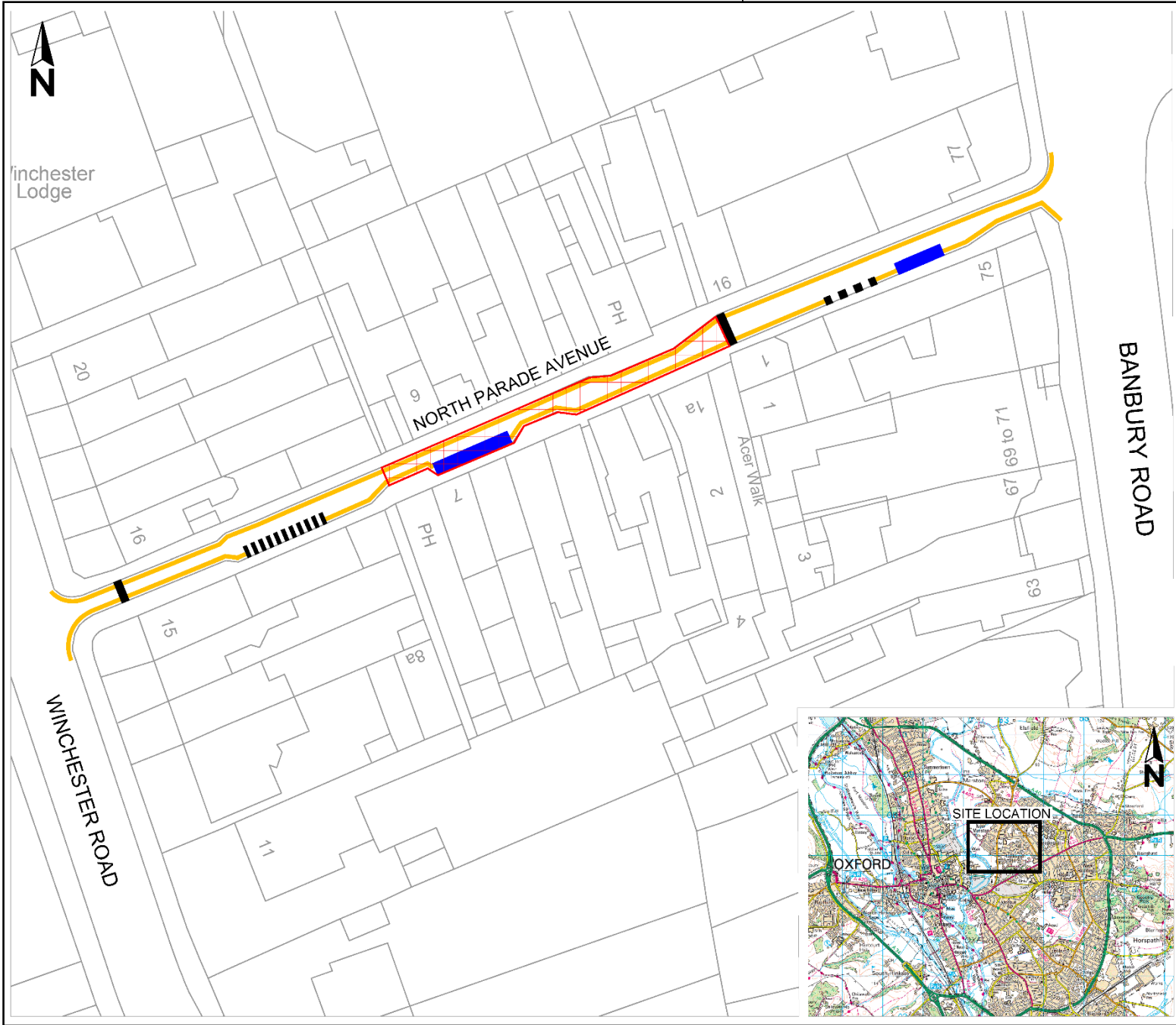
also noting that in practice informal use by such users will be very unlikely to be challenged.

16. The remaining three objections and six concerns were received from members of the public, the majority being local residents; the issues identified, and the officer response are as shown in the table below:

Issue of concern / objection	Officer Response
<b>Cycle rack obstruction to a shop unit</b>	Cycle racks were moved away from this shop unit prior to the closure going live.
<b>Access required for shop unit works</b>	Access for works vehicles is available prior to 10am every day and also by arrangement via Oxfordshire County Council Highways team at other times
<p><b>Delivery drivers blocking the ends of the road</b></p> <p><b>Delivery drivers entering the open eastern section from Banbury Road and then reversing out to exit</b></p>	<p>The amendment proposals will include:</p> <ul style="list-style-type: none"> <li>• Creation of dedicated loading bays on Winchester Road &amp; Banbury Rd adjacent to the junctions with North Parade Avenue</li> <li>• Loading ban along the length of the road during closure hours, with supporting signage and kerb markings</li> <li>• These measures can be enforced by Civil Enforcement Officers, instead of previous reliance on moving traffic offences enforced by Thames Valley Police.</li> <li>• Installation of cross hatching at the eastern gate to support access to property</li> </ul> <p>If further measures are considered necessary at the eastern entrance, consideration to be given for an additional barrier/deterrent that can also satisfy specific access requirements. The supply and installation cost would need to be within the money identified as available for the amendments</p>
<b>Pavement cycling close to a resident's front door</b>	<ul style="list-style-type: none"> <li>• A new dropped kerb installation nearby has encouraged cyclists away from this entrance</li> <li>• Options for demarcation measures adjacent to resident's front door to be considered further</li> </ul>
<b>Cyclists inconvenienced by dismounting</b>	<ul style="list-style-type: none"> <li>• There are two parallel alternative cycling options nearby which are two-way (North Parade Avenue is one-way), Canterbury Rd being the nearest.</li> <li>• The available carriageway is not wide enough for both a cycle lane and outdoor seating areas</li> </ul>



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Drawing No.		Revision 0			
<b>Key</b>					
Existing 30 minute parking place, No return within 1 hour - it is proposed to replace this with the existing cycle parking that is currently located within the proposed area for tables and chairs					
Existing 'No Waiting at Any Time'					
Existing cycle parking places - it is proposed to relocate the cycle parking that is within the proposed tables and chairs area southwards to replace the existing 30 minute parking place, No return within 1 hour.					
Existing No Waiting Between 8.00am and 6.30pm Monday to Saturday					
Proposed gate locations, with 'Road Closed' sign and 'Cyclists Dismount' sign attached. Gates to be closed: Sunday to Thursday 10am to 6.30pm Friday and Saturday 10am to 7.30pm					
Proposed area for tables and chairs					
<p>Please note: A prescribed direction of travel from east to west will apply in place of the existing one way street / no entry restrictions, but with permitted vehicles exempted at the times the closure is in place.</p> <p><small>Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright, and may lead to prosecution or civil proceedings. Oxfordshire County Council Licence No. LA076805</small></p>					
Rev.	Date	Purpose of revision	Drawn	Checked	Approved
<b>OXFORDSHIRE COUNTY COUNCIL</b> Jason Russell Interim Director for Community Operations Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577					
Project title					
NORTH PARADE AVENUE					
Drawing title					
EXPERIMENTAL TRAFFIC REGULATION ORDER					
Drawing Status					
Scale @ A3	Drawn by	Checked by	Approved by		
N.T.S.	JaC				
	Date drawn	Date checked	Date approved		
	11/20				
Oxfordshire Project No. & File Ref					
Drawing No.					Revision 0

RESPONDENT	COMMENTS
<p><i>[A. Original Proposal]</i></p>	
<p>(1) Local group/organisation, (Oxfordshire Unlimited)</p>	<p><b>Object</b> - Oxfordshire Unlimited is a user-led organisation committed to empowerment and inclusion for disabled people in Oxfordshire.</p> <p>In making the order, the county council has failed to take the needs of people with disabilities into account either adequately or at all. The Statement of Reasons says that the measures in the order ‘provide for the safe provision of (sic) amenities for customers of the businesses in the North Parade Avenue.’</p> <p>It is not clear if the word ‘safe’ here is intended to mean safe in relation to Covid or more widely.</p> <p>People with disabilities are customers too. For the reasons set out in this letter, we wish to object to the experimental order and to making this experimental order permanent. We would hope that there is a way of overcoming these objections and we would be happy to meet somebody on site to discuss how this could be done.</p> <p>North Parade Avenue is a lovely street and full of character. It was always a bit of a problem for wheelchair users. However, the effect of the experimental order is to make it a no go area. We want to be safe and to enjoy post lockdown freedoms like everybody else, but this is not possible if the needs of wheelchair users, the visually impaired and other people with disabilities have been overlooked.</p> <p>There is no safe or clear route along the narrow footways of North Parade Avenue. There are bollards in the way on the North side; on the South side the various businesses have placed items on the footway. I understand that the bollards were originally intended to prevent parking on the footway but now they are an obstruction for wheelchair users. If disabled access involves negotiating a very narrow footway with a risk of falling into the road or scraping the wheelchair against bollards, that is not proper disabled access</p>

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	<p>There is no clear, safe or obvious route along the carriageway because of the tables and chairs. I assume that these have been licensed by the City Council. Because they are obstructing wheelchair users, the licence holders are in breach of the standard conditions. If disabled access involves asking people to move tables and chairs out of the way, it is not proper disabled access.</p> <p>There is no clear or obvious route using both pavement and road for the reasons above and because there are not enough dropped kerbs and/or the dropped kerbs are in the wrong places. Moreover, many wheelchair users will not be able to get past the new barriers, which have a gap at each side for pedestrians.</p> <p>We do not want to get in the way of people enjoying themselves. We would hope that there are practical solutions to mitigate these problems.</p>
(2) As an individual, (Oxford, North Parade Avenue)	<p><b>Concerns</b> - We have already been hampered by the impaired access to my shop and cursed those stupid bike stands for being in the way when trying to load up the rubbish that has been taken away so far. As to timing that is very difficult to say as tradesmen are very busy. Covid has caused delays with some of their jobs which means that many tradesmen have backlogs.</p> <p>The extremely tight time slots you are quoting are going to mean that some of the services (rubbish clearance for example) will not be able to make it in time. The clearance company we used the last time are based in Kingston and are unlikely to be able to get here in time let alone get it loaded as well. With other tradesmen and services we are unable to guarantee exactly when they can come either, and some of the things they bring will be too bulky and heavy to carry a great distance. I do not know what the roofer will require when he comes to fix the roof.</p> <p>This means that to get this job done we need some accommodation from you. We are trying to get the shop/flat up and running as soon as possible but, at present, I can see that there could be problems with tradesmen walking away from the job because of the difficulties your scheme will impose. I will also stress that I am a pensioner and not a multi-millionaire and do not have a bottomless pocket of money.</p>
(3) Oxford City Cllr, (North Ward)	<p><b>Support</b> - I am delighted that this is being trialled on North Parade.</p>



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<p>(4) Local County Cllr - not currently elected (University Parks division)</p>	<p><b>Support</b> - Fantastic news!</p>
<p>(5) Local group/organisation, (Cycling UK Oxfordshire)</p>	<p><b>Concern</b> - We support the proposal because it will reduce through traffic in this street in which none is necessary, creating a better environment for people.</p> <p>We have one concern, which is for cyclists who are not easily able to wheel their cycles, either because they use their cycles as mobility aids (essentially as wheelchairs) or for cargo bikes. We believe they should be allowed cycling passage, just as someone with a mobility scooter would be. We expect this will be a small number of responsible people.</p>
<p>(6) Local group/organisation, (COLTA, Oxford)</p>	<p><b>Support</b> - The proposed closure of this road does not impact our trade. There are other access routes we could use (during times of closure of N. Parade) off the Banbury Road to get to Winchester Road where we have regular passengers living.</p>
<p>(7) As an individual, (Oxford)</p>	<p><b>Support</b> - Fully support pedestrianisation of streets like North Parade: better for the residents, shoppers, restaurant patrons etc.. Should be similar pedestrianisation of South Parade, Oakthorpe Road and others.</p>
<p>(8) As an individual, (Kidlington)</p>	<p><b>Support</b> - Makes it a better and safer environment for everyone.</p>
<p>(9) As an individual, (Oxford)</p>	<p><b>Support</b> – No comments.</p>
<p>(10) As an individual, (Oxford)</p>	<p><b>Support</b> - Great to allow businesses to provide additional seating and operate outside with a continental feel and has no impact on traffic so it should continue to operate.</p>
<p>(11) As an individual, (Oxford)</p>	<p><b>Support</b> - I have used this street and shops/restaurants many times and have always wondered why it was not pedestrianised. The street is too narrow for modern vehicles to traverse with pedestrian or cycle traffic</p>

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(12) As an individual, (Harwell)	<b>Support</b> - pedestrian zones are generally a good thing!
(13) As an individual, (Oxford)	<b>Support</b> - I frequent a shop in North Parade, the passing traffic makes it dangerous to walk on the street as the pavements are very narrow. The scheme would also protect food items from pollution (many shops sell food). The street would be more pleasant if there were no cars.
(14) As an individual, (Oxford)	<b>Support</b> - Local Resident
(15) As an individual, (Oxford)	<b>Support</b> - More space for people, a more pleasant road, outdoor dining as a response to Covid-19... all of these are good!
(16) As an individual, (Oxford)	<b>Support</b> - I live very near to North Parade. Pedestrianisation makes a safe and pleasant environment to shop and stay to eat and drink, without the encroachment of cars.
(17) As an individual, (oxford)	<b>Support</b> - Supports businesses. Supports social distancing during pandemic better for pedestrians and cyclists makes oxford a more convivial and enjoyable city
(18) As an individual, (Oxford)	<b>Support</b> - I think it encourages more walking and cycling which is good for the environment. It also makes the city centre and cleaner and nicer place to be helping shops to attract more people and also restaurants to serve more people which is good for local business as a whole.
(19) As an individual, (Oxford)	<b>Support</b> - It works great
(20) As an individual, (Oxford)	<b>Support</b> - There is hardly enough room for vehicles anyway. By eliminating them we give small businesses like our pubs and cafes on the road the opportunity to expand their seating opportunities in the summer, a potential lifeline if Covid restrictions remain.

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(21) As an individual, (Wolvercote)	<b>Support</b> - I like it
(22) As an individual, (Oxford)	<b>Support</b> - Less cars makes a safer environment for cyclist and pedestrians. Also it is nice to seat outside the pub.
(23) As an individual, (Oxford)	<b>Support</b> - Increased liveability - this should be happening all over Oxford to prioritize street use for people, not cars.
(24) As a business, (Oxford)	<b>Support</b> - Is to narrow for vehicles.
(25) As an individual, (Oxford)	<b>Support</b> - North Parade is a very narrow street with lots of shops and restaurants and should clearly be pedestrian. It's lovely and characterful. Please do the same with Little Clarendon street, Broad street (why on earth is there a parking there?), and more of the city centre!
<i>[B. Amended Proposal]</i>	
(26) As an individual, (Oxford, Winchester Rd)	<p><b>Object</b> - Despite considerable efforts by local community leaders and council officers the pedestrianisation plan has been a pain in the backside for me as a resident on North Parade.</p> <p>Problems with delivery drivers blocking the road ends persist and problems with idiot cyclists avoiding the barriers and cycling at speed along pavements past entrance doors have not been effectively tackled. In addition, some businesses along North Parade have failed to appreciate the inconvenience the pedestrianisation plan causes to residents of North Parade and behave lamentably when pressed to adhere to the plan's rules and limitations.</p>
(27) As an individual, (Oxford, Winchester Road)	<b>Object</b> - It is a massive inconvenience to me as a resident with access points on North Parade. There often seems to be little clear benefit to anyone else. This is especially true in the winter / shoulder spring and autumn or when it rains

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	<p>- no tables are out in the street and also now that we are post covid and need for spacing between people / use of outside space has changed</p> <p>Furthermore, it has It has created new problems:</p> <ol style="list-style-type: none"> <li>1. Delivery drivers / workers continue to block the ends of the street requiring ongoing intervention from the North Parade Association and Mim at the council (who has been brilliant). There are no guarantees that this support will / can continue indefinitely (what provision would be made - is this perceived as a priority?). Any interaction with delivery drivers over this can lead to (and has sometimes led to) confrontational discussions. Drivers also back out into Banbury Road after driving into the east end of North parade. This has potential to be a safety risk.</li> <li>2. Moped riders drive into the pedestrianised street to pick up deliveries.</li> <li>3. Cyclists go on the pavement and cycle at speed through the pedestrianised zone all the time. My front door opens directly onto north parade (despite the Winchester road address) and it is only by luck that there hasn't been an incident.</li> <li>4. Some traders don't seem to agree / understand the conditions in place which aim to maintain access for residents, this has led to confrontation. This has required intervention again from Mim (ultimately); again, how is this to be maintained in the (very) long term.</li> </ol> <p>This was partially a response to Covid ... how are the requirements being reviewed post covid?</p>
(28) As an individual, (Essex)	<p><b>Object</b> - Roads are for travelling on by modes of transport, not tables and chairs! I object to any measures which have a detrimental effect on driving in Oxford or any other area. The ZEZ is an abomination and should be abolished immediately. Its a money raising SCAM.</p>
(29) As an individual, (Oxford, Hernes Road)	<p><b>Concerns</b> - While this is not a significant road for through traffic, I do not feel roads should be taken out of general use and, while the restriction no doubt is of benefit to premises putting out the tables, it must inconvenience other premises for deliveries and could result in the area becoming catering only.</p>
(30) As an individual, (Oxford, Plantation Road)	<p><b>Concerns</b> - I am concerned that the proposals for North Parade road closures for the said times will inconvenience cyclists. This road is a safe, much preferred access for cyclists wanting to cross from Leckford Road side, Woodstock Road through to Banbury Road. This is of particular issue for school children who frequently use this road to cycle to and from school. Canterbury Road is no longer safe for cyclists.</p>

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	<p>I propose that you consider (a) either allowing officially, between 8-9:30 am and 2:30 - 4:30 pm, access of that road for cyclists on all days; or (b) using one side of the road for businesses to keep outdoor seating, and keep a safe corridor on the other side for cyclists.</p> <p>Either of these would be of immense benefit to cyclists, especially children, who are now hazardously trying to get across Banbury Road, through to Norham Road.</p>
<p>(31) As an individual, (Oxford, Kingston Road)</p>	<p><b>Concerns</b> - The closure is great for businesses however I believe there still should be cycle access and wheelchairs and mobility scooters should be able to easily pass through. There needs to still be a through route down north parade - tables cannot block the whole street so transit is impeded.</p>
<p>(32) As a business, (Oxford, North Parade Avenue)</p>	<p><b>Concerns</b> - As long as I have an access to my parking space, therefore if it stays the way it is, now I have no objection.</p>
<p>(33) As an individual, (Oxford, North Parade)</p>	<p><b>Concerns</b> - I live on North Parade and I support pedestrianisation. It has created a charming community space which has enlivened the North Parade area, which is very positive.</p> <p>However, the “Road Closed” signage is in urgent need of being improved. Under the North Parade Experimental Traffic Management Order 2021, the 50 metres from Banbury Road to the pedestrianisation gate at the east end of North Parade is restricted to emergency vehicles and vehicles requiring access to 75b, 75c and 77 Banbury Road, during the road closed hours. I live in 77 Banbury Road which has a frontage and parking on North Parade to the east of the Banbury Road end pedestrianisation gate.</p> <p>My one major issue with the temporary arrangements for pedestrianisation in North Parade is unauthorised vehicles ignoring the “Road Closed” sign and obstructing the parking allowed for vehicles connected with 75b, 75c and 77 Banbury Road. The existing, temporary, arrangement of erecting a portable “Road Closed” sign at the mouth of Banbury Road and North Parade during the hours of pedestrianisation is a sub-optimal solution. It only takes so much as a zephyr of wind for the sign to blow over and for the signage to pop out of its frame. Furthermore, a number of vehicles have driven over the sign once it has blown over, ensuring the frame of the “Road Closed” is buckled beyond repair. Also, during the experimental order some of the temporary “Road Closed” signs have gone missing. Finally, a hard core of unauthorised vehicles simply ignore the sign. The most anti-social of these are those that park in the middle of the carriageway in North Parade, at its mouth with Banbury Road, in front of the Road Closed sign.</p>

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	<p>One of the consequences of unauthorised vehicles driving into North Parade and blocking the parking places, is that when authorised vehicles drive into North Parade to access their properties, they have nowhere to turn around to exit the street, thereby forcing them to reverse onto the Banbury Road. Rule 201 of The Highway Code states “Do not reverse from a side road into a main road”.</p> <p>I appreciate that stopping every vehicle that is determined to ignore the Road Closed signs is impossible. However, I believe that further deterrence is very easily achieved with improved road signage. I have spoken to the City Council about this and she has come up with an excellent idea (in her email for 29 March 2022). I would be most grateful if it could be implemented.</p> <p>The City Council proposed a permanent “Road Closed” sign attached to the bollard nearest to Banbury Road, on the north side of North Parade. This would take the form of a gate which could be swung open and shut in line with the opening and closing of the two main pedestrianisation gates on the street. The gate would only cover half the road in order that permitted vehicles accessing 75b, 75c and 77 Banbury Road could still drive past the gate when it is closed. The sign on the gate would read “ROAD CLOSED” and then in a smaller font underneath “Authorised vehicles only”. Such a sign would make it near impossible for an unauthorised vehicle to park in the mouth of North Parade. It would also provide further deterrence for unauthorised vehicles to enter North Parade at all. Essentially, it makes permanent the current temporary arrangement, but with less opportunity for people to ignore it.</p> <p>My second request is that cross hatching be painted on the road in exactly the same way that it has been painted on the road at the west end of North Parade. The cross hatching would be applied in front of the parking area and garage at 75c and 77 Banbury Road. Cross hatching has been very successful in deterring people from parking illegally in front of the pedestrian gates at the west end of North Parade and I am hopeful it would have the same success at the east end of North Parade.</p>
(34) As an individual, (Oxford, North Parade)	<p><b>Concerns</b> - Whilst I do not object, in principle, to the pedestrianisation of North Parade - indeed there is much to commend it - it should not be regarded as synonymous with the use of the pedestrianised zone by the hospitality businesses for external tables. It seems to me that there is an assumption that the two go 'hand in hand'.</p> <p>I do object to the 'creeping extension' of the hours - from 6.30pm (Sun to Thurs)/7.30pm (Fri and Sat), now to a daily 9pm. Inevitably, there has been an increase in the level of noise - whether it emanates from those eating and drinking outside, or from the disputes between the drivers of the unauthorised vehicles who insist on collecting from and delivering to a number of the traders. On the days when the weather is clement and the volume of visitors higher, it is</p>

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	<p>even more intrusive. The duration of that intrusion is now increased.</p> <p>Whether one regards this increase as an acceptable interference with a resident's right to the quiet enjoyment of his/her home and garden will depend on the proximity of that noise to the place where one lives, sleeps and works. I speak as an 'actual', rather than a 'virtual' resident of North Parade - I live on it, not near it. The impact of noise pollution should not be under-estimated. It is clear from some of the initial response to the proposed university development nearby, that nuisance from noise to those living close to it is of very real concern.</p> <p>I would submit that the hours of pedestrianisation (and the external table hours, if the two are to be regarded as concomitant) should return to those which were part of the original scheme, or it should be recognised that the two concepts are separate issues, where different considerations apply.</p>
(35) Local group/organisation, (North Parade Residents & Traders Association)	<p><b>Support</b> - The pedestrianisation has been an enormous success, bringing a 'cafe culture' to the parade, increased footfall for traders and an enhanced sense of community</p>
(36) As an individual, (Oxford, Mary Price Close)	<p><b>Support</b> - Great idea. Tight road, with few shops / cafes, and limited value in offering vehicle entry given other vehicle routes exist. Pedestrianisation greatly enhances the road ambiance.</p>
(37) As an individual, (Oxford, Cowley Road)	<p><b>Support</b> - I strongly support the 24 hour closure to through traffic on this street. A part closure seems a wasted opportunity. The barriers should enable chair and pram users easy access. No cycling through is fine.</p>
(38) As an individual, (Oxford, Alice Smith Square)	<p><b>Support</b> - the best place to come after work to have a pint and sit outside</p>
(39) As an individual, (Oxford, Norham Rd)	<p><b>Support</b> - I think the pedestrianisation has been a huge success that we should look to extend to improve the social and environment.</p>
(40) As an individual, (Oxford, Marston Ferry Road)	<p><b>Support</b> - So much more pleasant. Outdoor space is even more important since the pandemic and it makes it much more likely that I will frequent North Parade businesses.</p>

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(41) As an individual, (Cutteslowe, Lovelace Road)	<b>Support</b> - My family has enjoyed using the outside space to support our local independent retailers.
(42) As an individual, (Oxford, Divinity road)	<b>Support</b> - Bringing the city back to the people and making cars a second thought.
(43) As an individual, (Oxford, Southmoor Road)	<b>Support</b> - The atmosphere of north parade could be massively improved (it has so much potential), and pedestrianisation has already helped a lot
(44) As an individual, (Oxford, Southmoor Road)	<b>Support</b> - Aids the environment, the community and commerce
(45) As an individual, (Oxford, Farndon Road)	<b>Support</b> - It's been brilliant. Since covid N Parade has been my main source of fresh food, outdoor refreshment, and safe community contact and life. The development of the Saturday open market was a stroke of genius, now the other times and days of the week have much of the same attractiveness. I'm wholly in favour of the restrictions
(46) As an individual, (Oxford, St. Bernard's Road)	<b>Support</b> - Balances the accessibility needs of businesses with a more social, community feel. One of the good things to have come out of the pandemic.
(474) As an individual, (Oxford, Church Walk)	<b>Support</b> - It makes the street and thus the area more lively + not only more space for the cafés but also a nicer experience eating there + there is no reason why one would need to drive this road
(48) As an individual, (Oxford, Lonsdale Road)	<b>Support</b> - Priority for bikes and walkers is important and outdoor dining and drinking is to be encouraged as a great community enhancement with obvious wins for local business too
(49) As an individual, (Oxford, Old road)	<b>Support</b> - Pleasant place to sit and eat/drink, supports local cafes and market on this road.



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<p>(50) As an individual, (Oxford, Rymers Lane)</p>	<p><b>Support</b> - Will provide a more pleasant experience with little affect on main road users due to the short length of this road.</p>
<p>(51) As an individual, (Oxford, Linton Road)</p>	<p><b>Support</b> - I think there should be as many closed side streets as possible within the City to enable outdoor dining, safe walking, and traffic free areas to promote conviviality with local communities</p>
<p>(52) As an individual, (Oxford, Beechcroft)</p>	<p><b>Support</b> - North Parade is very pleasant without traffic coming down it and enabling the businesses to have seating on the street is great. I make special trips to North Parade in order to sit outside on the street. In addition, there is no need for cars or vans to use the road.</p>
<p>(53) As an individual, (Oxford, Saunders)</p>	<p><b>Support</b> - I approve. Pedestrian only zones are great for business and customers.</p>
<p>(54) As an individual, (Oxford, Plater Drive)</p>	<p><b>Support</b> - It creates valuable outdoor space for the wider community through restaurant/cafe outdoor seating areas .</p>
<p>(55) As an individual, (Oxford, Plater Drive)</p>	<p><b>Support</b> - North Parade is not an important traffic route and the area serves the community and businesses better as a pedestrian street.</p>
<p>(56) As an individual, (Oxford, Winchester Road)</p>	<p><b>Support</b> - Pedestrianisation has been fantastic for North Parade and its surrounding community. My address is on Winchester Road, but my garden ends at an alley that leads to North Parade. Because of pedestrianisation, my children can safely go out into the street to play on their scooters, draw with chalk, and seek out other neighbourhood children. They can go buy a pizza, or pick up a treat at the nine2nine grocery. This makes them feel happy. They are safe because every trader on the street, and every long-term resident knows them. And I know all of them. In the short time since pedestrianisation, people around North Parade have come together as a community. This is in fact a consequence of pedestrianisation: we have had to solve problems together to make it work, and we've been able to meet in the tranquil street to say hello and chat. Traders have seen an uptick in footfall and sales, and the street has become a destination -- especially on a sunny weekend afternoon. As a consequence this success, the recent Jubilee party on North Parade drew in excess of 1000 people. They danced in the street to three bands, and kept the traders very busy all afternoon. The next day, the road was spotlessly clean. The noise at nighttime is no worse than it was</p>

## CMDHM5

	before the pandemic (and long before pedestrianisation). There are a couple minor issues (a bit too much litter, the occasional inconsiderate cyclist), but these are coming under control and anyway not very important. The shopfronts are now almost uniformly occupied with interesting and successful traders (the two that aren't have special circumstances). North Parade is on an upward trajectory thanks to pedestrianisation!
(57) As an individual, (Oxford, Winchester Road)	<b>Support</b> - Enhances amenities
(58) As a business, (North Parade Avenue)	<b>Support</b> - No need for traffic to drive down North Parade. Pedestrianisation is helping businesses recover/flourish post-Covid due to increased space & footfall.
(59) As an individual, (Oxford, Winchester Road)	<b>Support</b> - Better for the businesses
(60) As an individual, (Oxford, Canterbury Road)	<b>Support</b> - I live close by and use the street regularly and consider the current temporary closure to have much improved my experience of using the facilities there.
(61) As an individual, (Oxford, Winchester Road)	<b>Support</b> - The pedestrianisation is absolutely lovely - it has brought the street to life, helped local businesses and made the area an even better place to live. There have been no problems and some later evenings will be welcomed.
(62) As a business, (Oxford, North Parade Avenue)	<b>Support</b> - The schemes has brought many people to the street, which is beneficial to the business long term sustainability.
(63) As an individual, (Oxford , Acer Walk)	<b>Support</b> - Pedestrianisation has had a very positively effect on our community and our environment