

**Delegated Decisions by Cabinet Member for
Transport Management
Thursday, 21 March 2024**

ADDENDA

- 6. Market Street, Oxford: temporary public realm enhancement**
(Pages 1 - 16)

Annex attached.

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Oxford, Market Street (public realm enhancement): pre-ETRO consultation responses

A. Key stakeholder responses:

RESPONDENT	COMMENTS
(1) County Cllr (Witney North & East division)	Long awaited. It could be transformative for the city centre as the market is a hidden treasure which needs to be unhidden! Plus if done well this could be another very pleasant public space.
(2) County Cllr, (Jericho & Osney division)	Support – It will make the street much more pleasant and safer and help the market.
(3) Managing Director, (Oxford Bus Company)	<p>Oxford Bus Company is broadly supportive of these plans, as we support efforts to improve public realm in the city and to reduce the blight on the streetscape caused by unnecessary parked vehicles. We believe the area around the Covered Market has potential to be much more attractive than is currently the case.</p> <p>However, we have some concerns in relation to the potential for displaced loading vehicles for covered market businesses to move to the area of High Street near to Carfax Tower. This area is already highly congested with loading vehicles, with the loading bays in front of the covered market regularly conflicting with vehicles loading on the southern side of the High Street and creating a "chicane" through which buses must pass, delaying journeys significantly. Often vehicles parked in these bays do not appear to be undertaking any kind of loading activity.</p> <p>The loading bays in this area also meant that the bus stop in front of the former Pizza Hut unit on High Street was taken out of use, meaning that for customers using many bus services there is either a long, uphill walk on St Aldates to the city or a similarly long walk back along the High Street from Turl Street to access the city centre.</p> <p>It is important for this trial to be successful that monitoring, and crucially enforcement, activity is stepped up around the loading bays in front of the covered market to ensure the trial does not simply displace a problem from one part of the city centre and move that identical problem to another, more disruptive location.</p>
(4) North Parade Residents and Traders Association	The trial measures you outline will add to the attractiveness and thus footfall of the approach to the covered market. This area has for a long time been a deterrent to pedestrians as it mixes motor cars with shoppers in a confined area. As we have found with the pedestrianisation of North Parade, this can only lead to a safer destination for market visitors. Unlike North Parade, however, there is the possibility of complete street closure except for limited loading access, as Market Street is already a cul de sac.

	<p>This will also allow for notable improvements in ambience such as the provision of outdoor seating, cycle racks and planters at the covered market area - a very welcome and much-needed step. I assume that the improved surfacing and doorway widening will only be implemented once the ETRO is made permanent; this is also our ultimate aim with North Parade, and we will welcome the learning gained from improved surfacing, such as in enhanced safety, footfall and one-off implementation costs. Please could you keep an eye on this aspect so as to inform the debate on the pay-off resulting from improved street surfacing and wider footways. Some of our footways on North Parade are dangerously narrow at present.</p> <p>Would you mind keeping us informed as the project at Market Street progresses. If you need any further input based on our experience please get in touch.</p>
<p>(5) KES@Northgate, NHS GP Practice</p>	<p>On behalf of the partners of KES@Northgate NHS GP Practice, I wish to submit our views and comments on the proposed experiment (as described in the four pdf's attached).</p> <ul style="list-style-type: none"> • We support the efforts to make the entrance to the covered market more attractive. This will improve the public realm and stimulate dwell time for the benefit of local shops and market traders. • We approve of the flush surface. Is there still a kerb between the road surface and the footway to the north or will these be at the same level? • We are grateful that the scheme grants exemption to pedestrianisation for blue badge holders and taxis. This is especially welcome for the very few patients who simply cannot access our services any other way. It is important to us (and to them) that they are not disadvantaged by being required to use active modes of travel when this is impossible for them. What plans do you have for explaining the exemption to taxi and private hire companies – some of whom don't seem to understand even now that they can drop patients at the door? • We are grateful that the scheme grants exemption to pedestrianisation for vehicles that require access to off-street premises. Presumably this applies to the vehicles listed below, who need to access Northgate Health Centre to make deliveries or collections. How will this exempted status be made known to them? Will you provide us with official documentation that we can share with them? Should any of them be mistakenly fined will there be an appropriate channel for them to get such penalties rescinded efficiently? <ul style="list-style-type: none"> ○ City Sprint – who deliver sterile supplies and medical notes weekly ○ Restore – who collect and deliver medical notes weekly ○ SCAS – who deliver sterile supplies and collect specimens/blood samples to transport them to the lab twice daily

	<ul style="list-style-type: none"> ○ SRCL – who collect clinical waste weekly ○ ShredPro – who collect confidential waste monthly ○ ODS – who collect landfill and recycling waste weekly ○ Assorted couriers – who deliver supplies purchased from a range of medical wholesalers <ul style="list-style-type: none"> ● We are especially pleased by the location of the proposed new Bilton cycle stands for 14 bikes. We would be in favour of additional bicycle parking if this could be added to the scheme. ● We would like the relocation of the entry point into the existing pedestrianised zone AND the coffin bollard to be moved 2 to 3 meters westwards (i.e. in line with the western end of the new bike racks rather than at the eastern end of the new bike racks). Moving the zone will enable blue-badge holders, taxis and ambulances to access the front door of Northgate Health Centre, rather than having to pull up a few meters short of the entrance. <p>Finally, may we ask what arrangements will be made for patients and companies who need to access the Health Centre during the construction period, when Market St will be closed? They will need advance notice of these arrangements.</p>
(6) Traffic Management Officer, (Thames Valley Police)	I would say long over due. Other than that nothing at this stage.
(7) Cyclox	<p>This is the Cyclox response to the informal consultation on the pedestrian friendly trial proposals. We have used the later more detailed drawing for this consultation.</p> <p>Flush surface</p> <ul style="list-style-type: none"> • Officer explanation: <i>‘There is no raised kerb for the flush area. Instead, a contrasting tactile hazard paving strip to help guide the sight impaired and keep them away from the vehicles that will be going in and out of the loading bays’.</i> <p>What precise ‘contrasting tactile hazard paving strip’ is proposed? The plan drawing has two ‘strips’ a brown one and a narrower black one, this ambiguity needs to be defined.</p> <p>Queen Street’s black stone seems to be a good example of visual contrast. Why doesn’t this ‘strip’ continue along the whole of the south side? The reason being that there are ample gaps between street furniture and parking to walk through. We are concerned that vehicles parking will project onto the ‘footway’ without the delineation of a kerb.</p>

In New Inn Hall St and Pembroke Streets we have observed around 40% of drivers park over the 'kerb line'. This would be unacceptable in Market St.
 Outside Market St nos 4-6, the plan shows a narrow footway area (in white), apparently outside the scheme, this is confusing and very unfortunate if it is the case.

The movement channel

The **movement channel** as described by the City officer: we suggest that this should be marked as narrow as possible.

- The movement channel measurement is not indicated, in contrast to the 'footway' which is indicated as 'minimum 1.8m'
- We suggest 2.5m - with any extra space for pedestrians.

Cycle parking

• Cycle parking welcomed – handy for Cornmarket - cycle stands in Cornmarket on Saturday mornings are always full so, much more capacity needed.

- Cycle parking at the east end of Market St. is needed, both for the Covered Market and reducing the need to cycle through the pedestrianised zone to get to the parking at the western end.
- Cycle parking at (7) – adjacent to the Market delivery yard - needs to be 'protected' from manoeuvring vehicles by a vertical element/kerb/or other (we refer to King Edward Street designs).
- Cycle parking at 1.2m spacing perpendicularly measured to the racks is good.
- The **perpendicular nature of this measurement** needs to be made clear in the contractors' drawings.
- Item 1. Parallel to kerb loading bays are much better than the current angled to kerb arrangement.

Planter bench locations

- The drawings do not state in which direction the seats will face (NB the Cornmarket ones were installed the wrong way round).
- The bench planter outside nos 17 and 51 will obstruct loading/unloading from the vehicle side-doors.
- The benches and seating areas are ambiguously indicated.
- What are the dumbbells?
- Which direction do the seats face, regarding any 'planter benches'?

Street surface

- Market Street If the street surface is to be raised, to make a level surface, where is the transition to be - from Turl St?
- Item '6' hazard (corduroy) paving edging Looks awkward and potentially not needed.

	<ul style="list-style-type: none"> • In the plan (extract to the right) we indicate where the ramp to an extended raised-surface could be located. • This could simplify the confusing kerbs and corduroy paving. • ... otherwise the existing curved kerb across Turl St at the east end of Market St: this kerb needs to be relaid to be flush - the current kerb is a hazard for people cycling. <p>Signing</p> <ul style="list-style-type: none"> • There is driver confusion (from the Broad St end of Turl St), numbers of drivers (including tourists in hire cars) can often be seen near to the junction with Cornmarket. This needs to be better signed for drivers prior to entering Turl St to avoid drivers having to enter and then turn round to leave. • The current signs at the Broad St end of Turn St may be technically correct but are clearly not easy to comprehend as one is driving.
(8) All Souls College	<p>I have had a chance to review and discuss with my client, All Souls College, and I write to you on their behalf in response to the consultation regarding the proposed Experimental Traffic Regulation Order (ETRO) for a pedestrian and pedal cycle zone on Market Street.</p> <p>All Souls College is generally supportive of the proposed ETRO.</p> <p>All Souls College are looking to submit a planning application for the redevelopment of 8-15 High Street, Oxford. The redevelopment of the site will provide further space for academic activities associated with the College, as well as improving the existing retail offer at ground floor level. Historically all deliveries and servicing for the site, including refuse collection, are undertaken from the kerbside on High Street. This is still the case, although much of the site is currently vacant. It is therefore important to All Souls College that any changes made to Market Street do not fetter the ability to service their units from the High Street.</p> <p>To support the application, All Souls College wanted to understand the existing use of the loading bays outside 10-14 High Street and 113-114 High Street and commissioned 24-hour surveys on Wednesday 31 January and Tuesday 6 February. The survey company recorded the user's purpose and their destination where clear in addition to vehicle type, arrival and departure times. We are currently analysing the data to understand what capacity there is to accommodate an increase in servicing in deliveries when currently vacant units become occupied. Our analysis would also identify if there is capacity to cater for any displacement from Market Street. Initial analysis has identified that, as per the loading bays on Market Street, the majority of the vehicles using the loading bays were not for loading/unloading purposes but for parking/waiting or passenger drop-off/pick-up. We would be happy to share the raw data with you if this would be helpful.</p>

The proposed ETRO reduces the number of loading bays from 12 to 7 on Market Street and All Souls College want to ensure that this reduction doesn't give rise to vehicle pressure being exerted on the retained loading bays in the vicinity, including those outside 10-14 High Street and 113-114 High Street.

We are waiting for confirmation of exact dates from Mim Norvell for the Market Street loading bay surveys and pedestrian counts in October and December 2023, but I have checked for local road closures or events that may affect the results and there is nothing in the vicinity of the site to note, with the exception of the Oxford Half Marathon which was held on Sunday, 15 October which I would assume has been avoided and/or excluded from any data analysis. The 2023 Autumn School Half Term also ran from Monday 23 October to Friday 27 October so presumably this week has been avoided/excluded also.

In accordance with Department for Transport's (DfT's) '*Transport Analysis Guidance Unit M1.2 (May 2020)*', surveys should typically be carried out during a representative month, avoiding main and local holiday periods, local school holidays and half terms, and other abnormal traffic periods.

The December loading bay and pedestrian surveys do fall outside of what is classed as a representative month, but it is noted that the same surveys were also undertaken in October and the results are very similar. Given the context of the site, December may well have provided a worst-case scenario with respect to deliveries and pedestrian movements during the festive season. Therefore, the timings of these surveys (assuming they avoided the Oxford Half Marathon and Autumn School Half term in October) are acceptable in our view.

Without sight of the original data, it is unclear as to how the use of the loading bays has been determined. Considering the number of smaller businesses within the neighbouring Covered Market, it would be fair to assume that private cars are being used as delivery vehicles. Perhaps all vehicles that were seen to physically load/unload goods and/or park for less than an hour were deemed as loading vehicles. Further clarification on the methodology used to distinguish which vehicles were loading and which were parking has also been requested.

Are you able to confirm the Covered Market was fully occupied at the time of the above surveys? If not, demand would increase when trading to its full potential and this should be allowed for.

Based on the summary data alone, the loading bays along Market Street are being abused by vehicles parking rather than loading. Therefore, as Mim indicates in her email below, enforcement is a key element, and we are pleased to hear that the parking team have increased their attention on Market Street. It is requested that the parking team also increase their attention on the use of the loading bays on High Street and on on-street loading on Turl Street to ensure the problem isn't simply displaced to a neighbouring street.

	<p>Based on the summary data, a maximum of 6 loading vehicles have been recorded at any one time using the bays on Market Street. Thus, the proposed 7 bays would appear to meet the existing loading need for the area assuming the Covered Market was fully occupied when the surveys were undertaken. It is requested that occupancy levels for the Covered Market and other retailers/businesses in the vicinity are taken into account to ensure that, once the area is regenerated, the retained level of loading will remain adequate.</p> <p>It is also requested that, prior to introduction of the ETRO, further surveys are undertaken to understand if the increased enforcement does help to prevent vehicles simply parking within the existing loading bays on Market Street and also on High Street.</p> <p>As the frequency and timing of events is yet to be defined, we cannot comment further. However, the trialling of one-off events during the ETRO period is welcomed and it is request that the impact on the loading bays on High Street is captured during these trials.</p> <p>In summary, All Souls College generally support the proposed ETRO but request that occupancy levels are considered in relation to the number of retained loading bays and that further surveys are undertaken to ensure that the reduction in loading bays on Market Street doesn't negatively impact the loading bays on High Street and on-street loading on Turl Street.</p>
(9) Oxfordshire Liveable Streets	<p>I support the core ideas of the scheme, but have some concerns about how effective it is going to be.</p> <p>It is disappointing that the scheme doesn't involve hard (bollard) restrictions on motor vehicle access, and the access exemptions seem so broad there may be no appreciable reduction in motor traffic.</p> <p>It is unclear what the signed access restrictions will be, but given intermittent enforcement they are likely to be regularly ignored, leading to people driving into Market St for some quick shopping, or to pick up or drop off passengers. Because Market St is so narrow, motor vehicles doing this, or accessing the loading bays, will disrupt everyone attempting to use the space, either walking or cycling through it or just standing around in it. Even small numbers of vehicles will severely compromise the value of Market St as a space, and motor vehicles accessing Market St will also make Turl St and Broad St worse.</p> <p>Loading and delivery access to the Covered Market should be restricted to specific time slots, and access to the medical centre should be provided via Cornmarket. This would allow bollards to prevent motor traffic completely for most of the day.</p> <p>It would be good to see more cycle parking, especially at the eastern end.</p>

	<p>It is not necessarily the best solution if this location is considered in isolation, but I recommend making the "pseudo-kerb" the same as the ones on Pembroke St and New Inn Hall St, as consistency matters a lot for the "legibility" of the broader city centre, especially for the visually impaired.</p> <p>ANPR cameras may be needed to deter mopeds. The camera that has gone in on Turl St, and the one planned for the western end of Broad St, may push more mopeds and motorcycles to use Market St.</p>
(10) Oxford Civic Society	<p>The proposal is trying to do too much with this narrow street. I suggest that there will be so much compromise that no single alteration will be received with complete satisfaction.</p> <p>Oxford's objectives for a centre for people to walk about and stop and stare in comfort and safety are threatened by the tensions between cyclists and pedestrians. Whilst a compromise of sorts has been reached in Cornmarket and Queen Street with the 10am to 6pm ban on cycling this is not enforced. Cyclists seem to be unaware or oblivious of restrictions. Perhaps this is due to information overload and height of cycling hours notices at street entrances. This can easily be addressed. Meanwhile I strongly urge Council to make Market Street cycling free. As a cyclist I have no objection in walking the short distances with my bike around the centre or parking it and walking.</p> <p>Seating around the city centre is to be welcomed but it's more than a tick -box exercise. I question the proposed siting of seating in Market Street. Is it appropriate to suggest that people should sit in a narrow street, near a service yard, facing north, toward a blank wall, amongst parked vans, with pedestrians competing with cyclists? I strongly urge Council to rethink this. Of course there will be opportunities to rethink the active edge of the south side of the street when the grand scheme for the Market gets under way.</p> <p>It is unclear how vehicular movement will be managed. Will vehicles enter and exit the street in both directions? Manoeuvring to parallel parking as shown could require considerable backwardings and forwardings with possible hazards to other users and a distinctly uncomfortable environment for people sitting. How will enforcement of trader parking be undertaken? In due time one looks forward to the street being car free.</p> <p>Whilst increasing biodiversity and natural habitat is to be welcomed, the addition of greening in urban areas requires careful consideration and be undertaken with special skill and the knowledge that it requires love and care. Recent attempts at greening by the council have been far from successful and indicates that it is a difficult thing to do. I suggest that the planting in the scheme is inappropriate and be removed from the plan. However if it can be carried out and cared for properly, some climbing plants even some flowering ones could be planted against the Jesus College wall and/or along the Market walls. A sign of things to come within?</p>

	<p>The levelling proposal could work well and in terms of a shared space has much to recommend it. A pity it doesn't go the whole length. However its success depends on good detailing and high quality materials for long life and appearance. Many good examples can be seen elsewhere and on the continent. The issue of wear and tear by multi-use but especially by vehicles of varying weight must be a serious consideration. In Cornmarket the breaking up of surfacing of former footpaths suggests that a uniform structure has not been constructed for vehicular use across the street. This will be of increased concern in a narrow space like Market Street. There is now a great opportunity to make the street surface attractive, welcoming and safe for everyone. But why stop at the surface? Surely the design should be considering the street as a 3-D space, with the walls as the scenery in the play of everyday life of the historic place of Market Street.</p>
(11) Local Cllr (i.e. Town/Parish/District)	<p>Object – The danger here is that we drive businesses out of the Covered Market because they cannot get access for their staff, for contractors and tradesmen covering their premises, for their customers and for other visitors. The plans show no awareness of these difficulties apart from goods deliveries.</p>
(12) Oxford City Council Regeneration Team	<p>Support – In February 2023 Oxford City Council Cabinet approved a heritage-led masterplan to help ensure the Market remains fit-for-purpose into the future and continues to provide a unique experience for residents and visitors alike. The concept masterplan set out five “key moves”, to achieve this. The Market Street improvements were identified as key move 1 including improved pedestrian priority and changes to the delivery arrangements. These improvements are therefore aiming to see the street transformed from a mainly service area into a shared space prioritising pedestrians, and providing areas for seating and an improved aspect when viewed from both Cornmarket and Turl Street. All measures that are aimed at improving footfall to, and dwell time at the Covered Market. These changes are therefore a key part of longer term changes to support the Covered Market and have been developed in close consultation with traders.</p>
(131) Royal Mail - Statutory undertaker of the Universal Postal Service	<p>Object – Royal Mail will need to maintain vehicle access to the proposed pedestrian area in order to fulfill our statutory duty to maintain the Universal Postal Service. Vehicle access is necessary because the high volume and high value of mail collections from retail and financial services in the area. We cannot service this area on foot owing to the security risk to mail integrity. Royal Mail should be afforded vehicle access in the same way other statutory undertakers would such as water and energy companies.</p>
(14) COLTA	<p>No objection – I represent Oxford's Hackney Carriage (black cab) trade. Our concern is access for our trade to pick up or drop off passengers in the vicinity of Market street or indeed Market street itself. Our understanding is that would still be the case and there will be no restrictions placed on our trade.</p>

B. Online responses:

RESPONDENT	COMMENTS
(15) Local resident, (Headington, Lyndworth Close)	<p>Partially support - Broadly speaking, traffic reduction and increased pedestrianisation are good things, in my view.</p> <p>It is very important that the businesses using the Covered Market do not suffer, as the CM is an unusual gem in a city centre squeezed for retail space and otherwise too often trending towards the generic.</p>
(16) Local resident, (Oxford, Aston Street)	<p>Partially support - Market Street needs improvement so I welcome proposal BUT cycles and pedestrians do not mix well. I hate going into the centre of town because I am elderly and scared by the out of control bikes. And lots of elderly and disabled feel the same way.</p> <p>The proposal is said to be for pedal bikes BUT the city centre pedestrian used areas are already full of electric bikes and motorized scooters putting pedestrians at town and neither the council nor the police do anything to stop them so I doubt very much that any steps will be taken to stop electric bikes and motorized scooters whizzing through Market Street</p> <p>2. Why do any cyclists need a cycle path down Markey Street anyway? Market Street is a short street that only leads to Cornmarket which is supposed to be pedestrianised or was when I last checked. Having a dedicated cycle path fed in into Cornmarket from Market Street will only encourage more cyclists (pedal and electric) and more scooters to break the existing traffic regulations which the authorities don't enforce.</p> <p>This so-called active travel city is totally dominated by the cycling lobby. There are lots of pedestrians and wheelchair users out there whose safety needs council officers simply ignore</p>
(17) Local resident, (Oxford, Banbury Road)	<p>Partially support - Oxford needs better public toilets and I would prefer the refurbishment of the Market Street toilets was prioritised.</p> <p>I don't agree with mixing pedestrian and cycle zones (Cornmarket St is dangerous for pedestrians with unlawful cycling)</p>

<p>(18) Local resident, (Oxford, Florence Park Road)</p>	<p>Partially support - Conduent seem to have an ambiguity about the enforcement of loading bay parking, meaning that the planned loading bay spaces on Market St will effectively be used as short stay city centre parking by anyone, including shoppers. Traffic flow in this area will remain high unless there is appropriate enforcement of loading bay parking. Even though the number of loading bays looks to be reducing, there is still enough to make people think they might get a space here if they wait long enough. As far as I can see there is nothing actually proposed that will turn market street into a true pedestrian and cycle zone.</p>
<p>(19) Local resident, (Oxford, Salegate Lane)</p>	<p>Partially support - I fully support extending vehicle-free dwell zones for pedestrians and cycle access on Market st. I'm disappointed that these proposals are less ambitious than ideas floated initially that loading would be restricted to specific hours. The loading bays shown look likethey would be permanently in use, much like those on cowley road are now. Hardly a meaningful pedestrian entrance to the market.</p>
<p>(20) Member of public, (Oxford, Shotover)</p>	<p>Partially support - I am supportive, however, I think allowing Taxis and blue badge holders to be exempt will be detrimental to scheme and be to the detriment of the pedestrian impact being targeted.</p>
<p>(21) Local resident, (Oxford, Western Road)</p>	<p>Partially support - Just changing the loading bays does nothing to support the market. There are no cycle parking racks indicated on the plan at the rear of the market. Good secure cycle parking provision is badly needed. This actually encourages cyclists to come and shop at the market.</p>
<p>(22) Local group/organisation, (Abingdon, Bostock Road)</p>	<p>Support - The proposals enable the first step transformation of Market Street and the north entrances of the Covered Market from a dingy and ugly loading area into a place that will enable people to use the space outside the market for outside dining, and improve visibility of the market.</p> <p>We would like to see seating and more cycle parking in the area.</p>

<p>(23) Local group/organisation, (Oxford Green Badge Tour Guide)</p>	<p>Support - I think that this is a good stepping stone to the creation of a more attractive area for visitors - encouraging them to visit the Covered Market (and a throughfare to the historic heart of the University). It will be a vital component of any redevelopment of the Covered Market, including better provision of Public toilets (a serious issue for visitors to Oxford) to enable it to continue to thrive in a rapidly changing retail environment.</p>
<p>(24) Member of public, (Eynsham, Acre End St)</p>	<p>Support - Its wild traffic is allowed down this tiny street in the first place - it would provide a much nice environment for pedestrians and those who use the food/drink facilities in the Covered Market to be able to use this outdoor space for seating.</p>
<p>(25) Local resident, (Great Rollright, Tyte End)</p>	<p>Support - It is a mess at the moment, the pavements are partly blocked by cycles attached to signs, it is not clear if the road is for cars or other traffic, and the drop-off conditions are not clear. Ideally, it should be just a pedestrian area during the day with no vehicle access (apart from emergencies) with all deliveries scheduled in the early morning or late evening. This has costs and how they should be born would need careful attention, it should not fall only if at all on the operators of the market stalls.</p>
<p>(26) Member of public, (Lincoln College, Turl Street)</p>	<p>Support - Having consulted our tenants on Market St., we are supportive of any proposals to increase footfall while retaining operational access.</p>
<p>(27) Member of public, (Oxford, Alice Smith Square)</p>	<p>Support - More space for people. I dont like going to the covered market as there are so many cars trying to park just in front. Also it will reduce unnecessary traffic to the centre.</p>
<p>(28) Local resident, (Oxford, Badgers walk)</p>	<p>Support - This is an improved but doesn't go far enough to fully remove cars from the road</p>

<p>(29) Local resident, (Oxford, Badger's Walk)</p>	<p>Support - I would like to see Market St fully pedestrianised without the exemptions listed but this scheme will be better than the current chaos. I would also like to request a proper dropped curb where Turl St meets Market St as this is very inconvenient for cyclists. More cycle parking is needed as well for the market including spaces for cargo bikes so people can load their market shopping into their cargo bikes.</p>
<p>(30) Local resident, (Oxford, Bateman Street)</p>	<p>Support - Due to poor signposting, vehicle parking, and a generally unpleasant atmosphere down Market St, there are no motivations or incentives for anyone to enter the Covered Market except from the High Street. The presence of lots of white vans and large rubbish bins in Market Street adds to this, and any time I've exited the covered market from market street I endeavour to get back onto Cornmarket Street as fast a possible. It has a generally sketchy atmosphere and I would be extremely hesitant to walk down Market Street in the evening.</p>
<p>(31) Local resident, (Oxford, Bath Street)</p>	<p>Support - It will improve the public realm and the city centre experience for residents and visitors.</p>
<p>(32) Local resident, (Oxford, Beresford Place)</p>	<p>Support - This is a major improvement to the current situation.</p> <p>However, loading bays should be 20 minutes only for loading only and not accessible to anyone but only companies present in the covered market. Taxis and private hire should also not be allowed.</p>
<p>(33) Local resident, (Oxford, Botley Road)</p>	<p>Support - Support the provision of creating safer and better quality spaces for pedestrians and cyclists especially around the busy market area</p>
<p>(34) Member of public, (Oxford, Boundary Brook Road)</p>	<p>Support - It is currently a miserable road that is barely used, and this is transforming it into a place for people. Could be brilliant for the many businesses that operate there.</p>

<p>(35) Member of public, (Oxford, Boundary Brook Road)</p>	<p>Support - I think transforming the area around the Covered Market into a more pedestrian/cycle-friendly zone is a fantastic idea. At the moment most of the vehicles you see parked outside the entrance on Market St are clearly just regular people who chance their luck to pop in to do a quick bit of personal shopping, even though the spots are for loading only.</p>
<p>(36) Member of public, (Oxford, Hill Top Road)</p>	<p>Support - Market Street is horrible and unwelcoming as it stands at present. I am strongly in favour of barring traffic and making it a cycle and pedestrian zone, and opening up the Covered Market</p>
<p>(37) Local resident, (Oxford, Howard Street)</p>	<p>Support - More space for pedestrians and more greenery is almost always a good thing, and would enhance the Covered Market as a "destination".</p>
<p>(38) Local resident, (Oxford, Leafield Road)</p>	<p>Support - This street with it's narrow pavements and parked vehicles is not very inviting. Pedestrianisation will make it a much improved space</p>
<p>(39) Local business, (Oxford, Market Street)</p>	<p>Support - I wish to request a small alteration to the plan. There is a proposal to place seating and planting outside our shop (Objects of Use in Market Street), which would be nice, but I wonder if I could ask for it to be split in two so that people can actually access our door without having to walk around the planting, as this configuration could represent something of a barrier to the front door if you are coming from across the street. If the planting was either side of the door it would still perform its function, without feeling like a barrier / constricting the flow of visitors to the store (people often cross the street to get to us).</p>
<p>(40) Local resident, (Oxford, Marshall Road)</p>	<p>Support - I support more pedestrianisation of the city centre.</p>

<p>(41) Local resident, (Oxford, Ridgefield Road)</p>	<p>Support - This is a criminally underused space right in the heart of the city, often clogged by turning cars and is a tempting rat run for lost tourists cutting through Cornmarket.</p>
<p>(42) Member of public, (Oxford, Rymers Lane)</p>	<p>Support - Market Street has so much unfulfilled potential and could be more pleasant for the public and as a result create more success for the Covered Market.</p> <p>I support the City's plans to improve the public realm but have a few comments:</p> <ol style="list-style-type: none"> 1. Why does a shared pedestrian and cycle space need a seperate footway? The signal is that this is still a place for cars. Once made permanent, the city should redesign this space to reflect that this is a place for people. This would also mean levelling the carriageway at Turl St/Market St 2. There are too many excemptions for motor vehicles. This does not make it sound like a pedestrians and cycle zone at all. 3. Needs some real enforcement. The loading bays are currently basically used as parking. With the amount of excemptions outlined in the document, this is likely not going to change unless enforced with rigour. 4. More bicycle parking please, including specific parking bays for cargo bikes!
<p>(43) Member of public, (Oxford, Southfield Road)</p>	<p>Support - Great idea. Please make this with more areas in the city</p>
<p>(44) Local resident, (Oxford, Sunderland Avenue)</p>	<p>Support - I support any measure that encourages cycling</p>
<p>(45) Member of public, (Oxford, Winchester Road)</p>	<p>Support - Pedestrianisation has repeatedly proven to be successful in the UK in increasing footfall, improving trade, and reducing shopfront vacancy (see research summary here https://www.perplexity.ai/search/Has-pedestrianisati-been-RFX7D92RQqyIWbbPB6AMQ?s=c#4455fb0f-dd91-42aa-b221-66db3c1e8031).</p> <p>I am the secretary of the North Parade Residents and Traders Association and have been closely involved with the pedestrianisation of North Parade Avenue. This has been a resounding success for the Parade overall, as any visitor can plainly see. The street is humming on most days, and traders are benefitting. There are essentially no vacancies. It has not been without its challenges, however -- in particular in balancing the needs of certain</p>

	residents with garages on the Parade -- but these are not relevant to Market Street. So I think there is every reason to expect that this ETRO will have the intended consequences and I strongly support it as a means to modernise and regenerate the City centre.
(46) Member of public, (Oxford, Bickerton Road)	Support - Currently area is unappealing as a small number of vehicles make walking feel unsafe and unpleasant for pedestrians. Oxford city centre urgently needs places where people can meet or take rest in a pleasant environment. The removal of most parking on Broad Street is already a huge improvement and these proposals will add to this and serve to bring greater footfall to the Covered Market and encourage people to spend more time there.
(47) Local resident, (Oxford, Don Bosco Close)	Support - Make it a nicer area
(48) Member of public, (Witney, Thorney Leys)	Support - More accessible spaces needed across the county
(49) Local resident, (Oxford, Benson Place)	No objection - This is a desirable step