

Divisions affected: *University Parks*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 8 DECEMBER 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 to approve as advertised:
 - a) the 'safe zone' in North Parade Avenue (the Restricted Road) between Banbury Road & Winchester Road, from November to March between 10am & 6.30pm, and from April to October between 10am & 9pm,
 - b) the 'Restricted Road' which will be signed as Prohibition of Vehicles (cycles/scooters must be pushed through the closed/gated area),
 - c) the removal of the One-Way traffic restriction,
 - d) the prohibition of loading & unloading restriction during the closure hours,
 - e) the two Loading bays on; i) Winchester Road, west side (in place of a previously removed Disabled Persons Parking place) and on ii) Banbury Road within the Bus Lane,
 - f) the disabled Persons Parking Place (DPPP) on Winchester Road, on the east side in place of a Residents Parking place.

Executive summary

2. This report presents responses received to a statutory consultation on the proposal - as shown in **Annex 1** - to make additional amendments to the existing part-pedestrianisation scheme, which will help further provide a safe pedestrian area, and to help improve the environment for residents & visitors to the local retail premises.
3. The scheme is supported by the North Parade Residents and Traders Association who have collaborated with the councils during the period of the order.

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.

Equality and Inclusion Implications

- 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

- 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.

Consultation

- Formal consultation was carried out between 20 October and 11 November 2022. A notice was published in the Oxford Times newspaper, and an email 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, local business groups, Oxford City Council, the local City Cllrs, and the local County Councillors representing the St Margaret's, and University Parks divisions. Letters were also sent directly to approx. 115 adjacent properties, and street notices placed on site in the immediate vicinity.
- Four responses were received via the online survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
Extension of 'No Vehicle prohibition' North Parade	1	-	3	-	4
Disabled Persons Parking Place Winchester Road	1	-	2	1	4
Loading-bay Banbury Road	-	-	4	-	4
Loading-bay Winchester Road	-	-	4	-	4

- Additionally, four emails were received, comprising of a non-objection from Thames Valley Police, two raising queries, and one objecting to the removal of the One-Way traffic restriction.

10. 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

11. The objection and queries over the proposed removal of the one-way restriction are noted; however this proposal is required to correct an anomaly in the current order (and previous experimental order) as national regulations do not permit exemptions to be made for one-way restrictions. This change is therefore required to lawfully continue the current arrangements for vehicles requiring access to premises to the west of the gated length to do so from Winchester Road when the gates are closed, (and similarly at the eastern end for permitted vehicles requiring access to the Banbury Road from east of the gated section) . The no-entry signs at the Winchester Road junction will be replaced by prohibition of vehicles signs and while accepting that the latter may not be regarded as having the same weight as no-entry signs they do permit us to have the necessary exemptions for access and it is considered very unlikely that this will be subject to abuse mindful that Winchester Road is a quiet residential road and that there would be very little if any benefit to vehicles to use it to gain access to Banbury Road. Additionally, the permitted users will be very aware of character of the road and the inadvisability of turning from the relevant premises to travel east at the times the road is open to through traffic. It should also be noted that such provision is made in other roads in the city and has been found to operate acceptably.
12. The proposed DPPP is to ensure there is a space kept available should it be required. Consideration could be given to placing the bay within the public parking bays opposite instead on within the parking permit bays, but it is recommended that the current proposal is retained, noting also that there are no dropped kerbs in the vicinity of the suggested alternative site, and that the DPPP is intended primarily for visitors to North Parade.
13. Concerns regarding the enforcement plan for the restriction are noted, but some of these might arise due to the mistaken belief that the current controls apply to the entire road rather than just the gated area. Consequently, with the no vehicle prohibition extension as proposed, any confusion would be resolved and would enable more effective enforcement, as it provides additional powers to the Civil Parking Enforcement team to ticket vehicles that are waiting within North Parade. Officers suggest close liaison is maintained between the City Council & the County Council parking team when the changes are made and some routine attention thereafter.
14. Officers agree that issues such as moving house cannot be restricted to the evening or off-peak times, however it should be noted that the road is open until 10am every day, and if necessary, arrangements can also be made via the County Councils Highway team to allow access during closure times if additional time is required if the new loading bays prove to be too far away. The proposed loading bays should provide adequate provision for day to day loading requirements.

15. In respect of the concern over access for permitted vehicles in the street, it is confirmed that drivers will not be committing any offence as their vehicle waits in the road while the gates etc. to their premises are being opened or closed.
16. The query regarding whether cycling should be permitted is noted, but there are two parallel alternative cycling options nearby which are two-way (North Parade Avenue is one-way), with Canterbury Road being the nearest. Officers consider that the available carriageway is currently not wide enough to allow sufficient space for both a cycle lane and the outdoor seating areas.
17. With regards to tables not being in clearly allocated spaces, adjacent hospitality businesses have a plan of their seating area agreed via Oxford City Council Licensing team and are instructed to leave a minimum 1.5 metre gap adjacent to seating along the length of the carriageway. Checks to date indicate they are adhering to this agreement. Any issues in this regard can be reported directly to the Licensing team.
18. In terms of the concern that the Banbury Road loading bay should be closer to the junction – the greater distance needed between North Parade and the loading bay in Banbury Road, when compared to that in Winchester Road, is required to meet the minimum visibility requirements for the higher vehicle speeds associated with Banbury Road.

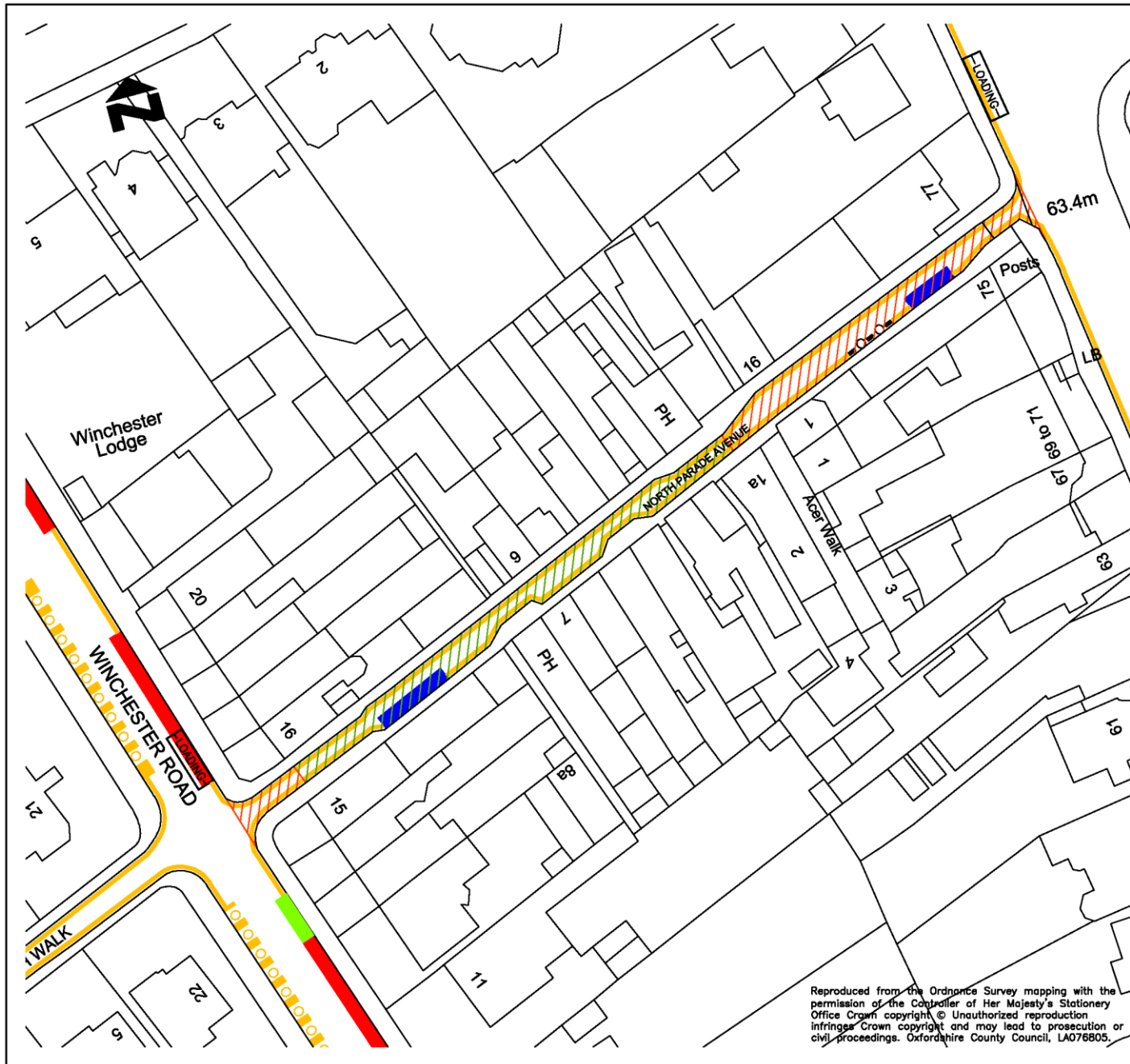
Bill Cotton
Corporate Director, Environment and Place

Annexes
Annexe 1: Consultation Plan
Annexe 2: Consultation responses

Contact Officer: Anthony Kirkwood 07392 318871

December 2022

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- Notes**
- Existing No Waiting at any time.
 - Existing 2 hor Parking Place
 - 8am-6.30pm Mon-Sat no return within 2 hours to remain.
 - Existing Permit Holders' Only Parking Place.
 - Existing Cycle Parking to remain.
 - Existing No vehicle prohibition November-March 10am-6.30pm & April-October 10am -9pm to remain.
 - Existing No Waiting hours to change from 8am-6.30pm Mon-Sat to November-March 10am-6.30pm & April-October 10am -9pm.
 - Proposed No loading November-March 10am-6.30pm & April-October 10am -9pm.
 - Proposed 30 minute loading bay.
 - Proposed Disabled Persons' Parking Place to replace Permit Holders' only.
 - Proposed extension of the existing No Vehicle prohibition November-March 10am-6.30pm & April-October 10am -9pm.

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A Amendments to key		SMAD3.10.22		
Rev	Description	By	Date	Chk'd Auth

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Client

Project

**North Parade
Prohibition of Motor Vehicles**

Title

**Layout of
Traffic Controls**

Scale	1:500	Drawn By	SMA	Checked By		Approved By		
		Date	18.09.22	Date		Date		
Drawing Number	320-A3-00001						Rev	A

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) North Parade Residents and Traders Association	<p>Queries</p> <p>What is the rationale for opening North Parade to two-way traffic during non-pedestrianised periods? Can you provide a list of the benefits and costs of such a change? Would keeping the road one-way only but reversing the direction of traffic flow be a potential alternative?</p> <p>Why is the loading zone on Banbury road so far north of North Parade? If it were closer to North Parade, wouldn't this promote compliance with traffic rules?</p>
(3) Member of public, (Oxford, North Parade Avenue)	<p>Query – To access my garage when the North Parade gates are closed, I have to drive against the current one-way restrictions by entering North Parade from Winchester Road. As a resident with an exemption in the traffic order I was told that this was fine. Richard's email below suggests it is not. Could you confirm that I can legally get to my garage during the hours the gates are closed, please?</p>
(4) Member of public, (Oxford, North Parade Avenue)	<p>Having the restrictions in place does increase the noise during the day and evening due to people sitting at tables directly outside our apartment. The noise level is just about acceptable and I do appreciate it is beneficial to the cafes/traders in the street.</p> <p>Regarding the new proposals. The change in time limits probably makes sense although I do not have a strong view on them. Blocking off the road at the top (Banbury end) makes sense as it will stop cars turning down NP and subsequently having to reverse back out.</p>

	<p>It does say that exemptions will be in place for residents access. How does this work? If I want to bring my car down to load something how do I unlock the gates?</p> <p>I would be very much against the One-Way traffic restriction being removed. It needs to stay one way. I can see all sorts of blockages happening if it is made 2 way.</p> <p>Regarding loading bays. Wherever you put them vans/lorries will just park at the bottom on the hatched lines (on Winchester) and walk up. I don't see this as a problem. We have a lot pf parcels delivered and the van drivers need to be in and out as quick as possible and don't have time to start looking for other loading areas if one is full. The person living in the house at the end of NP may disagree with this!!</p>
<p>(5) Member of public, (Oxford, Kingston Road)</p>	<p>Extension of 'No Vehicle prohibition' North Parade – Object Residents should have access with permission as and when required - for example they cannot move house in the middle of the evening. Cyclists should be permitted to cycle through on one side of the street - when the street is closed at present and the tables are dispersed it is not even possible to walk through at any speed - tables are not in clearly allocated spaces simply taking up the whole street - which means we only go along the street to eat and no longer to buy from the shops - hence I guess the reason the retail outlets are struggling?</p> <p>Disabled Persons Parking Place Winchester Road – No opinion Resident who used to wander along the street previously or cycle through - now only go occasionally to specific event there.</p> <p>Loading-bay Banbury Road – Support Loading-bay Winchester Road – Support Logical</p>
<p>(6) Member of public, (Oxford, Winchester Road)</p>	<p>Extension of 'No Vehicle prohibition' North Parade – Support I support the proposal, however, without an adequate plan for effective enforcement of the restrictions, it will be a pointless waste of money. Is there a plan for effective enforcement?</p> <p>Disabled Persons Parking Place Winchester Road – Object There are limited WM residents zone parking places and the existing ones are already abused by non-resident parkers. There is no effective enforcement. Please place the disabled zone in one of the public parking zones.</p>

	<p>Loading-bay Banbury Road – Support Loading-bay Winchester Road – Support I support the proposal, however, without an adequate plan for effective enforcement of the restrictions, it will be a pointless waste of money. Is there a plan for effective enforcement?</p>
<p>(7) Member of public, (Oxford, Richards Lane)</p>	<p>Extension of 'No Vehicle prohibition' North Parade – Support I support making Oxford a car free and walking and biking friendly city; to improve the quality of life in the city.</p> <p>Disabled Persons Parking Place Winchester Road – Support I like the idea</p> <p>Loading-bay Banbury Road – Support Loading-bay Winchester Road – Support Manage the loading in the city</p>
<p>(8) Member of public, (Oxford, Winchester Road)</p>	<p>Extension of 'No Vehicle prohibition' North Parade – Support I believe the proposed changes will help to make traffic regulations on North Parade clearer, more easily enforceable, and better adapted to the circumstances of the road.</p> <p>Disabled Persons Parking Place Winchester Road – Support However, I have noticed that people with a disabled badge park anywhere they like for as long as they like without issue -- so I wonder whether a dedicated bay is needed.</p> <p>Loading-bay Banbury Road – Support Loading-bay Winchester Road – Support Hopefully these will reduce the delivery vehicles that drive into the ends of North Parade to make deliveries when the gates are closed. However, the Banbury Road bay should be closer to the intersection with North Parade. If it isn't, delivery vehicles will stop there anyway!</p>