

Division(s) affected: *Jericho & Osney*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

04 SEPTEMBER 2025

OXFORD: MARKET STREET – PROPOSED PERMANENT PEDESTRIAN & PEDAL CYCLE ZONE

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) Approve the making permanent of the removal/relocation of the existing restrictions as part of the Experimental Traffic Regulation Order (ETRO), as advertised:
 - i. 24hr loading bays outside the entrances to the covered market – split into 3 sections on the south side of the road, realigned for parking parallel to the kerb, and
 - ii. change the existing ‘No loading from 10am to 6pm’ restriction within the pedestrian zone to prohibit loading outside of marked bays provided ‘At all times’.
- b) Approve the making permanent of the new restrictions/relocations as part of the ETRO, as advertised:
 - i. Prohibition of Motor Vehicles (i.e. the ‘Pedestrian and Cycle Zone’) for Market Street, to be in operation at all times,
 - ii. exemptions for Taxis, Private Hire Vehicles, Blue Badge Holders requiring to drop-off/collection only, street legal E-scooters, vehicles for loading in marked bays, and where access is required to off-street premises, and
 - iii. relocate the entry point from Market Street into the existing pedestrian zone on Cornmarket 23 metres east, to align with the end of the new zone.
- c) Approve the making permanent of the modifications made to the ETRO in January 2025, as advertised:
 - i. an exemption for Drivers of patients visiting the ‘Northgate Health Centre’ so they can be dropped off and picked up, and
 - ii. changing the loading bay outside ‘Wagamamas restaurant’ to allow Blue Badge holders to park from 12pm until 12am (loading at all other times).

Executive Summary

1. This report presents responses received to a statutory consultation on an Experimental Traffic Regulation Order (ETRO) that introduced new access restrictions & amended parking restrictions to help create a 'pedestrian and cycle zone' on Market Street in Oxford, in order to improve the street for pedestrians and cyclists as well as to make a more welcoming entrance to the Covered Market - as shown in **Annex 1**.
2. Experimental Traffic Regulation Orders (ETRO) are used when it is difficult to assess the impacts of a scheme beforehand. In an ETRO, the council introduces the scheme first and there is then a six-month statutory consultation period after the scheme is introduced when the public can see for themselves the impact and make comment accordingly. The council can monitor the impacts of the scheme and make amendments, which triggers a further six-month consultation period. At the end of the six-month consultation period, the council assesses the impacts and can decide whether to confirm, cancel or continue the ETRO for up to 18 months in total to allow further monitoring before a final decision is made as to whether to make the ETRO permanent.
3. The ETRO was introduced on 29th April 2024 following a local engagement exercise which was carried out in January/February 2024 – after which the Cabinet Member for Transport Management approved the officer recommendations to proceed with implementation at the public decisions meeting held on 21st March 2024 (item no.14/24).
4. Following review of the scheme once in operation, the county council undertook modifications to the ETRO – firstly, exemptions to the current restriction were made to allow for access where vehicles were being used to gain access to the Northgate Health Centre for passengers with temporary mobility impairments to be dropped off/collected (not parking). Secondly, the use of the existing 24-hour loading bay outside 'Wagamama' restaurant (located immediately west of the access to the Covered Market goods yard) was amended to allow for Disabled Persons Parking between 12pm midday and 12am midnight.
5. Both of these changes were in response to feedback received from stakeholders and those requiring access to the street in the weeks following the start of the ETRO. The changes triggered the start of second 6-month consultation which started on 13 January 2025 and ended on 11 July 2025.
6. The ETRO has helped create a more inclusive and welcoming public realm with improved surfacing, wider footways, cycle racks and the addition of outdoor seating and planting. It has also highlighted the northern entrances to the Covered Market, and provided valuable learning on how to design any further permanent layout changes that might be needed to accompany permanent changes to the Covered Market as part of its longer-term redevelopment/regeneration.

7. In the light of the response to the ETRO consultation and monitoring of how the changes to the street have worked in practice, officers are recommending that the changes are made permanent.

Sustainability Implications

8. The changes to Market Street have reduced the negative impacts of motor vehicles on the street, making walking and cycling more attractive and enhancing the public realm. This fits with the vision and aims of Oxfordshire's adopted Local Transport and Connectivity Plan.

Financial Implications

9. Funding for consultation on the proposals and their implementation has been provided by Oxford City Council.

Legal Implications

10. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
11. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Jennifer Crouch (Head of Law - Environmental)

Jennifer.Crouch@oxfordshire.gov.uk

Equalities and Inclusion Implications

12. During the consultation that took place during the first six months of the ETRO, feedback was received from people trying to access Northgate Health Centre. There was concern from people with short term mobility/disability issues (meaning they do not qualify to apply for a Blue Badge). The ETRO provisions therefore meant that such people could not be driven into Market Street - access to the Northgate Health Centre was therefore difficult.
13. Further feedback was received about how the ETRO meant that Blue Badge holders could not park in the street. Whilst before the introduction of the ETRO, there were no marked Blue Badge parking bays in the street, it had been possible for Blue Badge holders to park on a stretch of double yellow lines to the west of the Covered Market goods yard entrance albeit only outside of the

hours of the 10am to 6pm loading ban that was in place in Market Street i.e. Blue Badge parking was possible in that location only between 6pm and 10am. This ability for Blue Badge holders to park in the street for part of the day had been overlooked during the design of the proposals and the removal of the provision was not picked up during the related stakeholder engagement.

14. As a result of the feedback received during the first six months of the ETRO, changes were made to the scheme which resulted in an exemption to the Pedestrian and Cycle Zone to allow patients with short term mobility issues visiting the Northgate Health Centre to be driven there so they could be dropped off and picked up. Also, an alteration to the new loading bay outside Wagamama restaurant (immediately west of the Covered Market goods yard entrance, on the south side of the road) to allow Blue Badge holders to park from 12pm midday until 12am midnight.
15. In updating the Equalities Impact Assessment for the proposals ahead of making the revisions set out above, no other negative implications in respect of equalities or inclusion have been identified. An updated Equalities Impact Assessment is in **Annex 3**.

Formal Consultation

16. The initial formal consultation period was open from 22nd April to 25th October 2024. A notice was published in the Oxford Times newspaper, and an email was sent to statutory consultees & key stakeholders, including Thames Valley Police, Oxfordshire Fire & Rescue Service, South Central Ambulance Service, bus operators, countywide transport/access & disabled peoples user groups, local businesses, Oxford University colleges, Oxford City Council, and the local County Councillors representing the Jericho & Osney, and University Parks divisions.
17. Emails were sent also directly to properties in the immediate vicinity, including Covered Market traders and frontagers on Market Street and Turl Street. Public notices were also placed on site adjacent to the proposals.
18. Following the modification to the ETRO as described above, a new, second six-month consultation period was required and this started on 13 January and ended 11 July 2025, with an additional notice published in the Oxford Times newspaper, and statutory consultees/key stakeholders were also informed directly.
19. Overall, 42 responses were received via the online survey during the course of the two formal consultation periods, comprising of eight objections (19%), four raising concerns (10%), and 30 in support (71%).
20. Additionally, a further four emails were received directly, with Oxford Bus Company offering their support, albeit raising concerns regarding potential increased usage of loading bays located on High Street due to displacement. 'Oxfordshire Liveable Streets' and 'Cyclox' offered their support for some

aspects of the scheme, but raised concerns/objections to certain specific measures. Finally, an email response from someone who had completed the online survey (in objection) raised concerns regarding the removal of the disabled parking facilities, and how this relates to the 2010 Equality Act (this resulted in the change to the Wagonway loading bay to allowing Blue Badge parking between 12pm and 12am).

21. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by county councillors. Any comments received that officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

Loss of loading bays:

22. During the development of the scheme design, some stakeholders, including from the Covered Market, raised concerns about the reduction in loading bay capacity. Only one objection to the consultation referenced the loading bays – without saying whether the reduction in capacity had caused them difficulties. Overall, the new arrangements have made it more difficult for people to drive into the street to drop off/pick up city centre visitors i.e people who previously took up space from the old loading bays. The reduced space for loading is therefore potentially more available for legitimate use by Covered Market traders and other frontagers.
23. Pressure on the High Street loading bays has not apparently worsened as a result of the changes in Market Street – indeed no negative feedback was received about this aspect of the scheme in the consultation

Accessibility for people with mobility impairments:

24. Concerns were raised about the challenges presented by the revised street layout to people with mobility impairments wanting to visit destinations in the street itself or nearby. In particular, the new arrangements did not allow people with temporary disabilities (and therefore unable to apply for a Blue Badge) to be driven to the Northgate Health Centre. Access by taxi is allowed but not all people want or are able to do that. A change was therefore made to the scheme that gave an exemption to the ban on vehicles in the pedestrian and cycle zone if they were being driven to the Northgate Health Centre to be dropped off.
25. It was pointed out that Blue Badge holders were no longer able to park in Market Street at anytime as a result of the changes. They had been able to do previously on the double yellow lines on the south side of the street just west of the Covered Market goods yard – between 6pm and 10am i.e. outside the hours of the loading ban in the street. As a result of this feedback to the consultation, the new loading bay in that location was changed so that Blue Badge holders can park there between 12pm midday until 12am midnight.

26. Both of these changes triggered a new six month consultation on the ETRO as described earlier in the report.

Scheme not needed/general opposition:

27. Some people responding felt that the changes were a waste of money and that the scheme had been rushed through without taking into account the needs of residents. Overall, however it is recognised by a number of respondents to the consultation that the changes have resulted in improvements to Market Street, with it being more attractive for people walking and cycling to and through the street as well as for those spending time there (including people using the space as a meeting place having purchased food and drink in the Covered Market for example).
28. As well as providing a less motor vehicle dominated space in the city centre in line with the vision and aims of Oxfordshire's Local Transport and Connectivity Plan, one of the aims of the scheme was to test how changes to the street could provide a more welcoming entrance to the Covered Market in the future. The scheme has provided valuable learning on how to design any further permanent layout changes that might be needed to accompany permanent changes to the Covered Market as part of its longer-term redevelopment/regeneration by the city council.
29. The responses that recognised these improvements outnumbered those who thought the scheme had not worked or was not needed. There was recognition that the street felt less dominated by vehicles and was more pedestrian and cycle friendly.
30. In response to the concern about the scheme being rushed through, officers of the city and county councils spent a lot of time during the design period talking to stakeholders and allowing their feedback to inform the design. Changes have also been made as set out above during the ETRO period after initial layout changes were made

Not enough cycle parking in the street:

31. Additional cycle parking was provided as part of the changes although due to space constraints there is a limit to how much more can be introduced due to the need to balance the needs of people parking bikes and pedestrians including those with mobility and visual impairments. In the last year, additional secure cycle parking has also been provided nearby in Brasenose Lane and Ship Street.

Safety concerns and suggestions for further enhancements:

32. Some people raised concerns about the impact on the safety of pedestrians as a result of cyclists and mobility scooters still being allowed to use the street. There have been no recorded injury accidents as a result of interactions between cyclist/mobility scooters and pedestrians and overall, many

responding to the consultation note that the street is more attractive for pedestrians than it was before when there were more motor vehicles using it. This aspect of the street operation will continue to be monitored and any suggestions for further changes that could be made to improve safety and comfort and overall quality of the street will be carefully considered as part of the design of the Covered Market redevelopment.

Paul Fermer
Director of Environment and Highways

Annexes	Annex 1: Consultation plan Annex 2: ETRO consultation responses Annex 3 (<i>separate document</i>): Updated Equalities Impact Assessment
---------	--

Contact Officers:	Craig Rossington (Technical Lead – Place Shaping) Joanne Fellows (Place Planning Manager – Central)
-------------------	--

September 2025

Drawing No.

KEY**PROPOSED PEDESTRIAN & CYCLE ZONE**

Operational at all times, no loading permitted except in signed bays.

Exempt vehicles include:

- blue badge holders
- taxi and private hire vehicles
- for loading in signed bays
- for access to off-street premises

EXISTING PEDESTRIAN ZONE

No vehicles - between 10am - 6pm

MARKED LOADING BAYS

Max stay 1 hour, no return within 1 hour

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDOUS RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

CONSTRUCTION

(ENTER 'NONE' IF APPLICABLE)

MAINTENANCE/CLEANING

(ENTER 'NONE' IF APPLICABLE)

USE

(ENTER 'NONE' IF APPLICABLE)

RECOMMISSIONING/DEMOLITION

(ENTER 'NONE' IF APPLICABLE)

© Crown Copyright and Database right 10023343 2017

Rev.	Date	Purpose of revision	Drawn	Checked	Approved


**OXFORDSHIRE
COUNTY COUNCIL**

Owen Jenkins
Director for
Infrastructure & Delivery
Committees
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND
Tel: 0845 310 1111

Project title

Market Street, Oxford
Public Realm Improvement Scheme

Drawing title

Proposed pedestrian and cycle zone
Consultation drawing

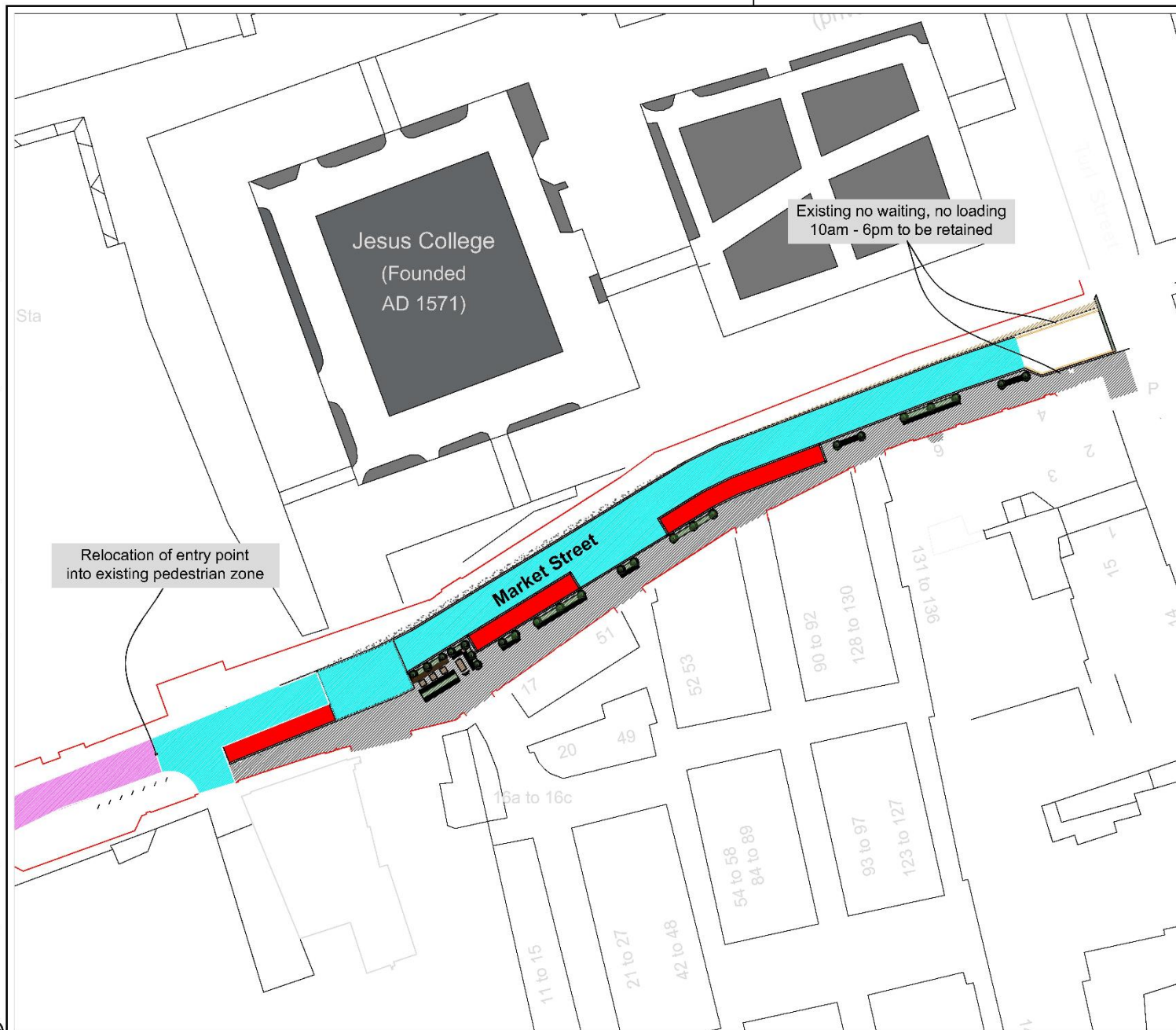
Drawing Status

Consultation			
Scale @ A3	Drawn by JW	Checked by CR	Approved by MN
Not to scale	Date drawn 15.01.24	Date checked 15.01.24	Date approved 15.01.24

Oxfordshire Project No. & File Ref
E0005/2024/01

Drawing No. E005.ETRD.001

Revision 0



A. Email responses:

RESPONDENT	COMMENTS
(e1) Managing Director, (Oxford Bus Company)	Support – We are supportive of this trial but would ask please that the monitoring mentioned below includes monitoring of the usage of loading bays located on Oxford High Street, where it is likely that displaced traffic from Market Street wishing to make deliveries or collect items from the Covered Market may migrate to. Buses on High Street already suffer from varying levels of enforcement / management of the High Street loading bays in this area by the county council and when inappropriate loading, or illegal parking in these bays takes place it has a large impact on the journeys of significant numbers of bus passengers. Therefore we would seek your assurance that the county has this in hand as part of the monitoring proposals.
(e2) Local group/organisation, (Cyclox)	Support/Concerns – Cyclox supports these proposals but with some concerns With the resurfacing and seating provision, what was a back street has become quite a busy place for people to sit and have a coffee or snack purchased in the Covered Market. We have some questions on some of the details. Reasons for above answer: The transition from 24hr cycling (Market St) to restricted hours cycling (Cornmarket). The proposed transition is 38m from Cornmarket. This needs to be moved much closer to Cornmarket. This is to ease access to the Cornmarket cycle parking for those cycle users who use their cycle as a mobility aid (ie, find cycling quite manageable but walking difficult). When entering Cornmarket St from Market St, the transition from 24 hr cycling to restricted hours cycling needs clear signage. To ensure city centre permeability for cycle users, some "Except Cycles" signs need to be added:- • The "No Entry" sign when entering Market St from Cornmarket St. needs an "Except Cycles" sign. If an "Except Cycles" sign is deemed inappropriate, it should come with reasons to justify this. • The "No Left Turn" when entering Cornmarket from Market St. This sign is to maintain the one way motor traffic flow of Cornmarket. Cornmarket permits two way cycling, so this "No Left Turn" sign should have an "Except Cycles" sign.

	Use of "Pedestrian and Cycle Zone" signs: Cyclox welcome the use of these signs. We ask they be introduced to other appropriate locations in the city centre, eg St Ebbes/New Inn Hall St by Bonn Square. Cycle parking: The Cornmarket St cycle parking just north of the Market St and the Market St cycle parking outside Boots are always full. More cycle parking (meeting spacing standards) needs to be provided. Regular clearance needs to take place. A few cycles have been reported on Fix My Street for some months, no action as yet. The cycles concerned have been there for about 8 - 9 months. Covered Market traders loading/parking: Market traders will need varying degrees of access for deliveries in and out. To encourage use of (electric) cargo bikes, secure provision of parking and safe battery charging of electric cargo bikes needs to be provided in the existing off street parking yard.
(e3) Local group/organisation, (Oxfordshire Liveable Streets)	Support/Object – We support the de-motorisation of Market St, but object to this part of the scheme: "The entry point from Market Street into the existing pedestrian zone on Cornmarket will be moved 23 metres east to align with the end of the new zone". If we understand correctly, that will make it impossible for people cycling to (legally) cycle to the cycle parking on Cornmarket, outside Jesus College, between 10am and 6pm. While most people cycling may be able to dismount and walk their cycles for this last stretch of Market St, there are people for whom that is impossible, painful, or difficult: some disabled cyclists, some pregnant women, some people transporting cargo or children (or other passengers), and so forth. This is particularly problematic given the possible need to reach the medical centre there. More generally, having cycle parking sited so it can not be legally cycled to seems almost guaranteed to encourage contravention of the rules. None of this would be a problem if cycling were allowed on Cornmarket at all hours. We object to this change: "The entry point from Market Street into the existing pedestrian zone on Cornmarket will be moved 23 metres east to align with the end of the new zone."

	This change will make it impossible for someone to (legally) cycle to the cycle parking on Cornmarket between 10am and 6pm, when the restrictions on cycling are in place. While most people may be able to dismount and push, this is not possible for some disabled cyclists, older people using bicycles or tricycles as mobility aids, and some people using cargo cycles or child-transport cycles. So this change will remove mobility options from some vulnerable groups, is not inclusive, and should have been flagged in an Equalities Impact Assessment. It is of particular concern because that is the closest cycle parking to the medical centre.
(e4) Email response	Concerns – I filled your questionnaire below but forgot an important argument - that if you remove all disabled parking from Market st you will be breaking the 2010 Equality Act by discriminating against a protected characteristic, disability. Is there any way to add that to my response.

B. Online responses:

RESPONDENT	COMMENTS
(o1) Local resident, (Bicester, Pioneer Way)	Object – This is completely unnecessary. Just another opportunity for the council to push their war on cars and promote cycling as the cure-all.
(o2) Local resident, (Oxford, William Lucy Way)	Object – Stop closing all our roads
(o3) Local resident, (Oxford, Blandford Avenue)	Object – I regularly use these loading bays, for very brief 20 minute durations.
(o4) Local resident, (Oxford, Lime)	Object – this is a complete waste of money and looks a mess. it was much better how it was.

(o5) Local resident, (Oxford, Rutherway)	Object – I am a Blue Badge holder and rely on it for my needs. The buses don't stop near enough to many places and are too far to walk from my home in Rutherway and it is too far for me to walk to Woodstock Rd for no 6.
(o6) Local resident, (Oxford, Varsity Place)	Object – First, a major aim of disabled people is to be independent - you are considering that all disabled are driven by others when you only allow drop-off in market street what is not only ignorant but patronising. Second, according to the law, blue badges (BB) can only be given to individuals unable to walk more than 20 meters. Broad St parking is too far away to walk, and in St Michael St, you already took away from disabled individuals the part closer to Cornmarket St (CS). Sinc the law says that BB can not walk more than 20 meters, we/ they need access at different middle points to pedestrianised streets, such as CS. To put things in perspective, CS has a length of 330 meters. You need to find space for disabled parking in Market street. I was there and there are 3 possibilities: 1- There is a space for loading and unloading, so a disabled space could be added next to it.. 2- Or just allow blue badges (BB) to park on that side double yellow. 3- The only other alternative is that disabled could park inside of what is now the covered market space for trucks, which is not on market st but in the close end st that comes out of it and is perpendicular to it. At the moment, basically, what you are doing is proposing to take away BB access to parts of the city in exchange for a few more cafe tables. How ethical is that, really?
(o7) Local resident, (Oxford, London Road)	Object – I don't think it supports my well-being in this city which is becoming impossible to live in, if you desire to have your needs met. Being able to move by car is a necessary need in a city where it rains 360 days a year.
(o8) Local resident, (Sunningwell)	Object – This is a rushed ill thought through scheme which is being pushed through irrespective of the wishes of residents

(o9) Local resident, (Oxford, Aston Street)	Concerns – Am an elderly pedestrian and feel unsafe. Mmixing cyclists and pedestrians doesn't work for the more vulnerable/disabled pedestrians and wheelchair users especially as cycling now includes heavy electric bikes and electric scooters that go very fast with little regard for pedestrians. Also encouraging cyclists asking Marjet Street only encourages them to then proceed along Cornmarket where they're not supposed to go between certain hours but do because no one is bothering to enforce the regulation. This is especially true for the fast food electric bikers. This council is so pro-cyclist and so neglectful of its statutory duty to assess the impact of its traffic measures on the elderly and disabled it might as well allow cyclists and scooters to go everywhere and anywhere. Everyday I encounter cyclists/scooters going at fast speed along pavements and through red traffic lights with impunity.
(o10) Local resident, (Oxford, Fairacres Road)	Concerns – A good initiative to clean up the street, make it more attractive and accessible, and improve the entrance to the Market on that side. However, I'm concerned that a new pedestrian and CYCLE route makes no provision for cycle parking. There is not enough provision for secure cycle parking in the city centre, especially during university term time. The cycle racks in nearby Brasenose Lane are usually full, as are the racks on Broad Street. The cycle racks in the Covered Market at the High Street side are old, insecure and always full, despite being difficult to access. If the intention is to attract cyclists to the Market and the ZEZ, they need somewhere secure to put their bikes. Why were cycle racks not part of the plan for the redevelopment of the street?
(o11) Local resident, (Oxford, Hayward Road)	Concerns – I have been a patient at the former 27 Beaumont Street Medical Practice since 1962, and my wife since 1975. The practice moved to the Northgate Health Centre in Market Street and has now merged with another practice there. There may well be circumstances under which I might need to take my wife to that medical practice at a time when she might be unable to walk there from the Turl Street end of Market Street due to a temporary condition for which she could be seeking help. Could you explain why it should not be possible to take a patient to the entrance of the Medical Centre, except when one is the holder of a blue badge, or by hiring a taxi? I am sure that this is not an isolated example; that practice has many elderly patients, and this issue could not have been foreseen when the move was first planned. Previously, one could easily drop patients off in Beaumont Street, even if there was no available parking place (which most often there was).

(o12) Local resident, (Oxford, Merrivale Square)	Concerns – Independent disabled persons with limited mobility will not be able to park outside the Doctor's surgery. Many disabled people cannot be left unattended while a driver parks elsewhere. This is reducing the choices for disabled. There is only really pedestrian access needed, cycles are not permitted beyond the junction, so why leave a wide access path to nowhere, it should be bike free beyond the market. I hope you are not going to substitute bike racks for disabled parking!
(o13) Local group/organisation, (Oxfordshire Cycling Network)	Support – We have been pleased with how this scheme has bedded in. On several visits we have not observed any major problems, and have seen pedestrians, people using walking sticks and wheelchairs, people cycling, all using the space. There have been a few people arriving by car and appearing confused by the 'No Motor Vehicles' sign, which is odd as it is clear, but perhaps this is due to it still being fairly new. There is now no legitimate need for most drivers to access Turl Street or Broad Street, but some still drive in and leave, park illegally, or 'drop off' and it may be a good time to consider a warning or restriction at the East end of Broad Street. Minor problems are: a small amount of illegal parking (often dealt with by the relevant officers), some minor 'puddling', and the stick-on tactiles are breaking up in some small places. We are looking forward to future phases of the Covered Market plan in particular tackling the ugly external toilets.
(o14) Local resident, (Abingdon, Ypres Way)	Support – Not a great pedestrian street if cars are constantly loading/unloading, so I like the loading restrictions. Cargo bike loading should be allowed.
(o15) Local resident, (Eynsham, Back Lane)	Support – I think the centre of Oxford should be pedestrianised. I just think you should have an inner ring road first and be able to get from the Abingdon to if felt road without incurring a charge or driving out to the ring road.
(o16) Local resident, (Eynsham, Thames Court, Thames Street)	Support – It was previously quite stressful to use that street, to the degree it'd make me less likely to use the Covered Market at all. I saw the changes without knowing they were going to happen in advance, and I am absolutely delighted!

	As soon as all this rain stops I've already picked out a sequence of Covered Market locations to go to for lunch, now there'll be some nice outside seating, and I won't have to be exit into a throng of cars! Between this and Broad Street, I absolutely adore what you're doing - this felt like getting a present I didn't even know I could have....and the street looks so much brighter! People first!
(o17) Local resident, (Faringdon, Beech Close)	Support – The Market Street entrance to the Covered Market has previously not been very inviting for tourists and residents due to the industrial feeling and the lack of a clear thoroughfare for pedestrians from Cornmarket. This plan will make Market Street a lot more welcoming by reducing the space for good vehicles and merging the street better into the Cornmarket pedestrian zone. Sufficient loading bays will need to be retained for the Covered Market but this is a sensible change and a step forward towards an enlarged city centre pedestrian zone (which should cover the entire zone within the boundaries of Cornmarket Street, Broad Street, Catte Street and High Street).
(o18) Local resident, (Headington Oxford, Bateman Street)	Support – Market street used to be very unpleasant to walk down and felt unsafe, and many pedestrians avoided it, pushing yet more people onto the high street and making the back of the covered market generally unpleasant. Walking there recently was a massive improvement, and there's even space for eating/sitting/drinking coffee, which is especially helpful given that many of the covered markets stalls are food vendors.
(o19) Local resident, (Islip, High Street)	Support – Pedestrianisation will help to reduce air and noise pollution. Oxford is not built for cars. With regard to taxis etc being allowed, it should be clear (as outside westgate) that pedestrians and cyclists also own the road and have priority.
(o20) Local resident, (Oxford, Alice Smith Square)	Support – less cars makes a better city
(o21) Local resident, (Oxford, Marston Road)	Support – I cycle or walk to city centre, and it must makes it a tiny bit easier to get around,
(o22) Local resident, (Oxford, Alice Smith Square)	Support – better cycling makes better city

(o23) Local resident, (Oxford, Aston Street)	Support – This is a hugely positive and forward-looking project. Market Street has been transformed from a grim and ghastly space in central Oxford which was best avoided into an area to be proud of. It is clever and imaginative use of the space so that now Oxford residents and visitors can sit or pass through while feeling uplifted.
(o24) Local resident, (Oxford, Bateman Street)	Support – Market St used to be a horrible and grimy area to walk down, and at times felt unsafe. This is an enormous improvement, and also makes the public toilets feel safer to use.
(o25) Local resident, (Oxford, Benson Road)	Support – This has been an improvement in terms of safety. However since deliveries to the market are more of less constant during the day the "no loading" restriction is functionally ineffective - there is generally gridlocked traffic making the road still dangerous. The whole area needs to be pedestrianised with no motor vehicle access to turl street during the day
(o26) Local resident, (Oxford, Botley Road)	Support – I would recommend that some planting and trees are incorporated into the pavements using tree pits rather than all going into planters. This will not only help (such as SuDS) with any drainage but also would be easier to maintain the plants and trees as often planters get vandalised or neglected after a few months/years.
(o27) Local resident, (Oxford, Earl Street)	Support – To reduce dangers for pedestrians and cyclists
(o28) Local resident, (Oxford, Eden Drive)	Support – n/a
(o29) Member of public, (Oxford, Florence Park Road)	Support – The public realm is immeasurably improved by reducing motor vehicle access.
(o30) Member of public, (Oxford)	Support – The more the beautiful city centre is pedestrian and cycle friendly, the better.

(o31) Local resident, (Oxford, Henry Road)	Support – It contributes towards the total pedestrianisation of the city centre, which is would the city should aspire to.
(o32) Local resident, (Oxford, Henry Road)	Support – Support the pedestrianisation of the inner city centre while maintaining operational access to businesses.
(o33) Local resident, (Oxford, Marston Street)	Support – I often cycle and walk in the area. When I visit the city centre with my toddler, I want her to feel safe walking around. While I am supportive, I'm concerned that mopeds will continue to fly around everywhere without regard for the rules. The mopeds and motorbikes are a menace in the city centre and Cowley Rd.
(o34) Local resident, (Oxford, Pinnocks Way)	Support – I support this, it's regeneration of an area that makes Oxford city centre more pleasant
(o35) Local resident, (Oxford, Riverside Road)	Support – It makes the environment hugely more pleasant and prioritises people rather than vehicles.
(o36) Member of public, (Oxford, Southfield Road)	Support – The proposed changes in Market Street are really positive. It has really transformed the area and pedestrian traffic has significantly increased.
(o37) Local resident, (Oxford, Stable Close)	Support – It is now welcoming, open, pleasant and a proper place not just a darkish back street full of cars and vans.
(o38) Local resident, (Oxford, Marston Ferry Road)	Support – I really like the new pedestrianised zone and it feels more relaxing and inviting for people to enjoy the city.

(o39) Local resident, (Oxford, Charles Street)	Support – I am a parent of young children who can run in the blink of an eye. It's essential that cities have safe semi-pedestrianised zones where parents can feel less stressed whilst enjoying the city. I think the market needs the ability to utilise more open space to cater for the immense traffic of customers it has now. Oxford forces too many citizens/visitors into too little space -- pedestrianisation is essential to maintain community harmony.
(o40) Local resident, (Oxford, Cobden Crescent)	Support – Road vehicles are a blight in Oxford. People not cars. Power to the Pedestrian!
(o41) Local resident, (Witney, Thorney Leys)	Support – Nice space
(o42) Local resident, (Wolvercote, Narrow boat)	Support – Market Street is dangerously busy, narrow, and frequently full of HGVs. I support pedestrianisation. I'm not sure why any on-street bays are necessary given that there is a car park for market vehicles between the market and Boots.